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3rd May 2018

Dear Matt,

RE: New Bird Street, Liverpool

Earlier in 2018 planning consent (ref: 16F/2992) was granted for the redevelopment of the New Bird Street site to erect a single block providing 170 apartments and 1,270sqm of commercial. The consented scheme provides vehicle access to a basement car park with 44 spaces (with five disabled spaces). As part of the planning application a full Transport Statement and Interim Travel Plan was prepared.

A variation to the scheme is now proposed resulting in the following revised parameters:

- 202 apartments
- 1,222sqm commercial
- 49 parking spaces (with five disabled)
- 176 cycle parking spaces

You have requested that SK examine the impact of the changes against the baseline effects of the recently consented scheme. The Transport Statement and Interim Travel Plan previously prepared for the consented development is attached as Appendix A of this letter.

Traffic Impact

The trip rates used in the Transport Statement have been used to forecast the additional trips generated by the increase in apartments from 170 to 202. Table 1 shows the additional trips.

	Person Trip Rate (per unit)			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.071	0.456	0.527	2	15	17
PM	0.663	0.262	0.925	21	8	30
	Vehicle Trip Rate (per unit)			Vehicle Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.028	0.06	0.088	1	2	3
PM	0.079	0.063	0.142	3	2	5

Table 1: Additional Trips

Table 1 shows that the increase in traffic flows is not significant when tested against the thresholds set by DfT. The level of increase will not have a substantial effect on traffic flows and will not impact on highway operation surrounding the site. The conclusions drawn regarding highway impact, road safety impact and traffic impact in the consented Transport Statement are unchanged by the increase in apartment numbers.

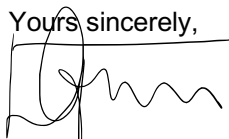
Parking Impact

The consented proposal has a parking level of 26%. The consented Transport Statement included a parking impact assessment that showed that this level of parking was more than commensurate with the accessibility of the site, fit with prevailing parking levels of other consented developments in the area, and would not cause an impact on surrounding streets due to the on-street parking controls.

The revised proposal has a parking level of 24%. This is not a substantial change from the consented parking level. It is also in line with the consented parking level at St James Court (15F/2835) which proposes 20%. The change in parking level will not cause a significant effect on parking characteristics in the area and the conclusions in the consented Transport Statement are unchanged.

Based on the above, it is SK's opinion that the changes in the scheme are not substantially different when examined in the context of the baseline consented transport impacts. The revised proposal still accords with local and national policy and guidance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Lesli \$peers', written over a horizontal line.

Lesli \$peers

Director

Appendix A



New Bird Street, Liverpool

Transport Statement

180307/SK21807/TS01(-00)

March 2018

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- E Census Data

Project	Document	Rev	Description	Authorised by	Signed	Date
SK21807	TS01	-00	-	L Speers	LGS	07/03/2018

1 Introduction

- 1.1 SK Transport Planning Ltd (SK) has been appointed by Legacie Developments to prepare a Transport Statement (TS) that assesses the impact of a residential development off New Bird Street in the Baltic Triangle area of Liverpool.
- 1.2 The site is currently occupied by a large industrial unit with a floor area of 1,611sqm. Access to the site is currently provided from the New Bird Street, Jordan Street and New Hall Street frontages and vehicles use the hardstanding surrounding the unit for parking.
- 1.3 In 2017, planning consent was granted to erect a single block creating 156 apartments and 1,344sqm of commercial uses at ground floor (planning reference: 16F/2922). The consented proposal also included two basement levels of parking for 104 cars and cycle parking for 126 bikes. The consented servicing arrangements were retained from kerbside, in line with historic servicing arrangements.
- 1.4 Revisions have now been made to the development proposal and the impact of these are assessed in this TS in the context of the consented situation. The revised proposal seeks to develop the site to provide 170 apartments, 1,270sqm creative commercial units, and 44 parking spaces on a single basement floor. The proposed ground floor and basement layout is attached as appendix a.
- 1.5 The TS has been prepared in line with that submitted with the consented planning application for the site. The TS is in line with guidance as set out in the Liverpool City Council's (LCC) Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel', and national guidance as detailed in the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG), and Department for Transport (DfT) 'Guidance on Transport Assessment'.
- 1.6 The TS includes full analysis of the accessibility of the site in relation to local services and amenities, and a Minimum Accessibility Standard Assessment in line with LCC requirements. The TS demonstrates that the site is well located in relation to city centre destinations and the existing Baltic Triangle community. It is also shown that opportunities exist for future residents to travel to the surrounding areas and the regional centre by non-car modes. Measures are included within the proposal to build upon the good location of the site and facilitate future movements by non-car modes, including an interim travel plan (attached as appendix b).
- 1.7 Although the consented scheme was for 156 apartments, the TS submitted with application assessed the impact of 164 apartments and 104 parking spaces on the site. Liverpool City Council (LCC), the highways authority, agreed when reviewing this scale of development that there would be no severe impact on highway operation or safety from this scale of development. The forecast used in the previous TS is the baseline against which the revised proposal has been assessed.

2 Existing Transport Situation

Site Location

- 2.1 As shown in figure 2.1, the site occupies a sustainable location to the south of Liverpool city centre and east of the waterfront. The surrounding area is known as the Baltic Triangle.
- 2.2 The Baltic Triangle was traditionally an industrial use area but now includes a significant amount of residential accommodation along with retained industrial uses, creative industries, hotels and some food, drink and entertainment uses. The Liverpool One development, to the north of the Baltic Triangle, has brought with it a more defined connection from the area to the city centre.
- 2.3 The site is bounded to the north by Jordan Street, to the east by the A561 St James Street, to the south by New Bird Street and to the west by Newhall Street.
- 2.4 The site is currently occupied by a large commercial unit with a floor area of 1,611sqm. Access to the site is currently provided from the New Bird Street, Jordan Street and New Hall Street frontages and vehicles use the hardstanding surrounding the unit for parking. The commercial unit on site is not currently operational and the parking areas are being used as contract commuter parking spaces.

- 2.5 In 2017 consent was granted for the redevelopment of the site to provide 156 apartments and 1,344sqm of creative commercial uses.



Figure 2.1: Site Location

Existing Site Traffic Flows

- 2.6 The TRICS database has been used to establish the traffic flows associated with the commercial unit on site. The TRICS output is attached as appendix c with a summary provided in table 2.1.

	Trip Rate (per 100sqm)			Traffic Flows		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.402	0.078	0.48	6	1	8
PM	0.056	0.363	0.419	1	6	7

Table 2.1: Existing Site Traffic Flows (in vehs)

Consented Site Traffic Flows

- 2.7 Table 2.2 shows the traffic associated with the consented residential scheme.

	Trip Rate (per 100sqm)			Traffic Flows		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.028	0.06	0.088	5	10	15
PM	0.079	0.063	0.142	13	10	23

Table 2.2: Consented Site Traffic Flows (in vehs)

Local Highway Network

- 2.8 New Bird Street, Newhall Street and Jordan Street are unclassified roads that provide access to commercial units in the area. Blundell Street also serves as an access route to other local access roads in the area. Parking is restricted along its length by double and single yellow lines, with parking bays provided.
- 2.9 New Bird Street and Jordan Street route east-west between the A5037 Jamaica Street and the A561 St James Street. St James Street and Jamaica Street are principal roads and serve as the main distributor routes for the Baltic Triangle and adjacent areas. Both routes can be used to access the city centre (in the north) or the A562 Upper Parliament Street (in the south). Upper Parliament Street is a strategic route forming part of the inner ring road.
- 2.10 Access can also be gained to A562 Parliament Street using Newhall Street, which routes north-south past the site.

Local Parking Controls

- 2.11 The streets surrounding the site are located in the city centre's outer controlled parking zone. Parking restrictions (in the form of parking bays and double and single yellow lines) are in force between 8am and 6pm. During the period of the controls, parking in marked bays is restricted to two hours short stay or to drivers displaying a business parking permit.
- 2.12 The streets surrounding the site serve a local access and service function. There are no loading restrictions on the streets surrounding the site and the existing commercial properties (including recent site activity) are mainly serviced from kerbside.

3 Proposal

- 3.1 The proposal seeks to redevelop the site to provide 170 apartments. Creative commercial units are provided on the ground and mezzanine level with a combined floor area of 1,270sqm.
- 3.2 The main pedestrian entrance to the residential element of the building is retained from Jordan Street at ground floor level. This entry point provides access to the reception area, from which access is gained to the lifts to the apartments and post area. The proposal includes a substantial post storage area, that includes a cold store and Amazon store.
- 3.3 The commercial units are accessed from ground floor level on all perimeters of the site. Pedestrian access to these units is provided directly from the respective street frontage.
- 3.4 Internal storage is provided for cycles ground floor and basement (-1) level. Cycle parking is provided for a total of 170 cycles within the building. Cycle parking is provided externally for use by visitors to the site (four stands).
- 3.5 Access to the basement car park is provided from Jordan Street in the same location as an existing access to the site and as previously consented. Basement parking is provided on a single level and includes 44 spaces (including five disabled spaces).
- 3.6 In line with the previous consent, existing dropped kerbs and crossovers will be reinstated to provide continuous footway along the site frontage.
- 3.7 The servicing arrangements for the development are retained as existing and consented. Day to day servicing activity such as post deliveries will be via the main building entrance on Jordan Street. Three bin stores (two residential and one commercial) are provided on the Jordan Street and Newhall frontages. Refuse collection will occur from kerbside, as with the existing and consented arrangements.

4 Accessibility

Access on Foot

- 4.1 The site is connected to key destinations by a comprehensive network of pedestrian routes typical of the urban character of the local area. Pedestrian provision is generally of good condition with adequate width footways and street lighting present. Tactile paving and dropped kerbs are provided at minor road crossing points, with signalised crossings in place on the A561 Park Lane and on the A5036 Wapping allowing safe connections to the wider city centre area.
- 4.2 Footway provision on the Jordan Street, New Bird Street and Newhall Street frontage of the site is intermittent due to the crossover and kerbed accesses to the site's vehicle hardstanding areas.
- 4.3 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, which equates to a 25-minute walk. IHT provides further guidance on walking distances and sets 2km as a distance to commuting and education facilities, and 1.2km to other uses.
- 4.4 Figure 4.1 shows 1.2km and 2km walking catchments from the site.

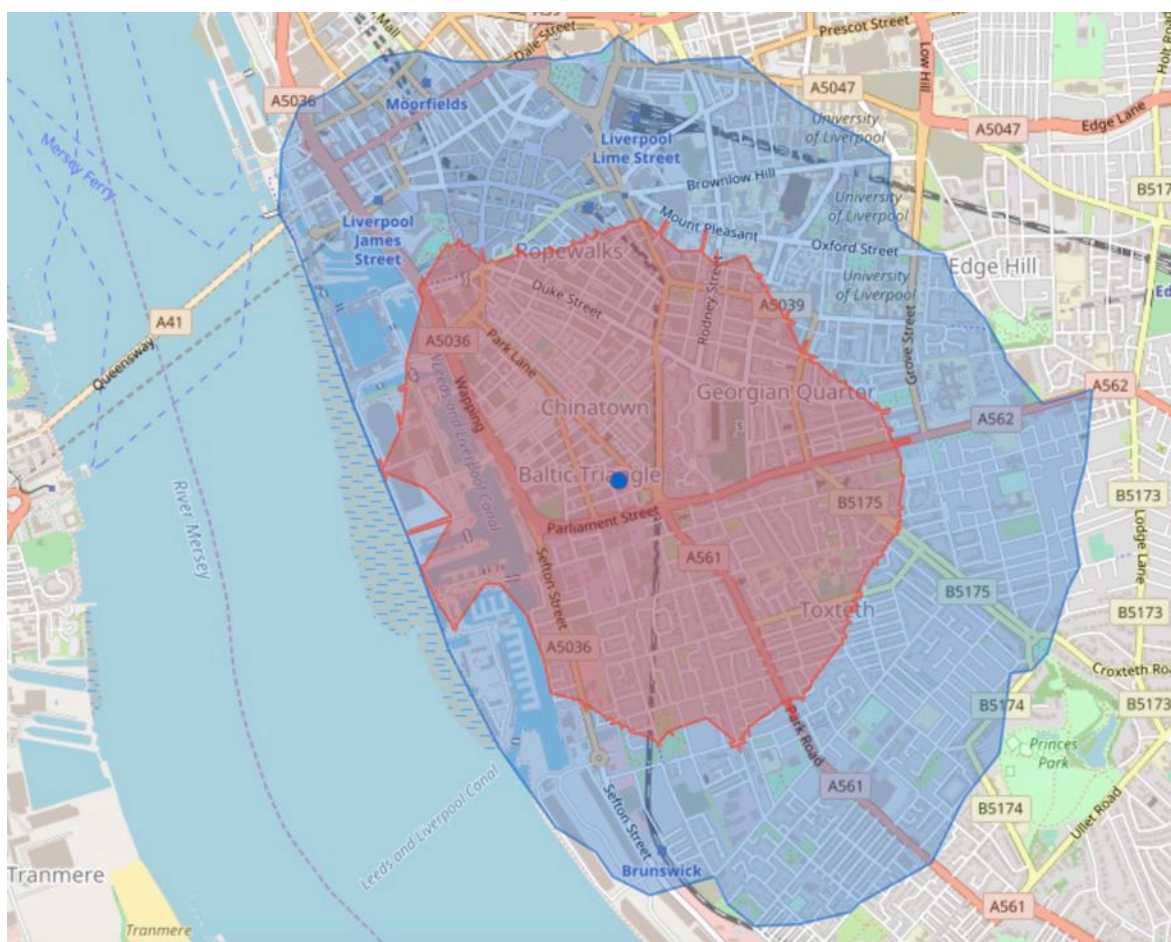


Figure 4.1: 1.2km & 2km Walking Catchments

- 4.5 Figure 4.1 shows that a large area of the south of the city centre and Liverpool One all within a 15-minute walk of the site, and the remainder of the city centre within a 25-minute walk of the site.
- 4.6 The existing infrastructure surrounding the site provides a good basis for future trips on foot and to/from city centre amenities and employment areas. The proposal includes measures to promote and facilitate these trips as part of the travel plan. Footways along the site frontage will be reinstated as part of the proposal.

