

# **Liverpool Temporary Film Studios**

# **Transport Statement**

**August 2020**

TFS-FC-HAC-00-RE-CH-001

Flinders Chase Limited have prepared this Transport Statement on behalf of Morgan Sindall who are managing the design and approvals of the project on behalf of the Liverpool Film Office. The general scope of the Transport Statement has been agreed in principle with the Highway Authority at Liverpool City Council.

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## 1.0 INTRODUCTION

### 1.1 *Background*

The Liverpool Film Office (LFO) are a dedicated team within Liverpool City Council who assist in productions and location finding in the Liverpool City Region. Their free service also includes permissions and liaison, parking, traffic control, sourcing local labour and suppliers.

In order to address the projected growth of the global film, television and screen-based media industry and an increase in demand for studio spaces in Liverpool, LFO are looking to construct two temporary film studios on vacant land at Liverpool Innovation Park, in the Fairfield area of Liverpool. Two 60m x 30m studio spaces will be constructed on vacant land at Liverpool Innovation Park, located adjacent to the former Littlewoods Building. An area of land at the site has also been designated for car parking, and the site will also accommodate Articulated HGV parking. There is a longer-term aspiration to convert the former Littlewoods Building into a permanent Film Studio, and these temporary measures will help to draw screen-based industry into the area.

This *Transport Statement* has been prepared to support the planning application for the construction of the Liverpool Temporary Film Studios, in the Fairfield area of Liverpool. It has been prepared on behalf of Morgan Sindall as part of the documentation required for the Planning Application. It assesses the existing conditions of the site, reviews the accessibility of the site in terms of sustainable modes of travel, assesses the highways and transportation elements of the project and identifies traffic related impacts resulting from the scheme, along with any required mitigation measures.

### 1.2 *Scope of the Transport Statement*

Initial contact was established with the Highway Authority in July 2020 to determine the general approach to the transport documentation required to support the planning application. It was agreed that the focus of the Transport Statement should be around co-ordinating parking and vehicle movements within and around the site, as well as carrying out a Trip Generation Exercise to assess the impact of the proposals in vehicle numbers on the existing highway network. It was also agreed that Morgan Sindall will need to submit a MASA with the planning application, which is issued as a separate document alongside this report.

### 1.3 *Structure of the Transport Statement*

This Transport Statement follows national guidance on the preparation of Transport Statements and sets out the findings in a logical manner, as follows;

- Section 2 reviews the national, regional and local policy context and guidance;
- Section 3 reviews the existing transport situation at the site;
- Section 4 describes the development proposals, access strategy and includes a Trip Generation exercise;
- Section 5 analyses the road traffic accident data in the vicinity of the site; and
- Section 6 contains a summary of the assessment findings and conclusions.

## 2.0 POLICY CONTEXT

This Transport Statement has been developed taking into consideration local, regional and national guidance and policies. The following section provides an overview of the key policies.

### 2.1 *National Planning Policy Guidance*

#### 2.1.1 *The National Planning Policy Framework*

In February 2019 the Department for Local Government and Communities published an update of the National Planning Policy Framework (NPPF). This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework for Local Authorities to develop their own Local Plan, which reflects the needs and priorities of their communities. At the heart of national planning policy is a presumption in favour of sustainable development. The framework outlines that developments should be granted approval, without delay, if they are in accordance with the Local Development Plan and that if the Local Development Plan is out of date, silent or absent, permission should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Section 9 of the NPPF (paragraphs 102 to 111) deal specifically with transport and focus on promoting sustainable transport. This should be achieved by requiring developments to submit a Transport Statement or Transport Assessment. Decisions and plans should take account of whether the opportunities for sustainable transport modes have been taken up and whether safe and suitable access to the site can be achieved for all. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

#### 2.1.2 *Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen*

In January 2011 the then Coalition Government published a White Paper and launched a Local Sustainable Transport Fund to contribute towards achieving two objectives; to help create growth in the economy and to tackle climate change by reducing carbon emissions. The White Paper acknowledges that two thirds of all journeys are less than five miles and many of these journeys could easily be cycled, walked or made via public transport.

The concept of enabling choice through the provision of better information and education underpins the Government's approach to sustainable travel. A ladder of interventions shows that there is an incremental approach in terms of interventions that encourage sustainable transport choices. These interventions range from simply providing information to the guiding of choice through changing the default, guiding choice through the use of incentives, guiding choice through the use of disincentives, restricting choice and eliminating choice.

### 2.1.3 *Cycling and Walking Investment Strategy*

In 2017, the UK Government set out its ambition for cycling and walking in England in their *Cycling and Walking Investment Strategy*. This brief document sets out the Government's ambition "to make cycling and walking the natural choice for shorter journeys, or as part of a larger journey". The document sets out three strands through which this ambition will be achieved, by delivering:

- *Better Safety - A safe and reliable way to travel for short journeys.*
- *Better Mobility - More people cycling and walking - easy, normal and enjoyable.*
- *Better Streets - Places that have cycling and walking at their heart.*

Specific Objectives targeted to have been achieved by 2020 are:

- An increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made;
- An increase walking activity, where walking activity is measured as the total number of walking stages per person;
- A reduction in the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled;
- An increase in the percentage of children aged 5 to 10 that usually walk to school.

These Objectives are further supported by the following specific aims and targets by 2025:

- to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025;
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

## 2.2 *Regional and Local Policy Guidance*

### 2.2.1 *Liverpool City Region Combined Authority - Transport Plan*

In 2019 the Liverpool City Region Combined Authority adopted a new *Transport Plan* to replace their 2015 *Transport Plan for Growth* document. The new Transport Plan is based around 5 strategic objectives as set out below:

- To support inclusive economic growth across a thriving city region by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors;
- To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits;
- To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive (with a focus on boosting

healthy forms of travel for short trips and where public transport networks are the modes of choice);

- To develop a mobility system that enhances the health and wellbeing of the citizens and addresses the challenges of poor air quality (supporting the move to a zero carbon LCR by 2040);
- To secure a transport network that is well maintained, safe and resilient.

