DTPC

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PROPOSED STUDENT AND KEY WORKER RESIDENTIAL ACCOMMODATION MANFRED STREET, LIVERPOOL

TRANSPORT STATEMENT

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MANFRED STREET, LIVERPOOL

TRANSPORT STATEMENT

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MANFRED STREET, LIVERPOOL

TRANSPORT STATEMENT

CONTENTS

moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework ***is a presumption in favour of sustainable development***, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
    - ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole***; or
    - specific policies in this Framework indicate development should be restricted

Core planning principles

1 7 W ithin the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- ***encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;***
- ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling***, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to m eet local needs.

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for m ajor transport infrastructure***;
- ***safe and suitable access to the site can be achieved for all people***; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. ***Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe***.

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be

maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. W here practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems,*** and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area***.

Core Strategy

The following abstracts are provided for those that relate to transport matters.

Strategic Policy 1

Sustainable Development Principles

To ensure the sustainable growth of the City new development should be located and designed so that resources are used prudently, the local and wider environment is protected, the challenges of climate change are addressed and the needs of the whole community are taken into account. New development should:

- As a first priority, be located on previously-developed land and buildings ahead of greenfield sites
- Improve accessibility, reduce the need to travel by motorised transport and where travel is necessary, enable convenient and safe access by sustainable transport modes

The site reuses brownfield land in the urban area.

Strategic Policy 34

Improving Accessibility and Managing Demand for Travel

1. Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.

2. Developments which singly or in combination have a significant impact on the movement of people or goods, should, through the provision of Travel Plans, positively manage travel demand and contribute to the improvement of accessibility in general, particularly by more sustainable modes of transport including walking, cycling and public transport.

The site lies in an urban area supported by high quality walking, cycling and public transport facilities.

Local Transport Planning Policy

Policy T6, Cycling

The City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode by:

• Introducing appropriate traffic calming and speed reduction measures on designated cycle routes and areas of high cycle usage; and

• Ensuring that secure cycling parking facilities are provided at locations regularly visited by the public and requiring new developments to provide secure cycle parking facilities.

The proposed development will incorporate suitable amounts of cycle parking to meet the needs of their uses.

Policy T7, Walking and Pedestrians

The City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient by:

• Improving signing, lighting, surfaces, visibility and crossing places throughout the City and particularly within the City Centre, District Centres and other shopping centres;

• Improving access and mobility for all pedestrians, and particularly disabled people and carers with small children;

• Catering for pedestrians' needs in the design of all new highway improvement schemes, traffic management schemes, the road maintenance programme, and giving consideration to the provision of safe and convenient walking routes through all major development and redevelopment sites; and

• Investigating the possibility of introducing traffic calming measures and speed reduction measures in areas where heavy pedestrian flows are experienced or can be anticipated.

In relation to the above the area has local measures which have included improved pedestrian crossing facilities.

Policy T12, Car Parking Provision in New Developments

All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non-operational car parking will be permitted up to a maximum standard. This will be determined by:

• The nature and type of use;

• Whether off-site car parking would result in a danger to highway and pedestrian safety;

• Whether the locality in which the proposed development is located is served by public car parking facilities;

• Whether off-site parking would result in demonstrable harm to residential amenity; and

• The relative accessibility of the development site by public transport services.

The proposed development is seen as a natural extension to the local offer and will form the basis of shared trips in the area.

The roads in the immediate area of the development have excellent public bus connections, and the City Centre is within an easy walking distance.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

The proposed development is located on brownfield land in the urban environment which makes it a sustainable use of land as well improving local amenity. Also, the development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