Access by Cycling

- 4.7 Figure 4.2 shows the cycle network surrounding the site.



Figure 4.2: Existing Cycle Network

- 4.8 The roads surrounding the site are minor access roads with low vehicle speeds and flows, creating a suitable environment for cycle trips. Access can be gained to the formal cycle network 100m to the west of the site on Jamaica Street. Jamaica Street benefits from continuous on-carriageway provision routing north-south from the city centre to Toxteth and Dingle.
- 4.9 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that cycling has the potential to substitute for car trips under 5km. Figure 4.3 shows a 5km cycling catchment from the site.

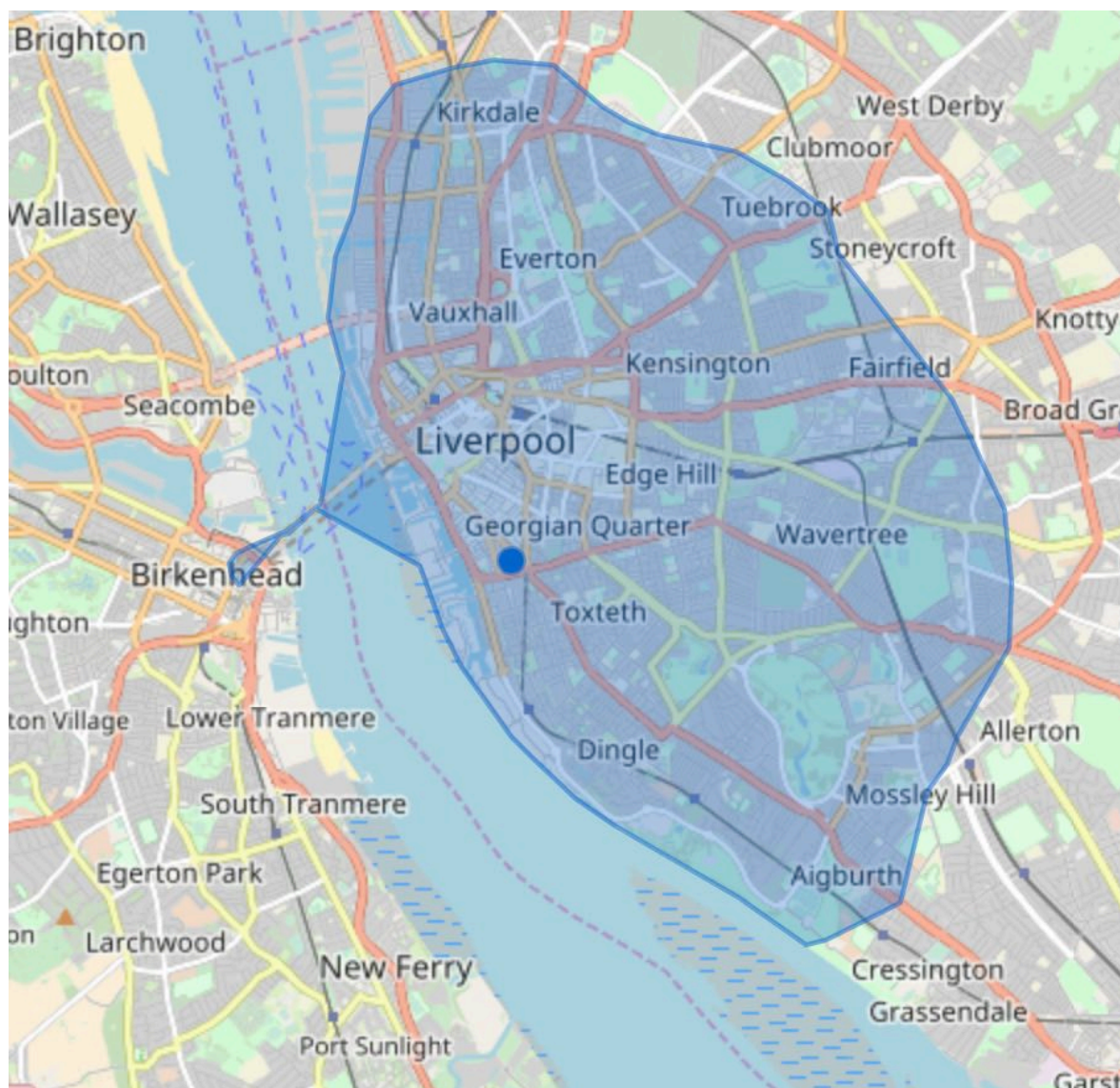


Figure 4.3: 5km Cycle Catchment

- 4.10 Figure 4.3 shows that all of the city centre and much of the outlying suburban areas of the city are within an easy cycle of the site.
- 4.11 The existing network provides a good basis for future trips around the city by cycle. Measures are included within the proposal to further enhance cycle access, including cycle parking and travel plan measures.

Casual Cycle Use

- 4.12 The Liverpool Citybike scheme offers cycle rental on an hourly basis, with memberships available on a daily, weekly or annual basis. Over 140 stations are currently available, located extensively throughout the city centre area and in surrounding areas as far as Speke to the south, the Queens Drive area to the east and Bootle to the north.
- 4.13 In the vicinity of the proposal site, the nearest stations are located at St James Street, Wapping Quay and at Baltic Creative on Jamaica Street.
- 4.14 The standard membership fee for access to the Citybike scheme is £1 for day membership, £5 for week membership or £55 annual membership, based on single bike use. Membership includes free cycle use for short trips between 5-30 minutes depending on contract type, with a standard charge of £1 per hour for longer hire.
- 4.15 The Citybike scheme offers an ideal alternative to ownership of a cycle for occasional use.

- 4.16 Merseytravel also offers free cycle training courses for residents of the area, which will be promoted as part of the travel plan.

Access by Public Transport

- 4.17 The nearest bus stops to the site are located on St James Street and Great George Street, some 180m and 300m away from the site, respectively. Access can also be gained in a 13-minute walk to the Liverpool One bus station.
- 4.18 Table 4.1 shows the routes and frequencies of buses serving local bus stops.

No.	Route	Frequency				
		Peak	Day	Evening	Saturday	Sunday
26/27	City Centre – Liverpool FC – Toxteth – City Centre	10	10	30	10	30
30	City Centre – Mill Street – Dingle	-	-	30	-	30
135	City Centre – Bootle – Walton Vale	-	-	60	-	60
82/82D	City Centre – Garston	10	5	10	8	8
82B	City Centre – Garston – Airport – Speke – Halton	30	30	60	30	30
235	Aigburth Vale – Albert Dock – City Centre – Seaforth – Waterloo	30	30	-	30	-
X1	City Centre – Garston – Speke – Runcorn – Windmill Hill	30	30	-	30	-

Table 4.1: Existing Bus Services

- 4.19 Table 4.1 shows that the site is served by frequent bus routes providing access to key activity locations throughout the week, including evenings and Sundays.
- 4.20 Existing bus routes can be used to access train services at the central Liverpool stations.

Casual Car Use

- 4.21 Enterprise Car Club provides a casual car use solution that complements Liverpool's sustainable transport system and to meet occasional vehicle needs of residents who do not own a car. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 4.22 Enterprise Car Club offers pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on line. The Enterprise Car Club can save motorists up to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.
- 4.23 The merger of Enterprise and City Car Club now provides residents with solutions for longer term vehicle hire, for use when a resident wants to travel further afield on holiday, for example. The vehicles can be booked in advance and dropped off at the residence as required. Enterprise Car Club has confirmed that a 50% discount is offered to residents hiring a car at the weekend.
- 4.24 The nearest vehicle to the site is located on Duke Street, less than a ten-minute walk away.

Minimum Accessibility Assessment

- 4.25 The Accessibility Assessment for the site was produced as part of the previous application. This is re-attached as appendix d, with a summary of the site's score provided in table 4.2.

SPD Criteria	Major Residential Scheme Requirements	Site Score
Pedestrians	4	4
Cyclists	4	5
Public Transport	5	5
Parking	3	3

Table 4.2: Accessibility Assessment

- 4.26 The site meets all of the scored criteria outlined in the SPD and is an accessible location for development.

Sustainable Transport Strategy

- 4.27 The proposal site offers a good opportunity to develop sustainable residential development that integrates well with the existing community and other city centre uses. The analysis shows that the site has a good level of accessibility that is commensurate with future site user movement requirements and scale of the proposal.
- 4.28 To assist future users of the site, realise their potential for sustainable travel the proposal includes a number of measures to improve access by non-car modes. Infrastructure measures include a substantial reception area with post, cold store and Amazon store areas to facilitate internet shopping and reduce the need to travel off-site. 170 cycle spaces provided on site and eight spaces (four stands) for visitors. An interim travel plan has also been prepared for the site.
- 4.29 The interim travel plan has been developed in line with Merseyside Travelwise Travel Plan Pack advice. The interim travel plan is attached as appendix b, with an outline of the measures proposed for the residential development are provided in table 4.3.
- 4.30 Details of the proposed management and timescales for the production of the final travel plan are provided in appendix b.

Walking Toolkit:

Measure	Responsibility	Timescale
Provide a map of local amenities in the welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Promote www.walkbudi.com , www.livingstreets.org.uk , www.walkit.com in welcome pack	Travel Plan Co-ordinator	On occupation, on-going

Cycling Toolkit:

Measure	Responsibility	Timescale
Provide cycle parking for residents and visitors, and promote use of CityBike	Developer	Part of development
Promote local and national cycling events/initiatives the welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Promote MerseyTravel's free adult cycle training & bike maintenance courses	Travel Plan Co-ordinator	On occupation, on-going
Provide residents with links to www.merseytravel.gov.uk website, which includes mapping and journey planning tools	Travel Plan Co-ordinator	On occupation, on-going

Public Transport Toolkit:

Measure	Responsibility	Timescale
Provide link to Merseytravel journey planning website (www.merseytravelplanner.co.uk) in welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Provide local bus route maps in welcome pack	Travel Plan Co-ordinator	On occupation, on-going

Efficient Vehicle Use Toolkit:

Measure	Responsibility	Timescale
Promote www.taxibudi.com a scheme offered by Liftshare to reduce travel costs	Travel Plan Co-ordinator	On occupation, on-going
Promote use of Enterprise Car Club	Travel Plan Co-ordinator	On occupation, on-going
Promote www.carshare.liftshare.com car share database	Travel Plan Co-ordinator	On occupation, on-going

Promotion & Marketing Toolkit:

Measure	Responsibility	Timescale
Appoint travel plan co-ordinator	Developer	3 months prior to occupation
Produce a welcome pack for each household	Travel Plan Co-ordinator	On occupation, on-going

Table 4.3: Travel Plan Toolkit

5 Impact

Traffic Impact

- 5.1 The TRICS database has been used to forecast traffic flows associated with the houses and apartments on site. TRICS survey sites located in town centre locations have been used. For robustness it has been assumed that all of the units will be private/market apartments. The TRICS output is attached as appendix c.
- 5.2 The traffic forecast is based on a residential development of 170 units. Tables 5.1 and 5.2 provide a summary of the trip rates used in this assessment.