The Transport Plan recognises that making local journeys by sustainable modes, rather than private motor vehicle, will contribute significantly to achieving these objectives. It includes the following statement:

*“...The imperative to switch entirely from motorised transport is brought into sharp focus by the following local facts:-*

- *66% of all trips are less than 5km in length, and*
- *83% are less than 10km.*

*Despite the short distance of most trips, over half are driven by car....”.*

### *2.2.2 Liverpool City Region Combined Authority – Local Journeys Strategy*

Published in late 2017 by the Liverpool City Region Combined Authority, this document provides a framework for guiding the development of services and infrastructure that support sustainable short trips across the Liverpool City Region. It is a high-level strategic document without specific targets and measures (which were at that time proposed to be set out in the *Local Cycling and Walking Implementation Plan* reviewed in section 2.2.2) but generally recommends the following:

- Adopt a “whole journey approach” and promote active travel choices for access to bus and rail hubs for longer journeys;
- Promote active travel for short journeys to improve health outcomes, including journeys to school, encouraging the use of local stations and promoting sustainable travel through the introduction of new transport infrastructure;
- Address barriers to walking and cycling including road safety concerns, fear of crime, poor maintenance and unpleasant local environments;
- Contribute to national air quality objectives by reducing carbon emissions, including supporting the use of active travel for last-mile freight movements.

### *2.2.3 Liverpool City Region Combined Authority - Local Cycling and Walking Infrastructure Plan*

Published in early 2020 by the Liverpool City Region Combined Authority, this document picks up where the Local Journey’s Strategy identified in section 2.2.2 finishes. It sets out a plan for the phased development and improvement of the cycling and walking network across the City Region. The aim of the Infrastructure Plan is defined by the following five objectives:

- Gather information to understand existing patterns of walking and cycling in the LCR and engage with Stakeholders to understand their requirements for the LCR walking and cycling network;

- Develop a walking and cycling network for the LCR that will increase the uptake in active travel by providing routes that are safer, accessible, comfortable, direct, coherent and adaptable;
- Ensure integration of the network with transport and land use planning policies and programmes of the LCRC and the six Local Authorities;
- Prioritise routes for delivery;
- Develop an implementation plan for delivery of the network.

#### *2.2.4 The Liverpool Local Plan and Unitary Development Plan*

The Local Plan will provide the primary basis for local planning policy for Liverpool until at least 2033. The Liverpool Local Plan has been submitted to the Planning Inspectorate for examination and will be formally adopted in the near future. Until the Local Plan is adopted, the existing Unitary Development Plan (UDP), which was adopted in 2002, continues to carry some weight in the decision-making process in Liverpool and elements of it will be used by the the Local Planning Authority and the Planning Committee for assessing planning applications. Policies T6 (Cycling) and T12 (Car Parking Provision for New Developments) are relevant at this time and overlap with similar policies in the Local Plan.

However, the Liverpool Local Plan now carries significant weight in the decision-making process, and some overlap with the UDP exists which requires interpretation on a scheme by scheme basis. Relevant Policies from the emerging Local Plan are listed below:

- Policy TP1 – Improving Accessibility and Managing Demand for Travel
- Policy TP2 – Transport Assessments
- Policy TP5 – Cycling
- Policy TP6 – Walking & Pedestrians
- Policy TP8 – Car Parking & Servicing
- Policy TP9 – Public Transport

Both the UDP and the Local Plan documents emphasise the need for new developments to improve access and the quality of the environment in Liverpool City Centre to promote the city centre economy.

This Transport Statement sets out the transport related aspects of the proposed development, in accordance with these documents.

#### *2.2.5 Ensuring a Choice of Travel – Supplementary Planning Document*

This Supplementary Planning Document (SPD) was adopted in 2010 in partnership with the Merseyside Local Authorities and Merseytravel to provide consistent guidance to Developers on addressing transport and access issues in new developments across the wider Merseyside area. The SPD sets out the following objectives:

- Ensure a reasonable choice of access by all modes of transport to new development;
- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Improve road safety;

- Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;
- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces, where appropriate.

The proposed development of the Temporary Film Studios is compatible with relevant policy frameworks and transport policy for Liverpool City Centre. Existing and established transport infrastructure is readily available and accessible.

The SPD also sets out the requirements for the transport related supporting documentation for planning applications, by development type. For the purpose of this planning application, the proposals for the film studios has been assessed as *suis generis*. A *Transport Statement* and a *Minimum Accessibility Standard Assessment* (MASA) have therefore been prepared following discussion with the Local Authority.

#### 2.2.6 *Air Quality & Conservation Status*

Local Authorities have been required to monitor ground air pollution for pollutants harmful to human health since 1997. Where contaminants exceed published thresholds, Local Authorities are required to implement mitigation measures to improve air quality and protect the health of their citizens.

Liverpool City Council are in the process of developing a “Clean Air Plan”, which entered the “Strategic Outline Case” stage in August 2019.

Until the “Clean Air Plan” is further developed and approved, the former Local Transport Plan for Merseyside (LTP3) sets out a range of targets and scenarios for reducing harmful emissions. It acknowledges that transport is the dominant contributor to air pollution. The LTP3 classifies some of the major road corridors in Liverpool according to the distribution of air pollution.

The LTP3 forecasts changes in harmful emissions on the basis of a Do Minimum scenario and the implementation of a “Final Strategy”. This modelling shows a 77% reduction in Nitrogen Oxides (NO<sub>x</sub>), a 6% reduction in Particulate Matter (PM<sub>10</sub>) and no change to Carbon Dioxide (CO<sub>2</sub>) emissions between 2008 and 2024 on implementation of the Final Strategy. These changes to emissions take account of increases in car ownership and are mainly affected by advancements to cleaner engine technology.

The catchment of those potentially working at the Film Studios may be nationwide, and many will be “working on location” which would require them to stay in local accommodation.

The site is not located within a Conservation Area.

### 3.0 EXISTING SITUATION

#### 3.1 Site Location

Liverpool Innovation Park provides offices, leisure and business continuity services in the Fairfield area of Liverpool. The studios will be located on a vacant piece of land located on the east side of the park. The site is located off Edge Lane (A5047) and accessed from Digital Way via Innovation Boulevard. The currently vacant Littlewoods Building lies to the immediate west of the site, on the opposite side of Innovation Boulevard. Approximately 3km west of the site is Liverpool City Centre and 1.7km west is Paddington Village, which is located within the Knowledge Quarter Mayoral Development Zone (MDZ). 900m south-east of the site is Wavertree Technology Park Rail Station and 1km south-west is Edge Hill Rail Station. Figure 3-1 below shows the proposed location of the Film Studios in the context of nearby transport infrastructure.