	Person Trip Rate (per unit)			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.071	0.456	0.527	12	78	90
PM	0.663	0.262	0.925	113	45	157

Table 5.1: Person Trips

	Vehicle Trip Rate (per unit)			Vehicle Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM	0.028	0.06	0.088	5	10	15
PM	0.079	0.063	0.142	13	11	24

Table 5.2: Vehicle Trips

- 5.3 The forecast shows that the proposal will generate a level of peak hour traffic that is well within the DfT significance threshold and will not have a material impact on local highway operation.
- 5.4 The analysis shows that the proposal will result in negligible increase in traffic when compared to the consented use of the site. This level of change will be imperceptible to other road users and will not significantly change existing local transport network conditions.

Parking Impact

- 5.5 The revised proposal includes a single basement level of parking, with space for 44 cars, resulting in a provision of 26%. The suitability of the revised parking provision has been tested against the advice in NPPF.
- 5.6 When considering appropriate levels of parking at a development, NPPF states that consideration should be given to the following criteria:
- The accessibility of the development
 - The type, mix and use of the development
 - The availability of and opportunities for public transport trips
 - Local car ownership levels

Accessibility Characteristics

- 5.7 The TS establishes that the site benefits from a very sustainable location, a good level of accessibility by non-car modes and easy access to city centre destinations. Access can be gained to the site using frequent bus routes and good quality walking and cycling routes. The TS also shows that the site meets all of LCC's SPD accessibility requirements.
- 5.8 The accessibility of the site is further demonstrated by the Census which shows that in 2011 only 24% of residents in the local area travelled to work by driving, compared to 47% across the Liverpool authority as a whole.
- 5.9 The appropriateness of this location for a lower level of parking provision is further demonstrated by the consent granted in 2016 for a residential development at St James Court (15F/2835). The St James Court proposal will create 157 apartments with a 20% parking provision. A revised scheme has recently been submitted for this site that proposes 217 apartments with a 17% parking provision.
- 5.10 On this basis, the parking provision at the site is shown to be commensurate with established and accepted accessibility and parking levels for the area.

Resident Characteristics & Car Ownership

- 5.11 The intensification of population and activity in central areas of metropolitan areas is having the effect of lowering per capita car ownership to a manner already seen in London. As car use

becomes less necessary for day-to-day journeys, the convenience of owning and using a car has reduced for many city centre and edge of city centre dwellers.

- 5.12 The Independent Transport Commission ('Traffic & Towns' 2015) has found that the rising costs of house purchase and rents means that discretionary income available for buying, storing and maintaining a car in the city centre and edge of city centre locations has been squeezed, particularly when this is considered relative the amount of time the vehicle is used. Transport for London ('A Car Club Strategy for London' 2015) show that vehicles owned by central area residents are only used on average for 4.6 hours per week. Meaning that the vehicle is parked for 97% of the time. This fact is making residents re-assess owning a car as, although affordable for these resident types, the perceived cost of owning and maintaining a car simply to use for occasional journeys is higher (e.g. a higher cost per use). This has had a discernible effect on central area car ownership levels, particularly when examined against other types of areas.
- 5.13 Melia, Chatterjee and Clark ('Life Events and Travel Behaviour' 2014) report that car ownership is strongly associated with life stages, such as moving to a new house, changing jobs, having children or retiring. At this time people will decide on whether a car is needed based on life characteristics, employment destination and type of urban area resided in. The 2014 Melia *et al* study found that car ownership and the desire to use a car was typically lower for residents living in inner urban areas where public transport is better and parking at daily destinations is more difficult or costly (such as the city centre). Residents in these areas have been typically found to live without a car through choice, not income constraint.
- 5.14 The above is supported by the findings of a TfL study ('Residential Parking Provision in New Developments' 2012) that was underpinned by a large postal survey of over 800 developments and 3,000 residents. The study concludes that parking is an important factor in some people's decision on where to live. In general, residents select a home location that meets their specific mobility, travel and car ownership needs. The study also established that the less parking provided the more the development appeals to people who do not prioritise car ownership or use when making the decision on where to live.
- 5.15 Residents who live without a car have always been present in the inner urban area housing market, but their numbers are rising because of the intensification of population and activity, increased central apartment living, technological advances, changes in attitudes to car ownership, and improvements to sustainable infrastructure.
- 5.16 Census data for the local area shows that in 2011 72% of apartment residents did not own a car. This supports the research outlined above and also shows that the location has a sufficient level of accessibility to make car ownership unnecessary. The level of parking proposed is commensurate with resident needs and the local area car ownership level.

Potential for Off-site Impacts

- 5.17 The streets surrounding the site are located in the city centre's outer controlled parking zone. Parking restrictions (in the form of parking bays and double and single yellow lines) are in force between 8am and 6pm. During the period of the controls, parking in marked bays is restricted to two hours short stay or to drivers displaying a business parking permit. The daytime restrictions will impact on the practicability of storing a car on-street and will assist in reinforcing the parking proposal for the site.

6 Conclusions

- 6.1 SK Transport Planning Ltd (SK) has been appointed to examine the traffic, transport and highways impacts of the proposed revisions to the consented residential development at New Bird Street in the Baltic Triangle area of Liverpool.
- 6.2 The new proposal seeks to construct a block to create 170 apartments and creative commercial space. The apartments will be served by 44 parking spaces, 170 resident cycle parking spaces, and eight visitor parking spaces.
- 6.3 The proposal's impact has been considered in relation to national policy relating to transport matters as set out in NPPF, NPPG and relevant design standards, and in relation to local policy

and guidance, with particular reference to the Liverpool City Council (LCC) Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel'.

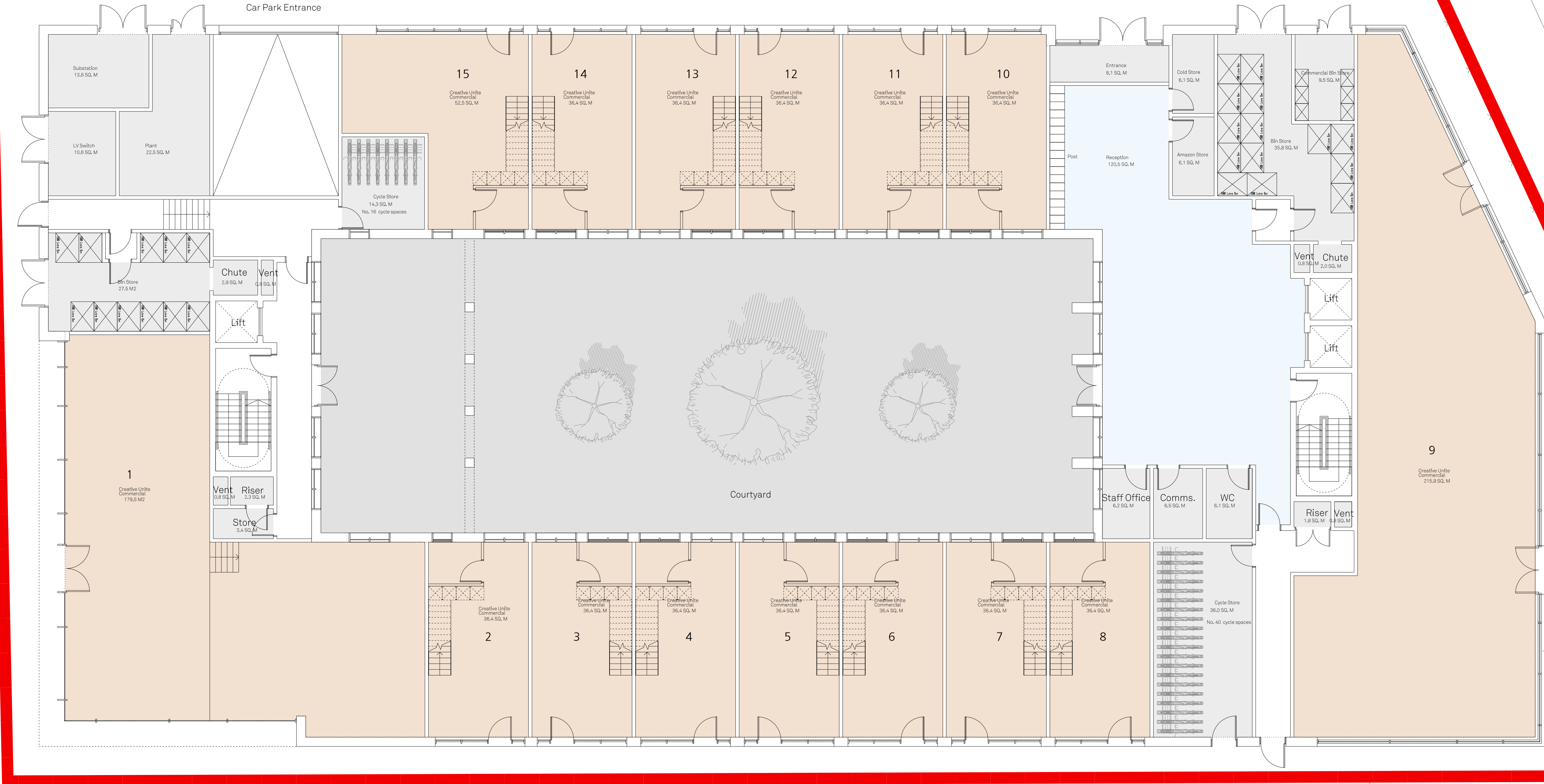
- 6.4 The site occupies a sustainable location to the south of Liverpool city centre and east of the waterfront, within the Baltic Triangle area. The site offers ready access to a wide range of local destinations on foot, and ready access to public transport services, the cycle network, CityBike hire and car club vehicles. Evidence presented in the assessment shows that a high proportion of residents in the area currently travel by sustainable modes and live without owning a car, due to the accessibility of the location.
- 6.5 The assessment shows that the proposal will not have a significant impact on local transport conditions and that the parking level proposed is commensurate with likely resident needs, local car ownership levels and other local area residential development parking provision.
- 6.6 The assessment concludes that the proposal accords with the principles set out in local and national policy and guidance relating to transport and sustainable accessibility.

Appendix A

JORDAN STREET

ST JAMES STREET

NEW BIRD STREET



Key

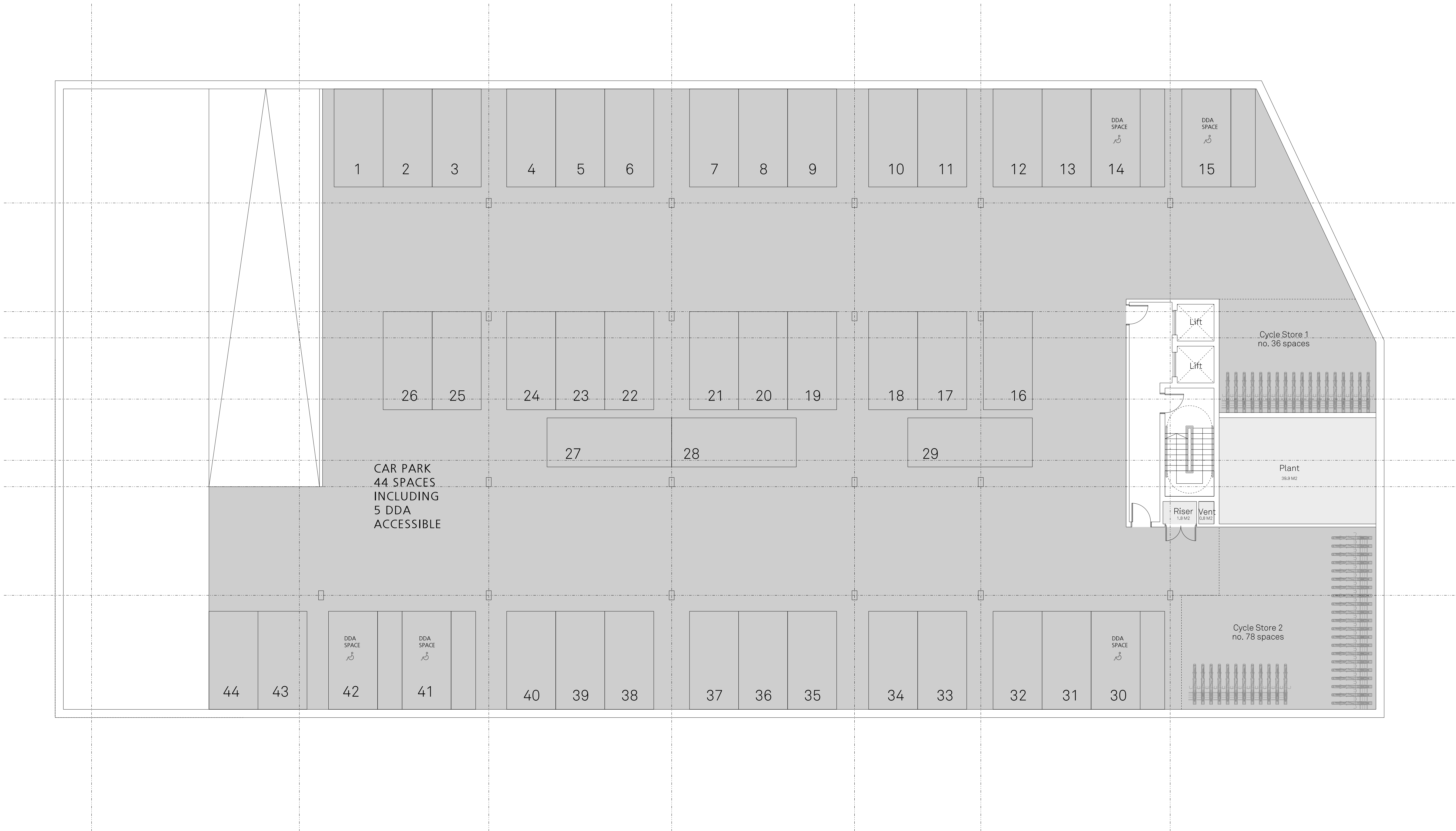
- One bed apartment
- Two bed apartment
- Studio
- Commercial

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HALL



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Project Title
New Bird Street
Drawing Title
Proposed Ground Floor Plan
Client
Miami Ltd.
Drawn By
SW
Date
15.12.2017
Scale
1:100 @ A1
Project No.
P17-148
Drawing No.
02-03-001B
www.fcharchitects.com
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Project Title
New Bird Street
Drawing Title
Proposed Basement Plan
Client
Miami Ltd.
Drawn By
SW
Date
15.12.2017
Scale
1:100@A1

Project No.
P17-148
Drawing No.
02-03-000B

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Appendix B

180307/SK21807/ITP01(-00)
NEW BIRD STREET, LIVERPOOL
INTERIM TRAVEL PLAN

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK21807	ITP01	00	-	L Speers	LGS	07/03/2018

1 Introduction

- 1.1 SK Transport Planning Ltd (SK) has been appointed to prepare an interim travel plan in support of a planning application for the development of 170 apartments on a site off New Bird Street in the Baltic Triangle area of Liverpool.
- 1.2 A Transport Statement (TS) assessing the impact of the proposal has been prepared in line with guidance as set out in the Liverpool City Council's (LCC) Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel', and national guidance as detailed in the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG), and Department for Transport (DfT) 'Guidance on Transport Assessment'.
- 1.3 The TS includes full analysis of the accessibility of the site in relation to local services and amenities, and a Minimum Accessibility Standard Assessment in line with LCC requirements. The TS demonstrates that the site is well located in relation to city centre destinations and the existing Baltic Triangle community. It is also shown that opportunities exist for future residents to travel to the surrounding areas and the regional centre by non-car modes. Measures are included within the proposal to build upon the good location of the site and facilitate future movements by non-car modes.
- 1.4 The TS concludes that the proposal presents a sound opportunity to provide a sustainable development that will integrate well with other city centre uses. The TS also concludes that the proposal meets the requirements of local and national policy, and that there will be no significant residual transport impacts of the proposal.
- 1.5 The TS should be referred to for full details of the proposed layout and impact analysis.

Travel Plan Process

- 1.6 A travel plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce the environmental impact of a development by supporting sustainable modes of transport and outlining measures that will build on the good location of the site.
- 1.7 A travel plan should include a mixture of *hard* (engineering) measures and *soft* (marketing and management) measures to assist the plan to meet defined objectives. Within a travel plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies to meet the needs of the users of the site.
- 1.8 The travel plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. As such, this travel plan outlines the accessibility of the site, infrastructure measures proposed as part of the development and management and policy measures for adoption upon occupation of the site.
- 1.9 The measures outlined in the interim travel plan are based on those submitted with the planning application and have been drawn from UK and local area best practice. The interim travel plan has been developed in line with the following local and national policy guidance:
 - National Planning Policy Framework
 - National Planning Practice Guidance
 - Department for Transport 'Making Travel Plans Work'
 - Department for Transport 'Making Residential Travel Plans Work'
 - Department for Transport 'Essential Guide to Travel Planning'
 - Department for Transport 'Effects of Smarter Choice Programme in Sustainable Travel Towns'
 - Department for Transport 'Smarter Choices – Changing the Way we Travel'
 - Transport for Quality of Life 'Tools for Travel Planning in Urban Areas'
 - Highways Agency, Sustrans, ActiveTravel *et al* 'Soft Measures, Hard Facts'
 - LCC 'Ensuring a Choice of Travel SPD'
 - Travelwise Merseyside 'Employers Network Travel Toolkit'
- 1.10 In line with guidance the interim travel plan includes the following information:

- Details of access to the site for all people
- Information on existing transport networks serving the site and existing local area travel patterns
- Travel plan principles including measures to promote and facilitate more sustainable transport
- Identification of a travel plan co-ordinator
- Mechanisms for monitoring and reviewing the final travel plan, including the submission of an annual review and action plan to the council
- Interim targets for modal shift or split

Benefits

1.11 Travel plans result in a variety of benefits to the occupiers of a development and the wider community, including:

- Promoting active and healthy lifestyles
- Reducing car ownership levels and parking demand
- Providing sustainable and vibrant communities
- Reducing road safety and congestion issues
- Reducing carbon emissions and improving local air quality issues

Aims & Objectives

1.12 The aims of the travel plan are to:

- Minimise the impact of travel on the environment
- Reduce demand for parking in the local area
- Reduce road safety concerns

1.13 The objectives of the interim version of the travel plan are set as follows:

- To outline infrastructure measures that are proposed to support non-car movements
- To outline the mechanisms that will be taken forward to the final travel plan for monitoring effects

2 Site Audit

Site Location

- 2.1 As shown in figure 2.1, the site occupies a sustainable location to the south of Liverpool city centre and east of the waterfront. The surrounding area is known as the Baltic Triangle.
- 2.2 The Baltic Triangle was traditionally an industrial use area but now includes a significant amount of residential accommodation along with retained industrial uses, creative industries, hotels and some food, drink and entertainment uses. The Liverpool One development, to the north of the Baltic Triangle, has brought with it a more defined connection from the area to the city centre.
- 2.3 The site is bounded to the north by Jordan Street, to the east by the A561 St James Street, to the south by New Bird Street and to the west by Newhall Street.
- 2.4 The site is currently occupied by a large commercial unit with a floor area of 1,611sqm. Access to the site is currently provided from the New Bird Street, Jordan Street and New Hall Street frontages and vehicles use the hardstanding surrounding the unit for parking. The commercial unit on site is not currently operational and the parking areas are being used as contract commuter parking spaces.
- 2.5 In 2017 consent was granted for the redevelopment of the site to provide 156 apartments and 1,344sqm of ground floor commercial uses.



Figure 2.1: Site Location

Access by Car

- 2.6 New Bird Street, Newhall Street and Jordan Street are an unclassified roads that provide access to commercial units in the area. Blundell Street also serves as an access route to other local access roads in the area. Parking is restricted along its length by double and single yellow lines, with parking bays provided.
- 2.7 New Bird Street and Jordan Street route east-west between the A5037 Jamaica Street and the A561 St James Street. St James Street and Jamaica Street are principal roads and serve as the main distributor routes for the Baltic Triangle and adjacent areas. Both routes can be used to access the city centre (in the north) or the A562 Upper Parliament Street (in the south). Upper Parliament Street is a strategic route forming part of the inner ring road.
- 2.8 Access can also be gained to A562 Parliament Street using Newhall Street, which routes north-south past the site.

Local Parking Controls

- 2.9 The streets surrounding the site are located in the city centre's outer controlled parking zone. Parking restrictions (in the form of parking bays and double and single yellow lines) are in force between 8am and 6pm. The existing parking regime restricts parking in marked bays to two hours short stay or to drivers displaying a business parking permit.
- 2.10 The streets surrounding the site serve a local access and service function. There are no loading restrictions on the streets surrounding the site and the existing commercial properties (including recent site activity) are mainly serviced from kerbside.

Access on Foot

- 2.11 The site is connected to key destinations by a comprehensive network of pedestrian routes typical of the urban character of the local area. Pedestrian provision is generally of good condition with adequate width footways and street lighting present. Tactile paving and dropped kerbs are provided at minor road crossing points, with signalised crossings in place on the A561 Park Lane and on the A5036 Wapping allowing safe connections to the wider city centre area.
- 2.12 Footway provision on the Jordan Street, New Bird Street and Newhall Street frontage of the site is intermittent due to the crossover and kerbed accesses to the site's vehicle hardstanding areas.
- 2.13 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, which equates to a 25-minute walk. IHT provides further guidance on walking distances and sets 2km as a distance to commuting and education facilities, and 1.2km to other uses.
- 2.14 Figure 2.2 shows 1.2km and 2km walking catchments from the site.

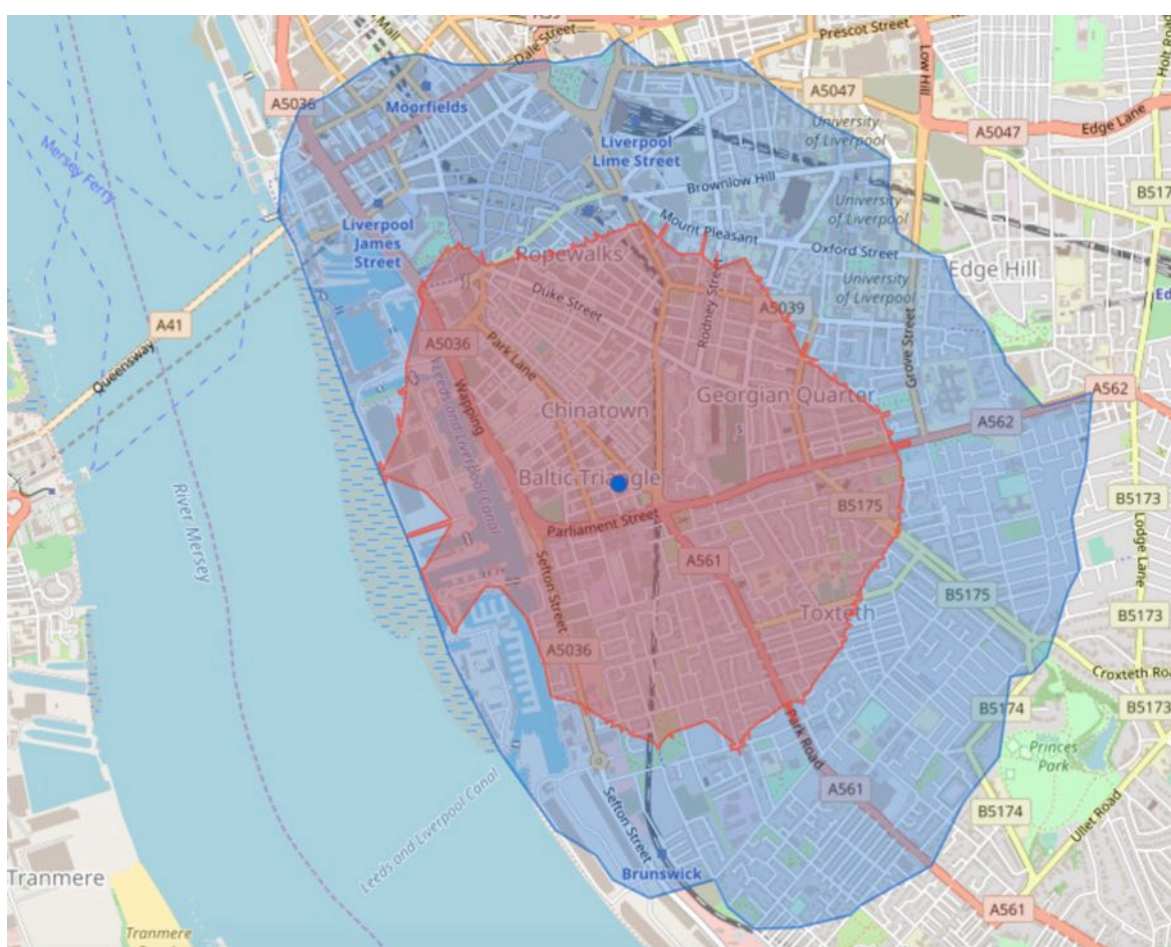


Figure 2.2: 2km Walking Catchment

- 2.15 Figure 2.2 shows that all areas of the city centre are accessible from the site. The existing infrastructure surrounding the site provides a good basis for future trips on foot and to/from city centre amenities and employment areas. The proposal includes measures to promote and facilitate these trips as part of the travel plan. Footways along the site frontage will be reinstated as part of the proposal.