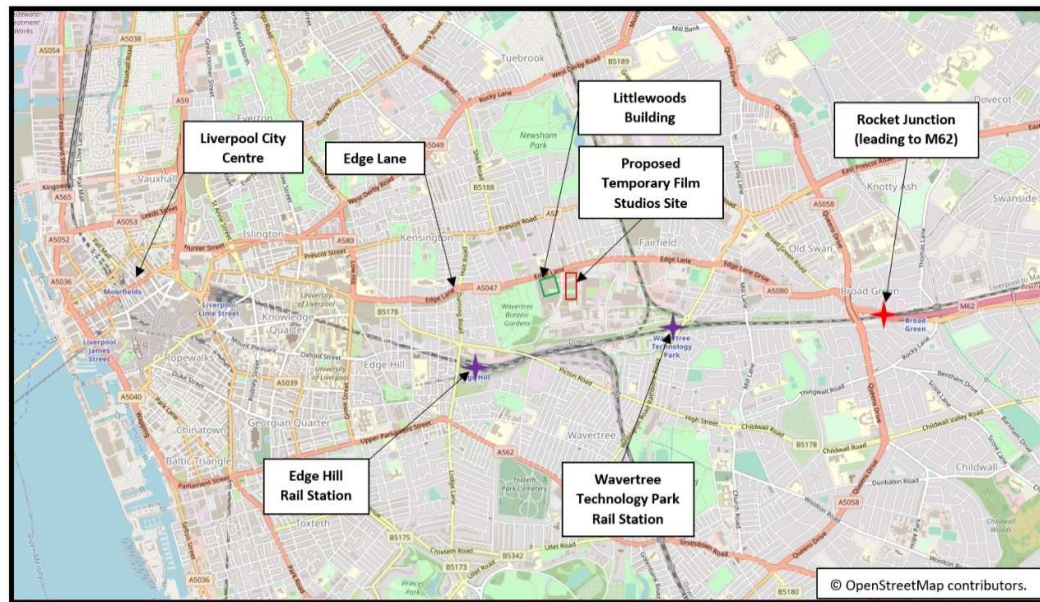


Figure 3-1: Location of site for Liverpool Temporary Film Studios.

#### 3.2 Local Highway Network

The proposed site for the new Film Studios facility is located on Digital Way which is accessed via Innovation Boulevard to the west and Liverpool Innovation Park to the east. Innovation Boulevard links Edge Lane (A5047) to the north with Wavertree Road (B5178) to the south.

Edge Lane forms part of the recognised “freight route” in Liverpool, and connects directly with the M62 motorway approximately 2.4km to the east of the site at the Rocket Interchange. In 2018, the *Annual Average Daily Traffic Flow (two-way)* on Edge Lane in the vicinity of the site was approximately 36,000 vehicles, with approximately 2.6% of these vehicles being HGVs. Photograph 1 below shows Edge Lane at its junction with Innovation Boulevard.



Photograph 1 – Edge Lane junction with Innovation Boulevard.

Edge Lane is a dual carriageway, with two 3.5m lanes in each direction and good quality footways immediately adjacent to the carriageways.

Innovation Boulevard is located off Edge Lane and provides the means of access to Digital Way. It is a single carriageway road and is commonly used to access the south of the City Centre by motorists travelling west along Edge Lane and also provides access to the M62 for vehicles exiting the south of the City Centre. The carriageway on Innovation Boulevard is 7.3m in width and footways are 4m wide and in excellent condition. Photograph 2 below shows Innovation Boulevard, and the existing pedestrian crossing adjacent the proposed site.



Photograph 2 – Existing Puffin Crossing on Innovation Boulevard.

Digital Way will provide access into the proposed site. This east-west road between Innovation Boulevard and the existing infrastructure in Liverpool Innovation Park runs along the northern boundary of the proposed Film Studio site. There are two existing access roads on Digital Way which will be utilised for the temporary film studios. The carriageway on Digital Way is 7.3m wide. Footways are 2m in width and in excellent condition. Photograph 3 below shows Digital Way, from Innovation Boulevard and photograph 4 shows the existing access points on Digital Way. The eastern end of Digital Way leads into a private car park associated with Innovation Park (the car park is not adopted highway).



*Photograph 3 – Digital Way.*



*Photograph 4 – Existing access points into proposed site from Digital Way.*

Figure 3-2 below shows the approximate extents of the site, and also shows the nearest bus stops to the proposed facility.

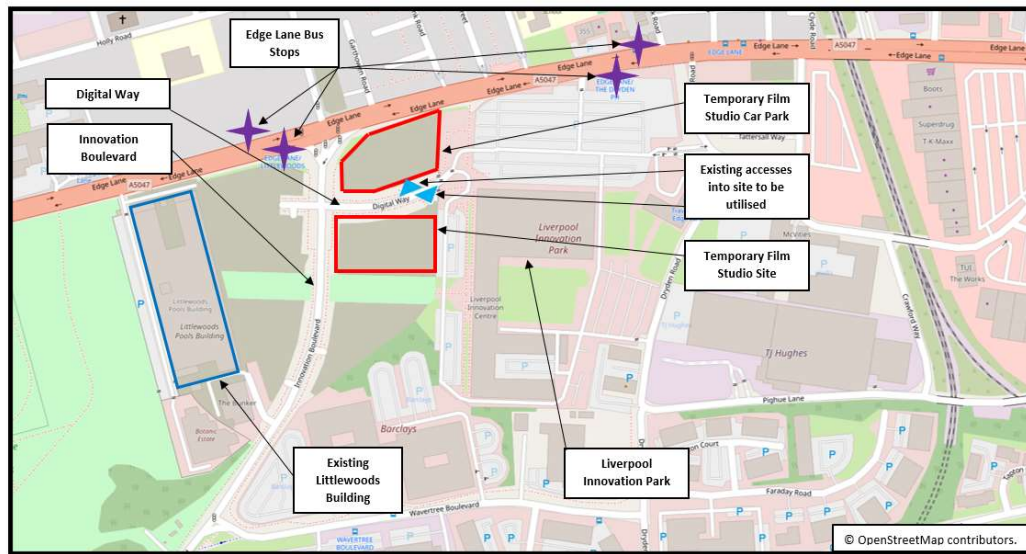


Figure 3-2: Extents of Proposed Temporary Film Studios Site.

### 3.3 Site Accessibility

This section of the report reviews the accessibility of the proposed film studios on Digital Way, from each of the various modes of transport.

#### 3.3.1 Walking

The highways immediately adjacent to the proposed site have been described in section 3.2. The footways on each of these highways are in good order and are in excess of 2m in width, with grass verges separating the carriageway from footway on both Digital Way and Innovation Boulevard. Street lighting is in place on each of the highways in question. The nearest junctions to the site on Edge Lane has controlled pedestrian crossing facilities to assist with the movement of pedestrians.