Access by Cycling

- 2.16 Figure 2.3 shows the cycle network surrounding the site.



Figure 2.3: Existing Cycle Network
[Source: MerseyTravel 2016]

- 2.17 The roads surrounding the site are minor access roads with low vehicle speeds and flows, creating a suitable environment for cycle trips. Access can be gained to the formal cycle network 100m to the west of the site on Jamaica Street. Jamaica Street benefits from continuous on-carriageway provision routing north-south from the city centre to Toxteth and Dingle.
- 2.18 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that cycling has the potential to substitute for car trips under 5km. Figure 2.4 shows a 5km cycling catchment from the site.

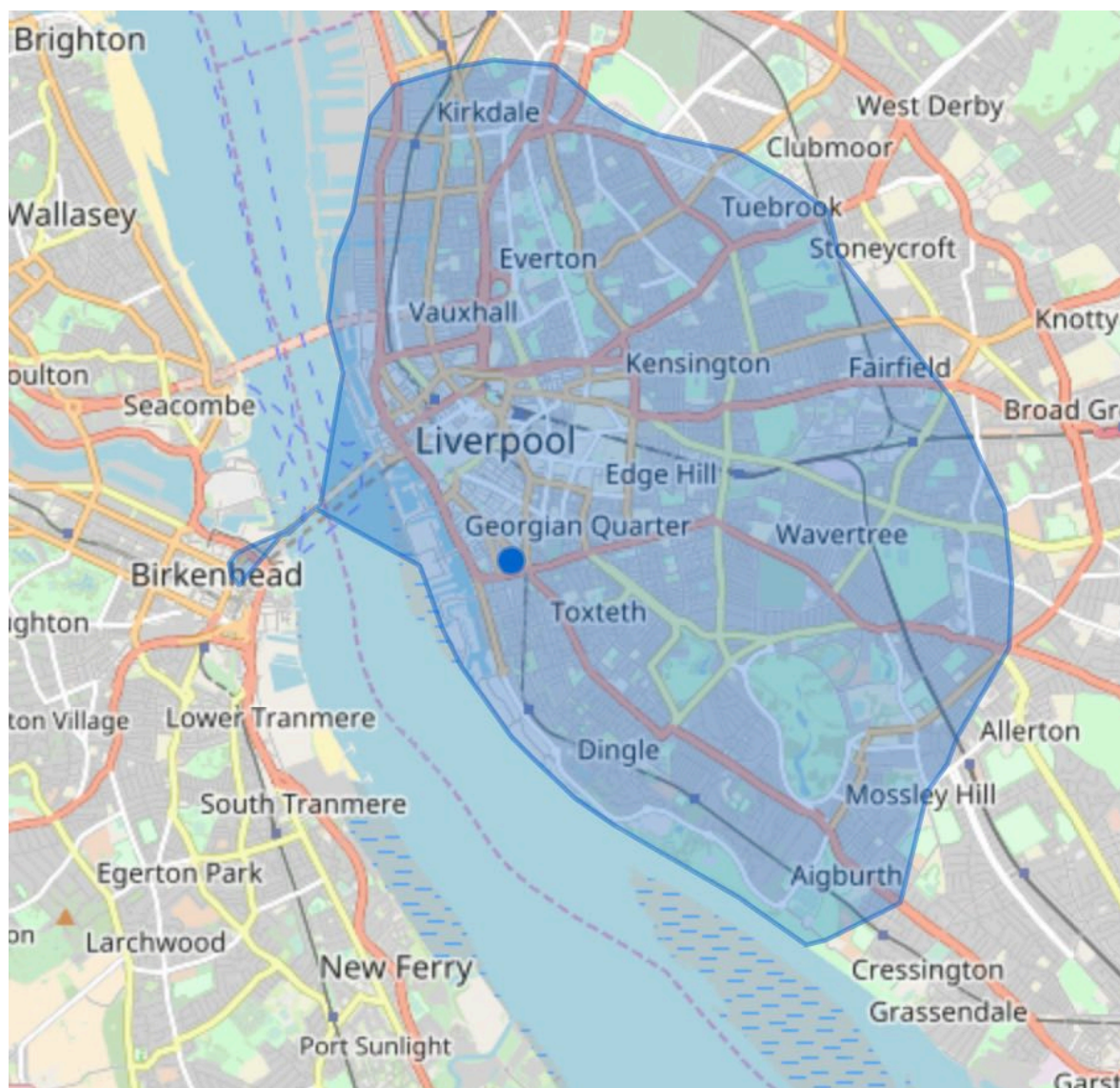


Figure 2.4: 5km Cycle Catchment

- 2.19 The existing network provides a good basis for future trips around the city by cycle. Measures are included within the proposal to further enhance cycle access, including cycle parking and travel plan measures.

Casual Cycle Use

- 2.20 The Liverpool Citybike scheme offers cycle rental on an hourly basis, with memberships available on a daily, weekly or annual basis. Over 140 stations are currently available, located extensively throughout the city centre area and in surrounding areas as far as Speke to the south, the Queens Drive area to the east and Bootle to the north.
- 2.21 In the vicinity of the proposal site, the nearest stations are located at St James Street (150m), Wapping Quay (200m) and at Baltic Creative on Jamaica Street (350m).
- 2.22 The standard membership fee for access to the Citybike scheme is £1 for day membership, £5 for week membership or £55 annual membership, based on single bike use. Membership includes free cycle use for short trips between 5-30 minutes depending on contract type, with a standard charge of £1 per hour for longer hire.
- 2.23 The Citybike scheme offers an ideal alternative to ownership of a cycle for occasional use.
- 2.24 Merseytravel also offers free cycle training courses for residents of the area.

Access by Public Transport

- 2.25 The nearest bus stops to the site are located on St James Street and Great George Street, some 180m and 300m away from the site, respectively. Access can also be gained in a 13-minute walk to the Liverpool One bus station.
- 2.26 Table 2.1 shows the routes and frequencies of buses serving local bus stops.

No.	Route	Frequency				
		Peak	Day	Evening	Saturday	Sunday
26/27	City Centre – Liverpool FC – Toxteth – City Centre	10	10	30	10	30
30	City Centre – Mill Street – Dingle	-	-	30	-	30
135	City Centre – Bootle – Walton Vale	-	-	60	-	60
82/82D	City Centre – Garston	10	5	10	8	8
82B	City Centre – Garston – Airport – Speke – Halton	30	30	60	30	30
235	Aigburth Vale – Albert Dock – City Centre – Seaforth – Waterloo	30	30	-	30	-
X1	City Centre – Garston – Speke – Runcorn – Windmill Hill	30	30	-	30	-

Table 2.1: Existing Bus Services

- 2.27 Table 2.1 shows that the site is served by frequent bus routes providing access to key activity locations throughout the week, including evenings and Sundays.
- 2.28 Existing bus routes can be used to access train services at the central Liverpool stations.

Casual Car Use

- 2.29 Enterprise Car Club provides a casual car use solution that complements Liverpool's sustainable transport system and to meet occasional vehicle needs of residents who do not own a car. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 2.30 Enterprise Car Club offers pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on line. The Enterprise Car Club can save motorists up to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.
- 2.31 The merger of Enterprise and City Car Club now provides residents with solutions for longer term vehicle hire, for use when a resident wants to travel further afield on holiday, for example. The vehicles can be booked in advance and dropped off at the residence as required. Enterprise Car Club has confirmed that a 50% discount is offered to residents hiring a car at the weekend.
- 2.32 The nearest vehicle to the site is located on Duke Street, less than a ten-minute walk away.

Minimum Accessibility Assessment

- 2.33 The Accessibility Assessment for the site is attached in the TS, with a summary of the site's score provided in table 2.2.

SPD Criteria	Major Residential Scheme Requirements	Site Score
Pedestrians	4	4
Cyclists	4	5
Public Transport	5	5
Parking	3	3

Table 2.2: Accessibility Assessment
[Source: LCC SPD 2016]

- 2.34 The site meets all of the scored criteria outlined in the SPD and offers a sustainable and accessible location for future residential development.

3 Proposal

- 3.1 The proposal seeks to redevelop the site to provide 170 apartments. Creative commercial units are provided on the ground and mezzanine level with a combined floor area of 1,270sqm.
- 3.2 The main pedestrian entrance to the residential element of the building is retained from Jordan Street at ground floor level. This entry point provides access to the reception area, from which access is gained to the lifts to the apartments and post area. The proposal includes a substantial post storage area, that includes a cold store and Amazon store.
- 3.3 The commercial units are accessed from ground floor level on all perimeters of the site. Pedestrian access to these units is provided directly from the respective street frontage.
- 3.4 Internal storage is provided for cycles ground floor and basement (-1) level. Cycle parking is provided for a total of 170 cycles within the building. Cycle parking is provided externally for use by visitors to the site (four stands).
- 3.5 Access to the basement car park is provided from Jordan Street in the same location as an existing access to the site and as previously consented. Basement parking is provided on a single level and includes 44 spaces (including five disabled spaces).
- 3.6 In line with the previous consent, existing dropped kerbs and crossovers will be reinstated to provide continuous footway along the site frontage.
- 3.7 The servicing arrangements for the development are retained as existing and consented. Day to day servicing activity such as post deliveries will be via the main building entrance on Jordan Street. Three bin stores (two residential and one commercial) are provided on the Jordan Street and Newhall frontages. Refuse collection will occur from kerbside, as with the existing and consented arrangements.

4 Management

Travel Plan Co-ordinator

- 4.1 An effective travel plan needs a clear hierarchy of responsibility. Travel plan co-ordinators play an important role in developing the plan. Prior to the occupation of the site, the applicant will identify the travel plan co-ordinator and issue contact details to LCC.
- 4.2 The travel plan co-ordinator will be responsible for the day-to-day running of the travel plan and will also develop, implement and monitor the travel plan's effectiveness. The co-ordinator will form the main point of contact for the local authority, residents and the local community. The co-ordinator will also be responsible for raising awareness and marketing the travel plan and surveying its effectiveness.

4.3 In summary, the travel plan co-ordinator's general role and responsibilities will include:

- Implementing the plan measures
- Providing a point of contact for site residents, the local community and the council
- Publicising and raising awareness of local initiatives
- Keeping up to date local public transport, walking and cycling route information on the travel notice board
- Monitoring and surveying travel patterns
- Annually reporting to the council
- Reviewing and updating plan measures

Communication Strategy

4.4 Good communication is a vital component of the final travel plan to ensure that residents are fully aware of the options available to them. All new residents will be provided with a welcome pack on arrival that will include:

1. Website links to cycle and walking route maps
2. A map showing local facilities and key city centre locations
3. Website links to journey planning software

4.5 A travel noticeboard will also be provided in a prominent location within the development, displaying up to date travel information and details of local and national initiatives.

5 Travel Toolkit

Walking & Cycling

- 5.1 The site benefits from a good level of accessibility on foot and by bike, and walking and cycling form a dominant mode of access in the existing area.
- 5.2 Journey planning information and website links to maps will be provided to new residents in the welcome pack. The travel noticeboard will also include maps of the local area and resources for further information. The noticeboard will be kept up to date by the travel plan co-ordinator.
- 5.3 The travel plan co-ordinator will also promote www.walkbudi.com and www.bikebudi.com as a method of encouraging personal safety for site users travelling after dark. Merseytravel also offer free cycle training and maintenance lessons for adults. This will be promoted to residents by the travel plan co-ordinator.
- 5.4 The development includes a high level of cycle parking for residents and stands by the main entrance for use by visitors.

Public Transport

- 5.5 The site benefits from close proximity to frequent bus routes. The welcome packs will include information relating to local public transport services and website links for local journey planning software. The travel plan co-ordinator will be responsible for maintaining regular contact with public transport operators to ensure that the travel notice board is kept up to date.