As would be expected given the improvement schemes completed on Edge Lane in the past 10 years and the development of Liverpool Innovation Park, pedestrian routes on all approaches are of a good standard and equipped with dropped kerbs and tactile paving at side roads. The site is considered to be highly accessible by pedestrians.



Photographs 5 & 6 – Footways on Innovation Boulevard and Digital Way.

### 3.3.2 *Cycling*

The site is reasonably well served by the existing cycling network in Liverpool. Wavertree Boulevard is the location of the nearest on-road cycle route, which is located 350m south of the site. In an easterly direction, this cycle route leads along Pighue Lane and then Gourley Road into the Broad Green area of Liverpool. From here it links to national cycle route 62 (The Trans Pennine Trail) and consequently to both the north and south of Liverpool. In a westerly direction, this route leads into Liverpool City Centre. Photograph 7 below shows a part of the Wavertree Road Cycle Lane at the junction with Innovation Boulevard.



Photograph 7 – On and off-road cycle lanes on Wavertree Road.

The proposed temporary film studios site is shown in the context of existing cycle routes in close proximity in Figure 3-3 (extract from *Liverpool Cycle Map* published by Merseytravel) below.

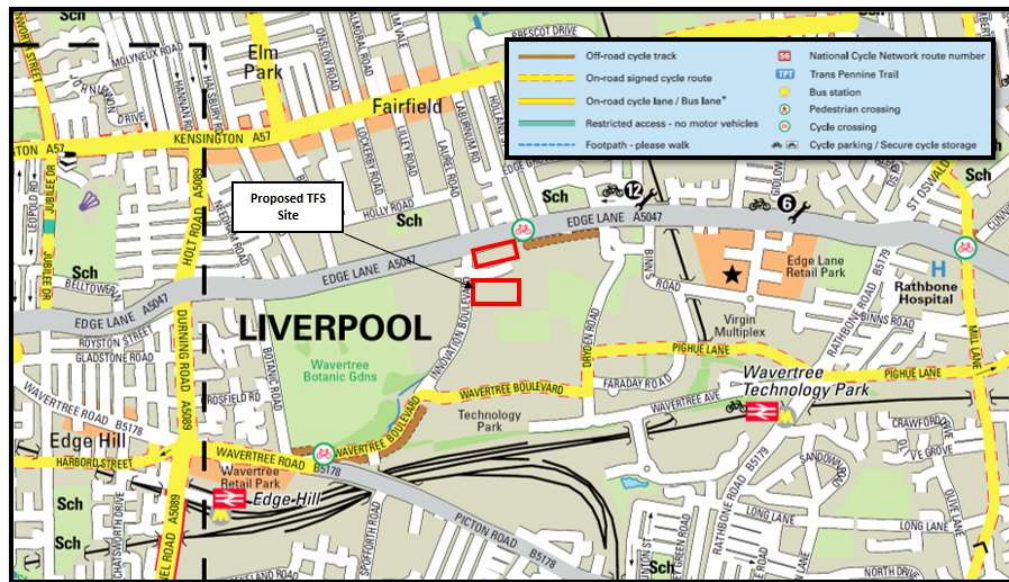


Figure 3-3: Cycling Network in the vicinity of the proposed Temporary Film Studios.

### 3.3.3 Access by Bus

The proposed site is well served by the existing bus network, mainly due to its proximity to Edge Lane and Wavertree Road. Figure 3-4 below shows the location of the proposed film studios in the context of the nearest bus and rail stations.

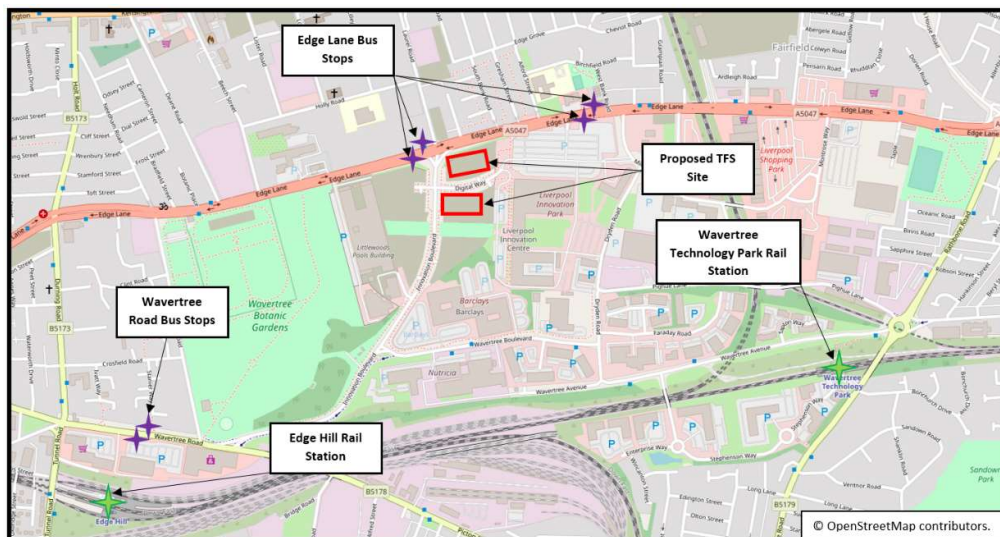


Figure 3-4: Nearest Bus & Rail Infrastructure to Temporary Film Studios Site.

The closest bus stops to the site are located on Edge Lane, approximately a 250m walk (150m direct distance) from the proposed site on Digital Way. These are serviced by two bus service's (with one only operating once a day), providing access to Warrington in the east and Liverpool City Centre to the west. These have been summarised in Table 3-1. The two nearest bus stops on Edge Lane are shown in photographs 8 and 9 below.



*Photographs 8 & 9 – Edge Lane Bus Stops.*

Wavertree Road bus stops (see photograph 10 below) are located approximately 1.1km walking distance (860m direct) from the proposed site and give access to services for Liverpool City Centre, East Liverpool, Widnes and Runcorn. In excess of 15 services per hour utilise the bus stops on Wavertree Road, and these have been briefly summarised in Tables 3-2.



*Photograph 10 – Wavertree Road Bus Stops.*

#### **Edge Lane Bus Services**

<b>Bus Service</b>	<b>Areas Served</b>	<b>Weekday Frequency</b>
6	Liverpool City Centre, Kensington, Fairfield, Huyton, Widnes	Once a day in each direction
7	Liverpool City Centre, Kensington, Fairfield, Broad Green, Dovecot, Huyton, Cronton, Warrington	Every 30 minutes in each direction

*Table 3-1 - Buses serving the Edge Lane Bus Stops.*

### Wavertree Road Services

Bus Service	Areas Served	Weekday Frequency
61	Liverpool City Centre, Kensington, Wavertree, Childwall, Huyton, Whiston, Prescot, Rainhill, Widnes, Runcorn	Every 30 minutes in each direction
78	Liverpool City Centre, Edge Hill, Wavertree, Gateacre, Halewood	Every 30 minutes in each direction
79/79D	Liverpool City Centre, Edge Hill, Wavertree, Childwall, Belle Vale, Netherley, Halewood	Every 6 minutes in each direction
79C	Liverpool City Centre, Edge Hill, Wavertree, Childwall, Belle Vale, Netherley, Widnes	Every 20 minutes in each direction

Table 3-2 –Buses serving the Wavertree Road Bus Stops.

### 3.3.4 Access by Rail

Figure 3-4 previous shows the location of the site in the context of the nearest rail stations. *Wavertree Technology Park* rail station is located 900m south-east and *Edge Hill* rail station is located 1km south-east of the proposed site. These stations are within a reasonable walking distance of the site and both serve numerous services per hour in each direction, with the trains operating between Liverpool City Centre (in the west) and either Wigan, Warrington or Manchester City Centre to the east. Significantly, trains connect to the West Coast Mainline, thereby offering opportunity for access to the site from national destinations.

The rail services that will be available to users of the proposed development are detailed in Tables 3-3 and 3-4 below:

Route	Serving	Monday to Friday Daytime Frequency
City Line (Manchester via Hunts Cross)	Mossley Hill-West Allerton-Hunts Cross-Halewood-Widnes-Warrington-Manchester	Every 20 minutes
City Line (Huyton & Manchester)	Wavertree Technology Park-Broadgreen-Huyton-Rainhill-Warrington-Newton-le-Willows-Manchester	Every 5 to 15 minutes
City Line (Wigan & Preston)	Wavertree Technology Park-Broadgreen-Huyton-Prescot-St Helens-Wigan-Preston	Every 30 minutes
Long Distance Services (South)	Liverpool South Parkway-Runcorn-Crewe-Birmingham-London	Varies

Table 3-3: Rail Services and Frequencies from Edge Hill & Wavertree Technology Park Rail Stations.

### *3.3.5 Private Vehicle, Servicing and Parking Strategy*

There are currently existing access points into the proposed sites (see photograph 4 previous), but these are currently stopped up by concrete pillars. The site itself is currently bounded grassland, and as of present cannot be accessed by any vehicle.

## 4.0 DEVELOPMENT PROPOSALS

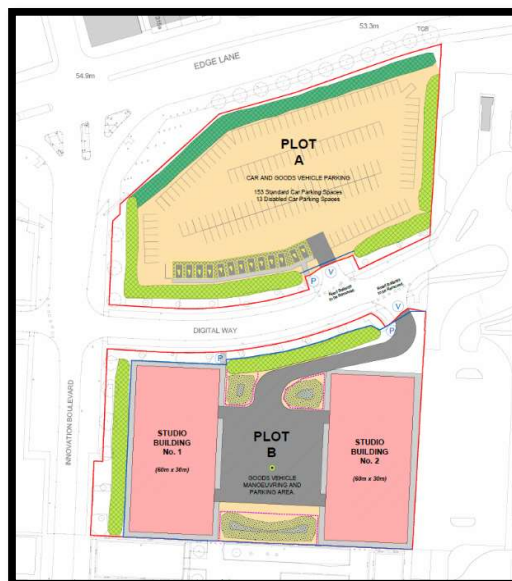
### 4.1 Introduction

The Liverpool Film Office (LFO) are a dedicated team within Liverpool City Council who assist in productions and location finding across the Liverpool City Region. Liverpool has benefitted from significant economic activity in recent years as a result of increasing demand for “on location” film shooting and LFO identified a market for a new film studio. The longer term plan is to convert the former Littlewoods Building to fulfil this role, but in the shorter term it is proposed to construct two Temporary Film Studios on vacant land towards the western edge of Liverpool Innovation Park on Digital Way, in the Fairfield area of Liverpool (500m from the Littlewoods Building).

There are currently two plots of land that will be utilised for the Temporary Film Studios. These are both vacant and are separated by Digital Way. The proposed site layout is shown in Appendix A.

The proposals are for Plot A (north of Digital Way) to be a surface level car park providing parking for up to 166 vehicles (13 of these will be for blue badge holders). Plot B (South of Digital Way) will be the location of the two 30 x 60m Temporary Film Studios, with areas for car, LGV and HGV parking during loading and unloading activities.

For illustrative purposes, the proposals are shown in *Figure 4.1*. This drawing can also be found in Appendix A. Information provided by LFO indicates that for each Temporary Film Studio, an average of five articulated trucks arrive each time the production moves in and out of the site. Additionally, approximately ten artist trailers and fifteen 7.5-18-ton trucks are anticipated to be on site throughout filming. Up to 60 crew cars per day are expected at the site for each studio. The site will also require 24/7 access as catering and management crews tend to arrive out of hours.



*Figure 4-1: Development Proposals (Extracted from Appendix A).*

#### 4.2 *Proposals Relating to Pedestrians*

A pedestrian access will be available into the car park at Plot A. This will be located adjacent to the existing vehicular access into the site on Digital Way.

A pedestrian access will also be located adjacent to the existing vehicular access into Plot B, providing pedestrians with safe access to the temporary studios. A secondary pedestrian access into Plot B will also be available on Digital Way, approximately 60m west of the main vehicular and pedestrian access. This will provide pedestrians with an additional safe route into the site. The proposals are shown in Appendix A.

#### 4.3 *Proposals Relating to Cyclists*

There is no provision for cycle parking within the site because of the ad hoc nature of its proposed use. It is anticipated that any requirement for cycle parking will be managed by the operator of the site. Space will be available in and around the temporary film studios and this will be allocated to any cyclists accessing the site on an “as needed” basis. Cyclists accessing the site will utilise the pedestrian accesses described in section 4.2, or can cycle into each site using the vehicular carriageways.