Efficient Vehicle Use

- 5.6 A low level of parking is provided on site, at a level commensurate with the site's accessible location. Residents who do own a car will be encouraged to use other, more sustainable modes to meet everyday journey requirements in the local area and city centre. Residents who do not own a car will be made aware of the Enterprise Car Club facilities in the city centre.
- 5.7 Liftshare's Car Share Database will be promoted in the welcome pack to encourage residents who do need to use a car to think more efficiently about doing so.

- 5.8 The proposal includes substantial post storage areas, including a cold store and Amazon store. These facilities are provided to enable internet shopping and to reduce the need to travel off-site. The welcome pack will include details of local food retail stores that can be used for food deliveries.

Interim Travel Toolkit

Walking Toolkit:

Measure	Responsibility	Timescale
Provide a map of local amenities in the welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Promote www.walkbudi.com , www.livingstreets.org.uk , www.walkit.com in welcome pack	Travel Plan Co-ordinator	On occupation, on-going

Cycling Toolkit:

Measure	Responsibility	Timescale
Provide cycle parking for residents and visitors, and promote use of CityBike	Developer	Part of development
Promote local and national cycling events/initiatives the welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Promote Merseytravel's free adult cycle training & bike maintenance courses	Travel Plan Co-ordinator	On occupation, on-going
Provide residents with links to www.merseytravel.gov.uk website, which includes mapping and journey planning tools	Travel Plan Co-ordinator	On occupation, on-going

Public Transport Toolkit:

Measure	Responsibility	Timescale
Provide link to Merseytravel journey planning website (www.merseytravelplanner.co.uk) in welcome pack	Travel Plan Co-ordinator	On occupation, on-going
Provide local bus route maps in welcome pack	Travel Plan Co-ordinator	On occupation, on-going

Efficient Vehicle Use Toolkit:

Measure	Responsibility	Timescale
Promote www.taxibudi.com a scheme offered by Liftshare to reduce travel costs	Travel Plan Co-ordinator	On occupation, on-going
Promote use of Enterprise Car Club	Travel Plan Co-ordinator	On occupation, on-going
Promote www.carshare.liftshare.com car share database	Travel Plan Co-ordinator	On occupation, on-going

Promotion & Marketing Toolkit:

Measure	Responsibility	Timescale
Appoint travel plan co-ordinator	Developer	3 months prior to occupation
Production of welcome pack for each household	Travel Plan Co-ordinator	On occupation, on-going

Table 5.1: Interim Toolkit

6 Monitoring

Targets

- 6.1 In line with DfT guidance, action based targets have been set for the interim travel plan. These targets are based on the travel plan reaching set milestones or indicators, as follows:

- Appoint travel plan co-ordinator prior to occupation

- Produce welcome pack prior to occupation

Surveys

- 6.2 Travel surveys will be undertaken of residents within six months of first occupancy. The survey questionnaires will collect the following information:
- Mode of travel to work
 - Work location
- 6.3 Following the first surveys a short survey report will be compiled for discussion with LCC. Within 12 months of first occupation, the travel plan will be updated with new targets and measures, as required.
- 6.4 The travel surveys will be undertaken annually for a period of three years. After each survey period a short survey report will be issued for discussion with LCC and new targets set, if required.

Appendix C

Calculation Reference: AUDIT-443201-160905-0928

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
HF HERTFORDSHIRE	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	2 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
LC LANCASHIRE	1 days
09 NORTH	
TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 300 to 13350 (units: sqm)
 Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1	4 days
B2	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	6 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	8 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
	NOVERS HILL		
	BEDMINSTER		
	BRISTOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: MONDAY	19/10/09	Survey Type: MANUAL
2	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRACT STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
3	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
	BRIDGE ROAD EAST		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	17/07/08	Survey Type: MANUAL
4	LC-02-C-02	RECYCLING CO.	LANCASHIRE
	ESSEX STREET		
	RED SCAR IND ESTATE		
	PRESTON		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL
5	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	TYNE POINT IND. ESTATE		
	JARROW		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
6	WM-02-C-01	METAL BEARINGS	WEST MIDLANDS
	FORGE LANE		
	MINWORTH		
	SUTTON COLDFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: TUESDAY	25/11/08	Survey Type: MANUAL
7	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
	SYDNEY ROAD		
	SMALL HEATH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	300 sqm	
	Survey date: WEDNESDAY	17/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-02-C-02	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST		
	HOLBECK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13350 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.210	1	13350	0.000	1	13350	0.210
06:30 - 07:00	1	13350	0.247	1	13350	0.000	1	13350	0.247
07:00 - 07:30	8	4038	0.111	8	4038	0.019	8	4038	0.130
07:30 - 08:00	8	4038	0.214	8	4038	0.003	8	4038	0.217
08:00 - 08:30	8	4038	0.226	8	4038	0.028	8	4038	0.254
08:30 - 09:00	8	4038	0.176	8	4038	0.050	8	4038	0.226
09:00 - 09:30	8	4038	0.099	8	4038	0.053	8	4038	0.152
09:30 - 10:00	8	4038	0.087	8	4038	0.074	8	4038	0.161
10:00 - 10:30	8	4038	0.065	8	4038	0.040	8	4038	0.105
10:30 - 11:00	8	4038	0.056	8	4038	0.050	8	4038	0.106
11:00 - 11:30	8	4038	0.059	8	4038	0.037	8	4038	0.096
11:30 - 12:00	8	4038	0.037	8	4038	0.050	8	4038	0.087
12:00 - 12:30	8	4038	0.040	8	4038	0.053	8	4038	0.093
12:30 - 13:00	8	4038	0.065	8	4038	0.096	8	4038	0.161
13:00 - 13:30	8	4038	0.093	8	4038	0.074	8	4038	0.167
13:30 - 14:00	8	4038	0.087	8	4038	0.046	8	4038	0.133
14:00 - 14:30	8	4038	0.074	8	4038	0.059	8	4038	0.133
14:30 - 15:00	8	4038	0.077	8	4038	0.077	8	4038	0.154
15:00 - 15:30	8	4038	0.050	8	4038	0.149	8	4038	0.199
15:30 - 16:00	8	4038	0.093	8	4038	0.130	8	4038	0.223
16:00 - 16:30	8	4038	0.043	8	4038	0.272	8	4038	0.315
16:30 - 17:00	8	4038	0.050	8	4038	0.195	8	4038	0.245
17:00 - 17:30	8	4038	0.031	8	4038	0.214	8	4038	0.245
17:30 - 18:00	8	4038	0.025	8	4038	0.149	8	4038	0.174
18:00 - 18:30	8	4038	0.000	8	4038	0.046	8	4038	0.046
18:30 - 19:00	8	4038	0.000	8	4038	0.025	8	4038	0.025
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.315			1.989			4.304

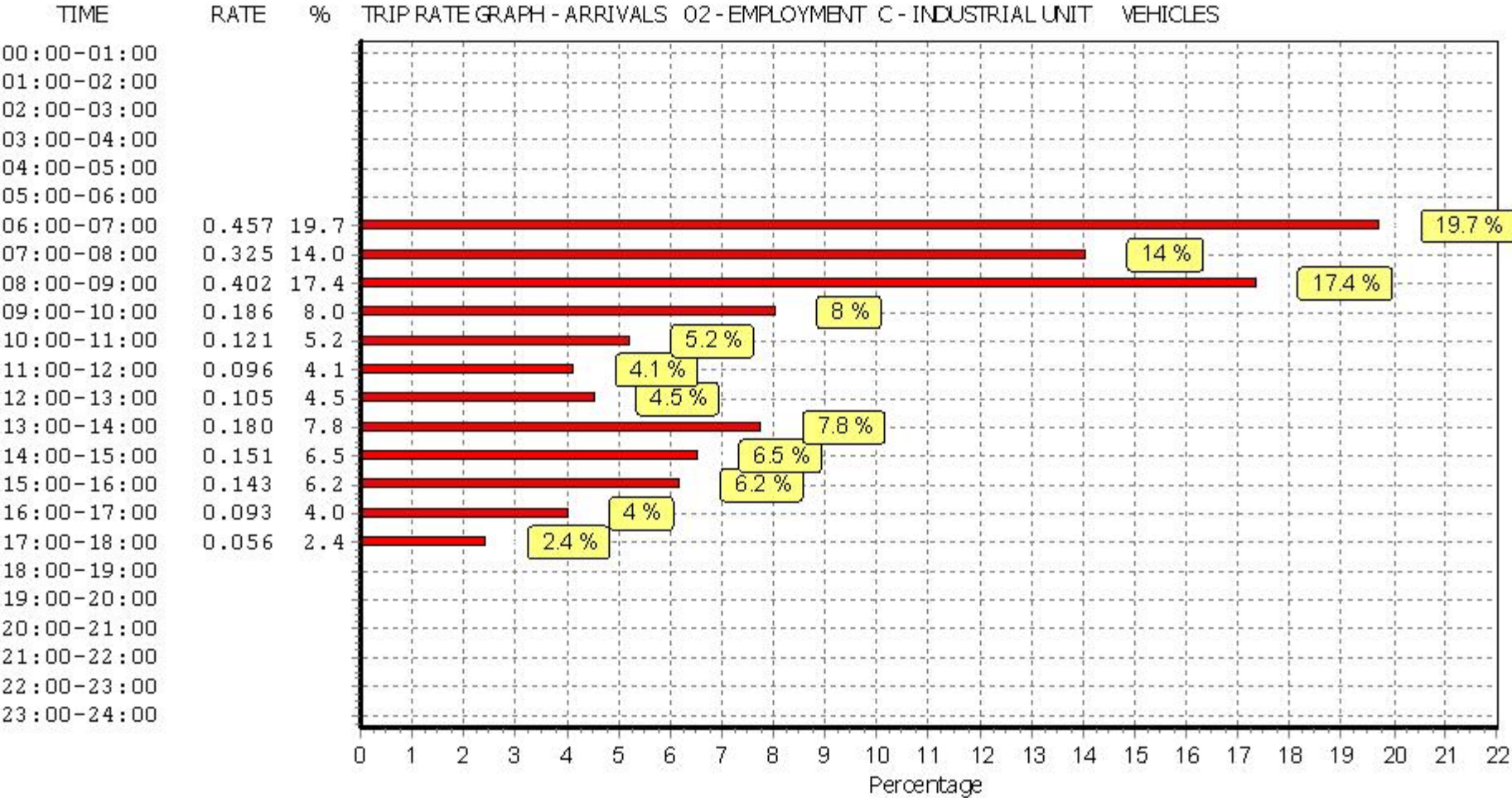
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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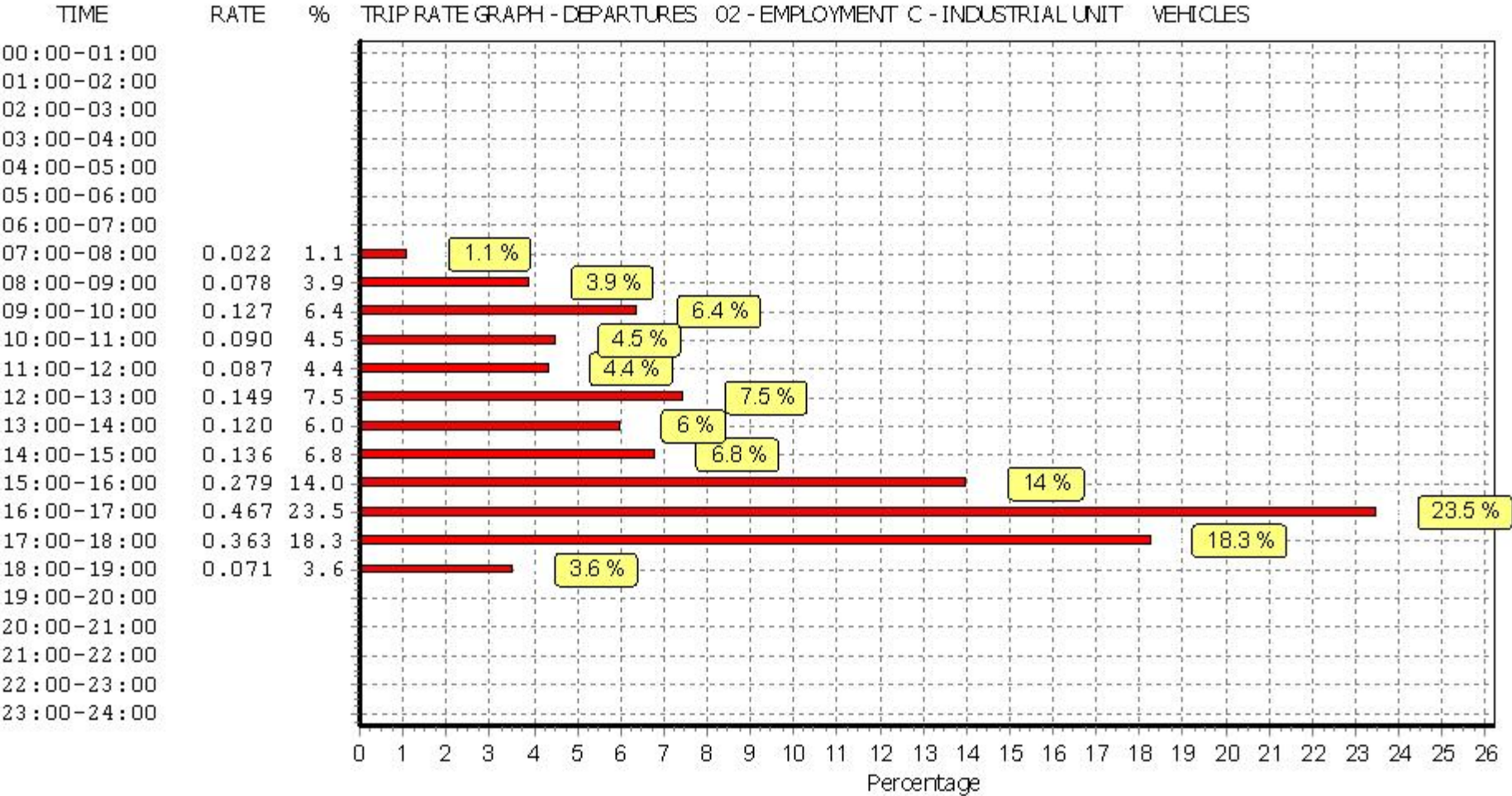
Parameter summary