#### 4.4 *Proposals Relating to Public Transport*

There are no proposals relating to the existing public transport provision, which is extensive and close to the site, viz:

Public Transport	Services	Distance from Temporary Film Studios Site (Walking time)
<b>Buses:</b>		
Edge Lane Bus Stops	4 No., accessing 2 routes	250m minimum (3 mins)
Wavertree Road Bus Stops	2 No., accessing 4 routes	1.1km (14 mins)
<b>Trains:</b>		
Wavertree Technology Park	CityLine and long distance services (See table 3-3)	900m (19 min)
Edge Hill Train Station	CityLine and long distance services (See table 3-3)	1km (19 min)

*Table 4-1: Public Transport Locations.*

As can be seen there is ample opportunity for staff to choose public transport for their journeys.

#### 4.5 *Access by Private Vehicle*

##### Trip Generation

A comparison of the predicted private trips generated by the Temporary Film Studios has been undertaken using the TRICS database, for the following planning classes, excluding survey data

from London, the Home Counties, Scotland, Wales & Ireland (North & South). The TRICS outputs are included as *Appendix B*:

- Employment - A2 Office
- Employment - C2 Industrial Unit
- Employment – F2 Warehousing

The data output results in the hourly trip generation figures provided in *Table 4-2*, which also shows the associated peak hours for each development type, based upon 3,600m<sup>2</sup> of floor space (2 No. 30x60m studios). The traffic flows for the existing peak hours on Edge Lane (8am to 9am and 5pm to 6pm) are also indicated, with the associated trips in those hours shown.

Period	Office (A2)		Industrial Unit (C2)		Warehousing (F2)	
	Arrv	Dept	Arrv	Dept	Arrv	Dept
AM Peak (by Class)						
C2 (05:00 – 06:00 hrs)	-	-	19	0	-	-
F2 (07:30 – 08:30 hrs)	-	-	-	-	9	3
A2 (08:00 – 09:00 hrs)	31	4	-	-	-	-
Local Peak (08:00 – 09:00)	31	4	9	2	7	3
PM Peak (by Class)						
16:00 – 17:00 hrs	-	-	3	10	-	-
16:30 – 17:30 hrs	-	-	-	-	3	8
17:00 – 18:00 hrs	3	27	-	-	-	-
Local Peak (17:00-18:00)	3	27	2	9	3	7

*Table 4-2: Predicted Trips by Private Vehicle (TRICS).*

The table shows that the worst-case scenario for the TRICS outputs would be Office (A2), with 31 cars arriving during the AM peak (08:00-09:00) and 27 cars departing during the PM peak (17:00-18:00). The peak hours coincide with the local peak hours on Edge Lane.

The Liverpool Film Office (LFO) have indicated that up to 120 crew cars could arrive/depart throughout the day (60 per studio), with the workday starting at 07:00 and finishing at 20:00. Applying the trip rates above (as a percentage over the whole day trip rate for each of the various development classes listed) to the 120 crew cars indicated by the LFO has allowed a bespoke “trip rate profile” to be developed for the Film Studios, against the local peak hours on Edge Lane. This gives the following results.

Period	Office (A2)		Industrial Unit (C2)		Warehousing (F2)	
	Arrv	Dept	Arrv	Dept	Arrv	Dept
AM Peak						
08:00 – 09:00 hrs	28	4	12	4	13	5
PM Peak						
17:00 – 18:00 hrs	2	26	3	17	5	13

*Table 4-3: Predicted Trips Comparison by Private Vehicle – Based on 60 Crew Members per Studio.*

This gives a “worst case” of 32 vehicle trips during the AM peak hour and 28 vehicle trips during the PM peak hour, at the peak hours when the local routes are under the greatest traffic loading.

#### Trip Distribution

In order to “assign” the trips to the network, it is necessary to make some assumptions on the origin/destinations of the staff at the site. The site will have a regional and partly nationwide catchment. The following estimates of staff travel have therefore been made:

- Assume that 75% of arrivals will do so from the north of the site and will access via Edge Lane/Innovation Boulevard junction.
- Assume 25% of arrivals will do so from the south of the site and will access via Wavertree Road/Innovation Boulevard junction.

The peak hour figures have been put into a traffic flows spreadsheet using the percentages stated above and this is shown in Appendix C. The results show that the maximum number of additional vehicles at any one traffic signal controlled junction during the local peak hours was 24 vehicles during the AM peak hour at the Edge Lane/Innovation Boulevard junction. The second highest was 21 vehicles during the PM peak hour, also at the Edge Lane/Innovation Boulevard junction.

Therefore the increase in vehicle trips associated with the development has been estimated to be below the threshold at which the significant nearby highway junctions may be adversely affected in capacity terms (30 vehicles in any one hour at any one junction) on both Edge Lane and Wavertree Road. The junction of Digital Way and Innovation Boulevard slightly passes this threshold, but this priority intersection is known to be significantly under capacity at present, with the junction serving only Liverpool Innovation Park to the east. With circa 1 additional vehicle utilising the junction every 2 minutes during the peak hours, no delays are anticipated.

#### Car Parking

There will be sufficient private parking facilities available for the demand generated. The surface level car park on Plot A will provide parking for up to 166 vehicles (13 of these will be for blue badge holders). With 120 crew cars anticipated across on average day, this car park

will retain some residual capacity to ensure no overspill parking occurs on the highway. It is possible that a small number of LGVs or HGVs may need to be parked on this car park for short periods of time, and this can be accommodated without displacing any of the anticipated crew parking.

It should also be noted that an average of five articulated trucks, ten artist trailers and fifteen 7.5-18-ton trucks arrive each time a production moves in and out of the site. This is not a regular occurrence and studios will be occupied for approximately 7 weeks minimum (this does not include film set construction, which add on approximately another 8 weeks of preparation time and 4 weeks of dismantling). All vehicle routes in Plot B and blue-badge parking in Plot A will be surfaced with Tarmac, to ensure structural integrity of the surface is maintained in all locations likely to be accessed frequently by HGVs and blue-badge holders.

A vehicle tracking exercise has been undertaken, which shows Articulated HGV's are able to manoeuvre in and out of the site in forward motion. This can be seen in Appendix D. HGV parking can also be accommodated on the car park, if necessary, though it is envisaged this will not be a regular occurrence.

Overall, the private car park on Plot A will be able to cater for the 120 vehicles per day and the peak hour vehicle trips when distributed onto the nearby network do not warrant any intervention. A tracking exercise has also been undertaken which demonstrates the site can cater for larger vehicles.

#### *4.6 Servicing and Emergency Access*

Refuse collections will take place either from the kerbside on Digital Way or from within the site itself. Digital Way is not a busy road and so kerbside refuse collection will not pose a safety issue. Refuse collections will be organised by the site operator on an ad hoc basis and can comfortably be undertaken from within both Plots.

Emergency vehicles can access both Plots A and B from Digital Way.

#### *4.7 Minimum Accessibility Standard Assessment (MASA)*

Liverpool City Council requires all planning applications for new developments to be supported by a *Minimum Accessibility Standard Assessment (MASA)*, in line with their *SPD: Ensuring a Choice of Travel*. The MASA is a tool which allows developers to assess the accessibility of their development proposal, and to identify appropriate accessibility improvements necessary to ensure full compliance with current requirements.

The MASA results in the development achieving a "score" in terms of a rating against four modes of transport, (walking, cycling, public transport and private vehicle). This score is set against a minimum required score in each of the four modes of transport. The minimum required score is based on the development type and is contained within the SPD. The site is considered as "suis generis" and does not fall into any development type within the SPD, but the exercise has still been undertaken in order to assess the development against the accessibility questions contained within the MASA.

The full detailed MASA is issued as a separate, stand-alone document which contains a detailed critical analysis of the scores in each of the transport modes. Table 4-4 summarises the MASA scores achieved for the development, compared to the minimum required for the development.

	Minimum Required Score	Actual Score
Walking	-	4
Cycling	-	4
Public Transport	-	5
Private Vehicle	-	0

*Table 4-4: Summary of MASA Scores*

The MASA demonstrates that the Temporary Film Studios is well positioned to take advantage of good quality pedestrian and cycle infrastructure in the area and the good existing public transport infrastructure provides good accessibility.

## 5.0 ROAD TRAFFIC COLLISION ANALYSIS

### 5.1 Introduction

A Transport Statement requires that the Road Traffic Collision (RTC) data for the area surrounding the development is analysed, to ensure that the scheme proposals address any existing safety issues that may have an impact on users of the new development. The analysis should identify any existing locations where a high incidence of road traffic accidents is occurring and will also identify any particular concerns in respect of the more vulnerable road users (pedestrians, cyclists and motorcyclists). It is standard practice to review *injury data* over the most recent five-year period for which information is available.

### 5.2 Scope of the Study Area

Liverpool City Council's Road Safety Team provided RTC data for the period between 1<sup>st</sup> January 2015 and 31<sup>st</sup> December 2019, which is reproduced in *Appendix E*. It should be noted that, the data provided only summarises RTC's resulting in injury which were reported to Merseyside Police. Also note that Accidents 6 & 7 are the same incident (repeated in error on the report).

The area for which analysis was undertaken is shown in Figure 5-1, which encompasses the roads and junctions adjacent to the Temporary Studios.

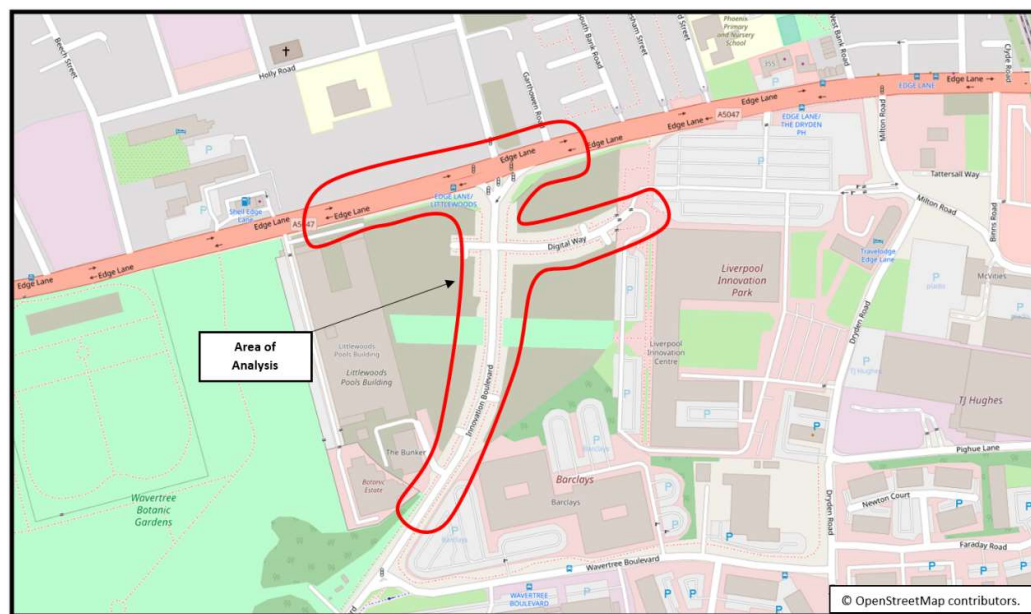


Figure 5-1 Area of Analysis of Road Traffic Collision Data.

### 5.3 Road Traffic Accidents on the Local Highway Network

The data provided for the study area reveals that, over the period analysed, there were 11 RTC's, involving a total of 20 motor vehicles, resulting in injuries to 13 individuals. Of these incidents:

- None involved a pedestrian;
- 2 (≅ 18%) involved pedal cyclists;
- 1 (≅ 9%) involved motorcyclists;
- There were no single-vehicle incidents;
- 1 (≅ 9%) occurred on wet road surfaces and/ or during rainfall;
- All occurred during the hours of daylight;
- 2 (≅ 18%) occurred over a weekend (Saturday or Sunday), and
- The average number of injured persons per accident was 1.18.

#### 5.4 Severity and Location

One of the incidents were recorded as causing SERIOUS injury to an individual; a cyclist. There were no fatalities in the period considered. *Table 5.1* below summarises the incidents by year and injury severity.

	2015	2016	2017	2018	2019
<b>No. of Reported RTC's:</b>	2	2	2	2	3
<b>No. of Recorded Injuries</b>					
<b>Slight:</b>	2	2	1	4	3
<b>Serious:</b>	-	-	1	-	-
<b>Fatal:</b>	-	-	-	-	-

*Table 5.1 – RTC's and Injury Severity identified by Year.*

The number of incidents/annum has remained fairly constant, never exceeding 3 in any one year.

*Table 5.2* below summarises the locations of the collisions.

	2015	2016	2017	2018	2019	Total
<b>Junction:</b>						
<b>Edge Lane/Innovation Boulevard/Laurel Road</b>	1	3		2	3	9
<b>Wavertree Boulevard/Innovation Boulevard</b>	1					1
<b>Roads/Links:</b>						
<b>Edge Lane</b>	-	-	1	-	-	1

*Table 5.2 – Location of RTC's identified by Year.*

Nine of the recorded RTC's occurred at the Edge Lane/Innovation Boulevard, Laurel Road junction, which is relatively high. Five accidents are rear end shunts, two accidents are possible red-light violations, and two accidents are associated with right turns across oncoming traffic flows. All appear to be caused by driver error and no underlying problem at the junction is apparent.