Trip rate parameter range selected:	300 - 13350 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

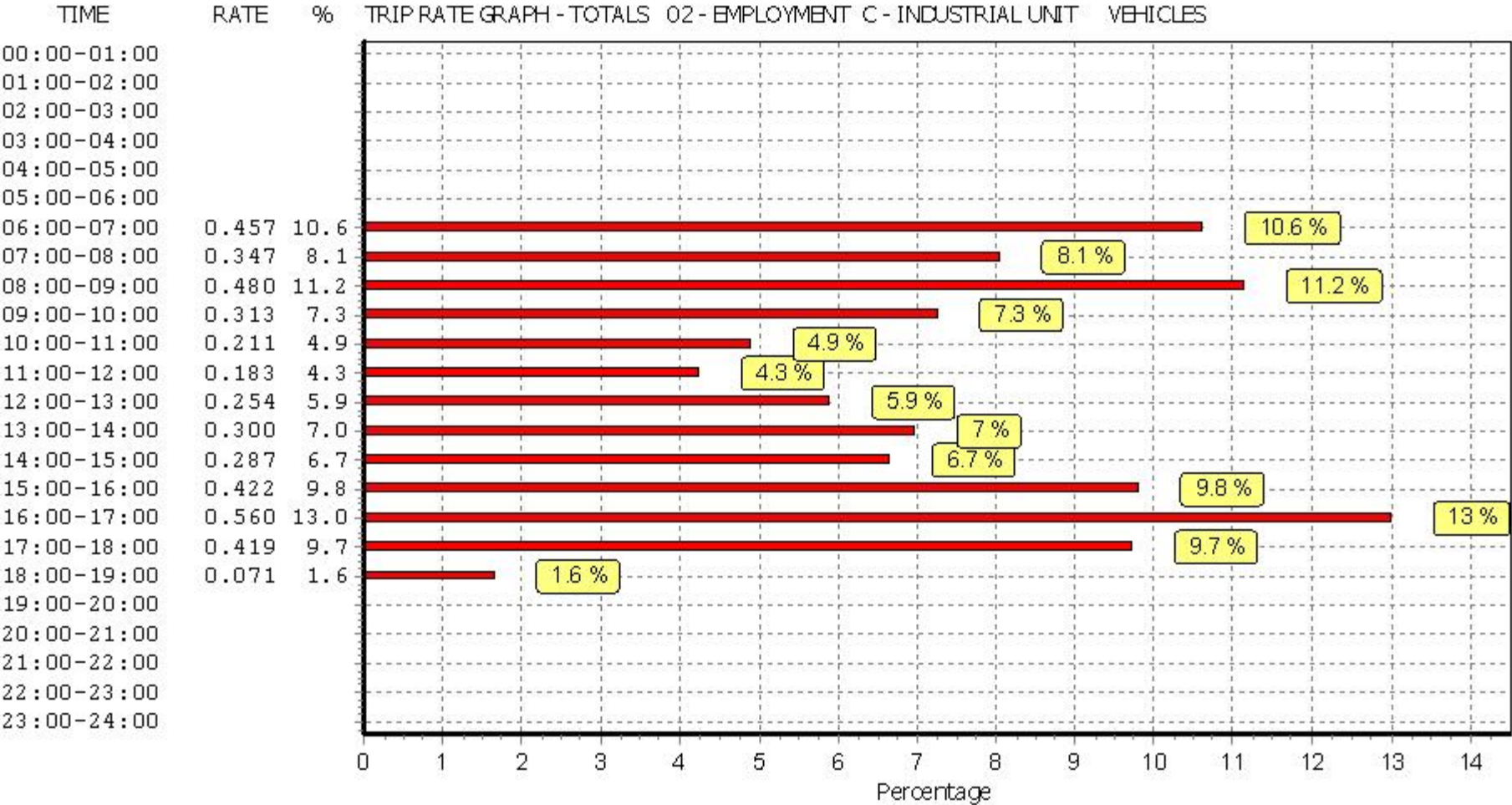
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.000	1	13350	0.000	1	13350	0.000
06:30 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 07:30	8	4038	0.009	8	4038	0.003	8	4038	0.012
07:30 - 08:00	8	4038	0.003	8	4038	0.000	8	4038	0.003
08:00 - 08:30	8	4038	0.012	8	4038	0.006	8	4038	0.018
08:30 - 09:00	8	4038	0.009	8	4038	0.012	8	4038	0.021
09:00 - 09:30	8	4038	0.006	8	4038	0.009	8	4038	0.015
09:30 - 10:00	8	4038	0.003	8	4038	0.003	8	4038	0.006
10:00 - 10:30	8	4038	0.006	8	4038	0.009	8	4038	0.015
10:30 - 11:00	8	4038	0.006	8	4038	0.006	8	4038	0.012
11:00 - 11:30	8	4038	0.006	8	4038	0.006	8	4038	0.012
11:30 - 12:00	8	4038	0.009	8	4038	0.006	8	4038	0.015
12:00 - 12:30	8	4038	0.003	8	4038	0.006	8	4038	0.009
12:30 - 13:00	8	4038	0.009	8	4038	0.006	8	4038	0.015
13:00 - 13:30	8	4038	0.003	8	4038	0.006	8	4038	0.009
13:30 - 14:00	8	4038	0.009	8	4038	0.003	8	4038	0.012
14:00 - 14:30	8	4038	0.006	8	4038	0.003	8	4038	0.009
14:30 - 15:00	8	4038	0.006	8	4038	0.009	8	4038	0.015
15:00 - 15:30	8	4038	0.009	8	4038	0.012	8	4038	0.021
15:30 - 16:00	8	4038	0.006	8	4038	0.000	8	4038	0.006
16:00 - 16:30	8	4038	0.003	8	4038	0.009	8	4038	0.012
16:30 - 17:00	8	4038	0.006	8	4038	0.000	8	4038	0.006
17:00 - 17:30	8	4038	0.000	8	4038	0.006	8	4038	0.006
17:30 - 18:00	8	4038	0.000	8	4038	0.000	8	4038	0.000
18:00 - 18:30	8	4038	0.000	8	4038	0.000	8	4038	0.000
18:30 - 19:00	8	4038	0.000	8	4038	0.000	8	4038	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.129			0.120			0.249

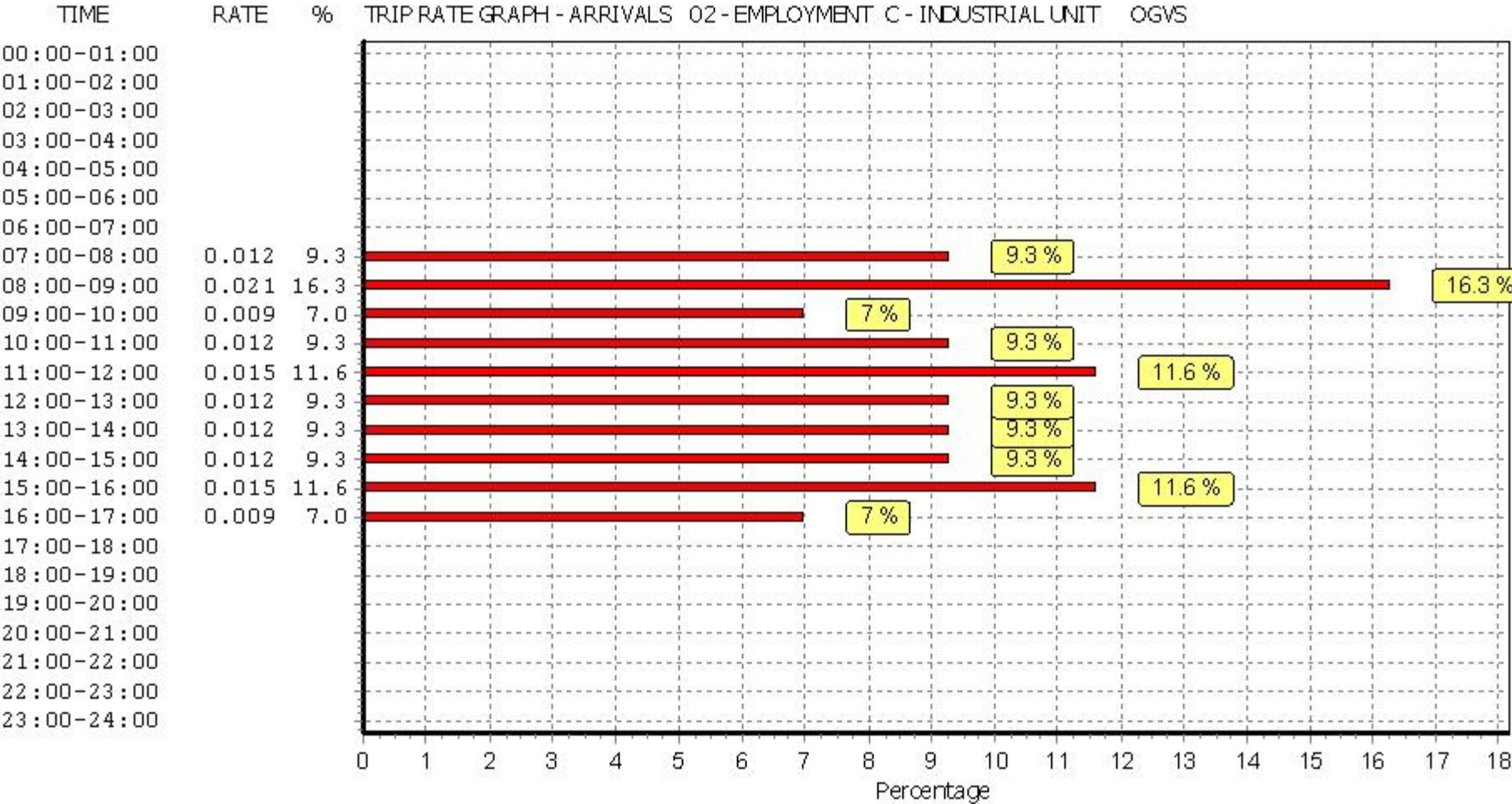
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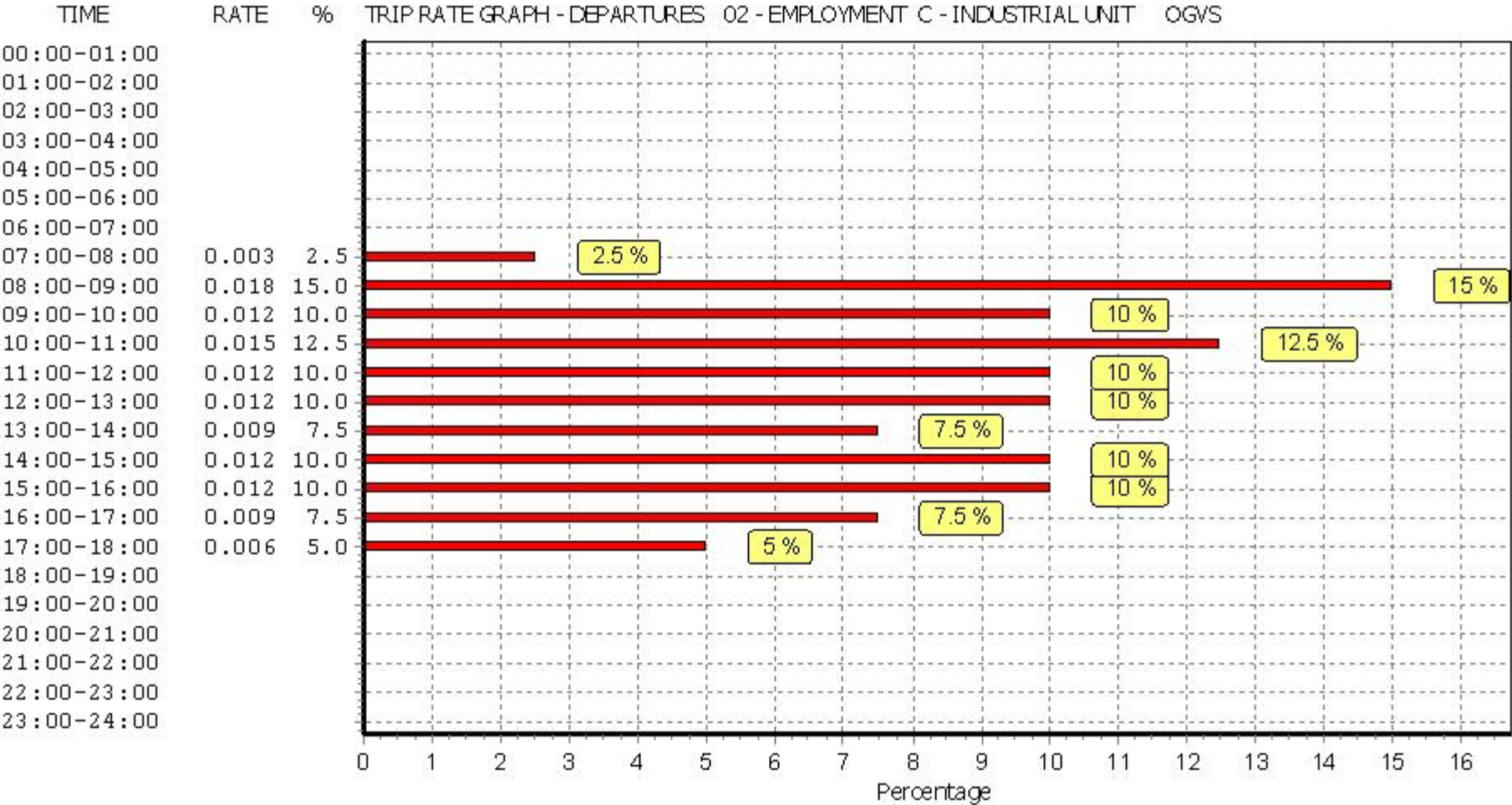
Parameter summary