## 5.5 *Time of Day / Road Conditions*

The majority (82%) of the RTC's occurred on a weekday, when traffic volumes would be expected to be higher. Of these, 33% occurred in what can be considered off-peak periods, when similarly, traffic speeds can be marginally higher.

Whilst one incident occurred on wet road surfaces and/ or during rainfall, the records indicated this rear end shunt was a result of the driver failing to judge the speed of the vehicle in front. Consequently, there is no indication that weather or road surface conditions were a factor in the collision.

## 5.6 *Vulnerable Road Users*

Three RTC's were recorded as involving *Vulnerable Road Users*:

### **Pedal Cyclists:**

2017: A cyclist was hit by a car at the Edge Lane/Innovation Boulevard/Laurel Road junction, inflicting SERIOUS injury. The cyclist was heading south from Laurel Road to Innovation Boulevard and green traffic signal was lit. The car was heading west along Edge Lane and collided with the cyclist. There is no indication in the report that the driver ran a red traffic signal, but it is assumed that this is the case given the cyclist was going through a green traffic signal during collision.

2017: A cyclist was filtering between slow moving traffic heading west along Edge Lane. A driver has been aware of the cyclist but failed to give enough room for the cyclist to pass, causing collision to occur.

### **Motorcyclists:**

2016: A motorcyclist is hit by a car at the Edge Lane/Innovation Boulevard/Laurel Road junction, inflicting SLIGHT injury. The motorcyclist was heading north and the driver was turning right from Edge Lane to Innovation Boulevard (west to south). Just as the motorcyclist was heading past the vehicle waiting to turn right, it pulled out and collision occurred.

Whilst the number of incidents involving vulnerable road users in relation to the overall total (28%) is fairly high, only 2 of the 3 occurred at the Edge Lane/Innovation Boulevard/Laurel Road junction in which the overall majority of collisions occurred. Both that occurred at this junction resulted from traffic signals being ignored by a driver and the other occurred due to a driver failing to provide space for a cyclist filtering through slow moving traffic.

## 5.7 *Summary*

There is no apparent single factor to have contributed to the recorded RTC's. They may be representative of a typical busy city network, being due to injudicious movements at junctions and/ or the failure of drivers or pedestrians to fully observe their environment and other road users.

9 of the 11 incidents occurred at the Edge Lane/Innovation Boulevard/Laurel Road junction. Although, eight of these were a result of driver error, with no other contributing reason for the collision. One further incident occurred when two vehicles were turning right onto Edge Lane from Innovation Boulevard and the driver on the outside lane moved into the inside lane, causing collision to occur. No underlying issues with the junction layout were attributed to any of these incidents.

Another incident occurred on Edge Lane when a cyclist was filtering between slow moving traffic heading west and a driver failed to give enough room for the cyclist to pass, causing collision to occur.

The other remaining incident occurred at the junction of Wavertree Boulevard/Innovation Boulevard and was a rear end shunt (driver error).

## 6.0 SUMMARY AND MITIGATION MEASURES

### 6.1 *Summary*

This Transport Statement has been prepared to support the Planning Application being made for the development of two Temporary Film Studios on vacant land on Liverpool Innovation Park, in the Fairfield area of Liverpool. Its primary purpose is to review the transport related impacts of the development and assess any required mitigation measures as a result. Staff numbers at each studio building is unknown and will vary with each production company that moves into the site. However, based upon knowledge of existing, similar facilities it is estimated that up to 60 staff cars will arrive each day for each of the two studios (120 in total), and production companies will require 24/7 access.

There are two plots of land which make up the site. Plot A (north of Digital Way) will be the location of a 166-bay car park for users of the studios. This car park may see some limited HGV parking, for short periods, during the setting up and dismantling of production sets. Plot B (south of Digital Way) will be the location of the two temporary film studios, and will have more regular HGV use. The layout of both plots has been designed to cater for articulated HGV access. HGV routes in Plot B and blue-badge parking in Plot A will be surfaced in tarmac to ensure structural stability is maintained at all times. The remainder of the car park will be constructed from a free draining material laid to allow the safe passage and parking of vehicles.

There are two existing vehicular access points into Plots A and B, both on Digital Way. These are to be utilised as the vehicular accesses into the site. Pedestrian entrances will also be located adjacent to these accesses, providing pedestrians with safe access into the site. An additional pedestrian access into Plot B will also be located on Digital Way, located approximately 60m west of the vehicular access (and adjacent pedestrian access).

The increase in vehicle trips associated with the development has been estimated to be below the threshold at which the significant nearby highway junctions may be adversely affected in capacity terms (30 vehicles in any one hour at any one junction) on both Edge Lane and Wavertree Road. The junction of Digital Way and Innovation Boulevard slightly passes this threshold, but this priority intersection is known to be under capacity at present, serving only Liverpool Innovation Park to the east and the increase of 1 additional vehicle every 2 minutes in the main peak hour is not significant enough to warrant intervention.

Up to 120 cars are predicted to make use of the car park on any given day but the 166-bay car park (13 of these being blue badge bays) will cater for this parking demand.

Similarly, as existing public transport links are excellent, no specific additional enhancement is considered necessary.

Any servicing of the site (including refuse collections) will generally be undertaken from within Plot B, with turning movements accommodated on tarmac surfaces. However, servicing could take place from the kerbside of Digital Way, if necessary.

Analysis of the Road Traffic Collisions in the vicinity of the site, for the last five years for which records are available, have not identified any specific concerns. Indeed, the record over the last five-year period has had numerous collisions (12 in total, 9 at one single junction), but no common factors have been identified between these incidents other than driver error.

## 6.2 *Mitigation Measures*

To help ensure the accessibility of the site meets with Liverpool City Council Highway Standards, it is proposed to install an uncontrolled pedestrian crossing (dropped kerbs and tactile paving) across Digital Way. This will ensure pedestrian access between the plots is available for all users.

It is also proposed to surface the areas of the car park used for blue-badge parking with tarmac, to ensure wheelchair access is available in all weather.

Vehicular routes on Plot B will receive HGV traffic more regularly and will be surfaced in tarmac to ensure the structural integrity of the surface is maintained.