Trip rate parameter range selected:	300 - 13350 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

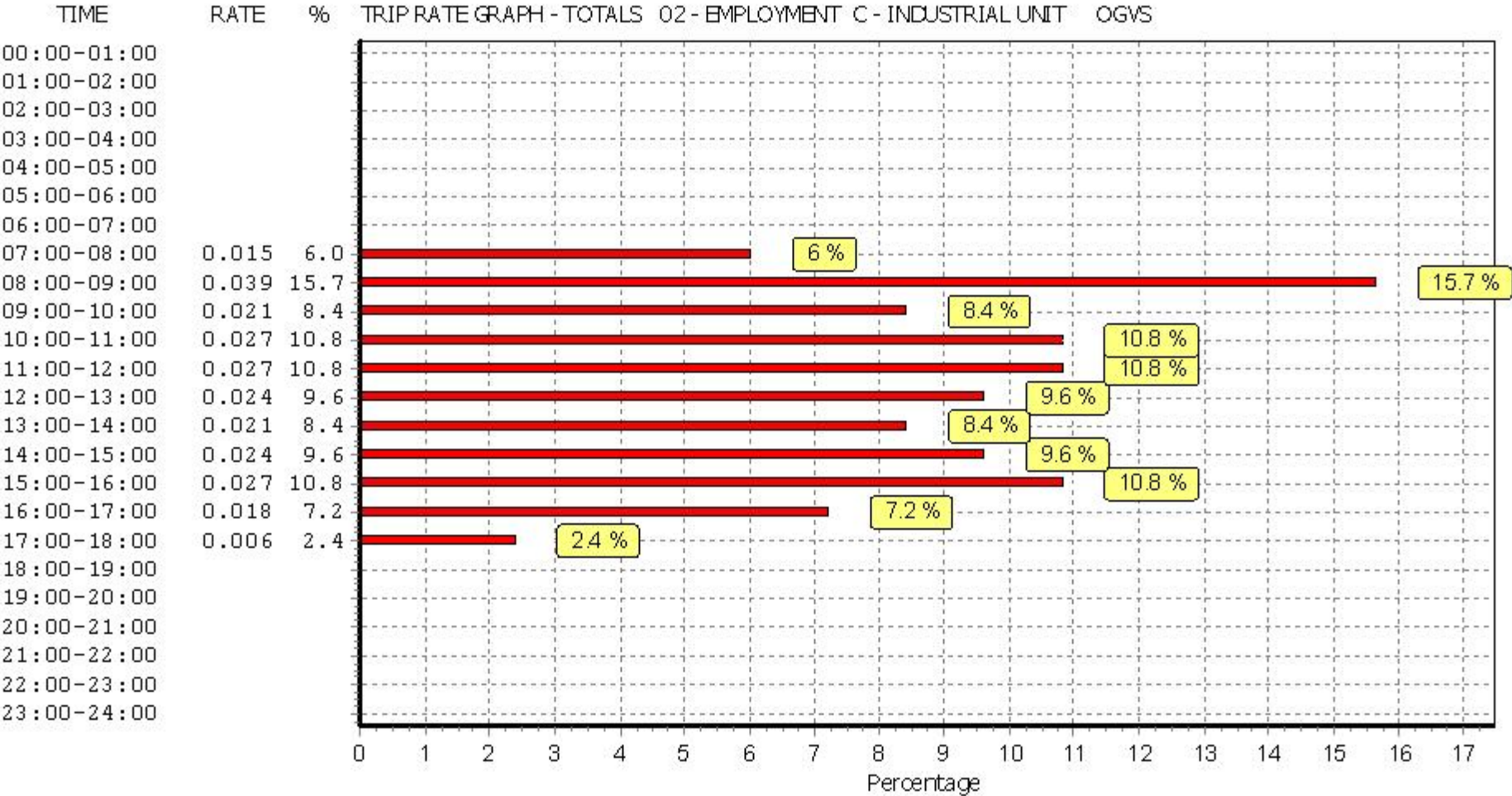
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Calculation Reference: AUDIT-443201-160624-0637

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 20 to 154 (units:)
Range Selected by User: 6 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 26/05/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	4
-------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:Use Class:

C3

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

25,001 to 50,000

4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000

2 days

500,001 or More

2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CB-03-C-01	BLOCK OF FLATS		CUMBRIA
	KING STREET			
	CARLISLE			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
2	GM-03-C-02	BLOCK OF FLATS		GREATER MANCHESTER
	WHITWORTH STREET W.			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
3	GM-03-C-03	BLOCK OF FLATS		GREATER MANCHESTER
	FAIRFIELD STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
4	HI-03-C-01	FLATS		HIGHLAND
	SHORE STREET			
	INVERNESS			
	Town Centre			
	Residential Zone			
	Total Number of dwellings:	38		
	Survey date: WEDNESDAY	20/05/09		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	63	0.016	4	63	0.044	4	63	0.060
08:00 - 09:00	4	63	0.028	4	63	0.060	4	63	0.088
09:00 - 10:00	4	63	0.020	4	63	0.028	4	63	0.048
10:00 - 11:00	4	63	0.024	4	63	0.032	4	63	0.056
11:00 - 12:00	4	63	0.020	4	63	0.016	4	63	0.036
12:00 - 13:00	4	63	0.024	4	63	0.020	4	63	0.044
13:00 - 14:00	4	63	0.032	4	63	0.044	4	63	0.076
14:00 - 15:00	4	63	0.020	4	63	0.036	4	63	0.056
15:00 - 16:00	4	63	0.040	4	63	0.020	4	63	0.060
16:00 - 17:00	4	63	0.067	4	63	0.044	4	63	0.111
17:00 - 18:00	4	63	0.079	4	63	0.063	4	63	0.142
18:00 - 19:00	4	63	0.063	4	63	0.036	4	63	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.433			0.443			0.876

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/00 - 26/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	63	0.028	4	63	0.147	4	63	0.175
08:00 - 09:00	4	63	0.071	4	63	0.456	4	63	0.527
09:00 - 10:00	4	63	0.056	4	63	0.262	4	63	0.318
10:00 - 11:00	4	63	0.099	4	63	0.143	4	63	0.242
11:00 - 12:00	4	63	0.127	4	63	0.175	4	63	0.302
12:00 - 13:00	4	63	0.198	4	63	0.230	4	63	0.428
13:00 - 14:00	4	63	0.198	4	63	0.194	4	63	0.392
14:00 - 15:00	4	63	0.194	4	63	0.139	4	63	0.333
15:00 - 16:00	4	63	0.254	4	63	0.183	4	63	0.437
16:00 - 17:00	4	63	0.409	4	63	0.337	4	63	0.746
17:00 - 18:00	4	63	0.663	4	63	0.262	4	63	0.925
18:00 - 19:00	4	63	0.337	4	63	0.060	4	63	0.397
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.634			2.588			5.222

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date range:	01/01/00 - 26/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D

New Bird Street: Standard Accessibility Assessment

Pedestrians			Points	Score
Safety	Safe pedestrian access to the site	Yes		
Location	within 500m of district centre	Yes	2	2
		No	0	
Internal Layout	Circulation and access reflect direct pedestrian routes	Yes	1	1
		No	0	
External Layout	Barriers between site and local facilities	Yes	-2	
		No	1	1
Other	Links to identified recreational walking network	Yes		
			Total	4

Cyclists			Points	Score
Safety	Any safety issues	No		
Cycle parking	Does the development meet cycle parking standards	No		
Location	Within 1 mile of district centre	Yes	2	2
		No	0	
Internal Layout	Circulation and access reflect direct cycle routes	Yes	1	1
		No	0	
External Access	Within 400m of existing cycle route	Yes	1	1
		No	-1	
Other	Includes cycle facilities, such as showers	Yes	1	1
		No	0	
			Total	5

Public Transport			Points	Score
Location	Within 200m of bus stop or 400m of station	Yes	2	2
		No	0	
	Are there barriers to pedestrian routes	Yes	0	
		No	1	1
Frequency	High (4+ per hour)		2	2
	Medium (2/3+ per hour)		1	
	Low (>2 per hour)		0	
Other	Bus priority measures		1	0
	Bus infrastructure improvements		1	0
	New bus service		1	0
			Total	5

Vehicle Access			Points	Score
Parking	Off street parking is provided as advised in Section 4	Yes	1	0
	Off street parking is less than 75% of the amount advised	Yes	2	2
	Is it a car free development?	No	0	
	Supports the control of on-street parking spaces	Yes	1	1
			Total	3

Criteria	Major Scheme Requirements	Site Score
Pedestrians	4	4
Cyclists	4	5
Public Transport	5	5
Vehicle Access	3	3

Appendix E

LC4415EW - Accommodation type by car or van availability by number of usual residents

ONS Crown Copyright Reserved [from Nomis on 6 March 2018]

population All households
units Persons
date 2011
area type 2011 super output areas - lower layer
area name E01006515 : Liverpool 037B
no of usual residents in household All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van available	641	226	415
No cars or vans in household	454	154	300
1 car or van in household	159	61	98
2 or more cars or vans in household	28	11	17

LC7401EW - Method of travel to work (2001 specification) by car or van availability

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
cars or vans	All categories: Car or van availability

Method of travel to work (2001 specification)	Isoa2011:E01006515 : Liverpool 037B		uacounty09:Liverpool
All categories: Method of travel to work (2001 specification)	484		194,613
Work mainly at or from home	24		11,838
Train, underground, metro, light rail, tram, bus, minibus or coach	110		48,428
Driving a car or van	117		91,329
All other methods of travel to work	233		43,018