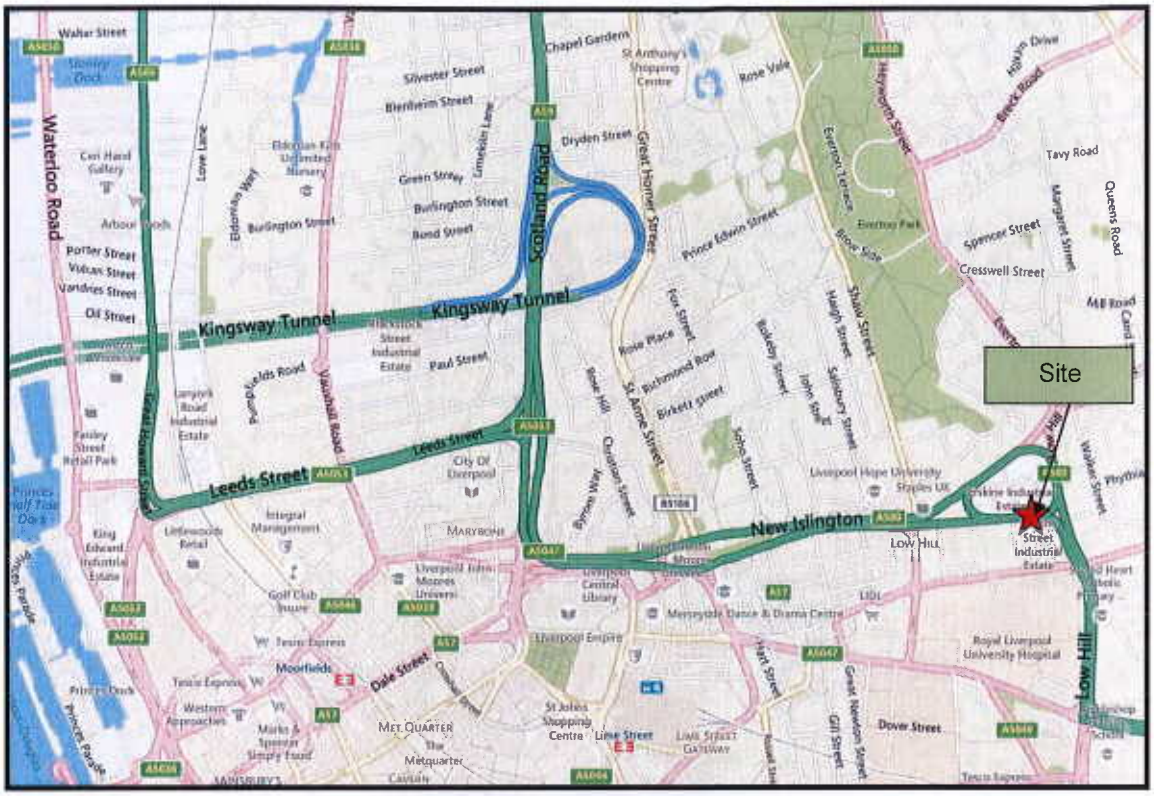
The site is situated on the north easterly edge of Liverpool City Centre in a mixed use employment and residential area to the south of the A580 corridor.

Situated off the A580 leading to Edge Lane M62 corridor, the site is highly accessible by a variety of modes and is also within a reasonable walking distance of a wide variety of city centre facilities and attractions.

Site location plan in relation to neighbouring settlements and locally overleaf

From the site, the A580 corridor gives the most convenient access to the primary radial route corridors in Liverpool.

The A5047 Edge Lane for the M62 and areas to the east; the A5038 Lime Street and Renshaw Street for destinations to the south; and the A59 Scotland Road for access to Southport, the M58 and areas to the north.



Local area setting and the site.

Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarliy an urban centre catchment containing local services/retail units and employment. From site observation the area has a typical traffic flow

charateristic associated with an urban area i.e. distinct AM and PM flow periods. A detailed photographic record of the local access and setting is provided below for future reference

The site is currently accessed from Manfred Street off the A580.

The site clearly has parking internally and along the north side of the road.

Pedestrian facilities on Prescott Road

The road is wide and the footpaths over 2.5m in with street lighting along its length

Taxi rank on Prescott Road

View towards Harper Street into site showing barrier and path across grassed area

View left and right from Manfred Street

View along Manfred Street and Prospect Street.

Prospect Street showing parking bay

Harper street south and north from Prospect Street

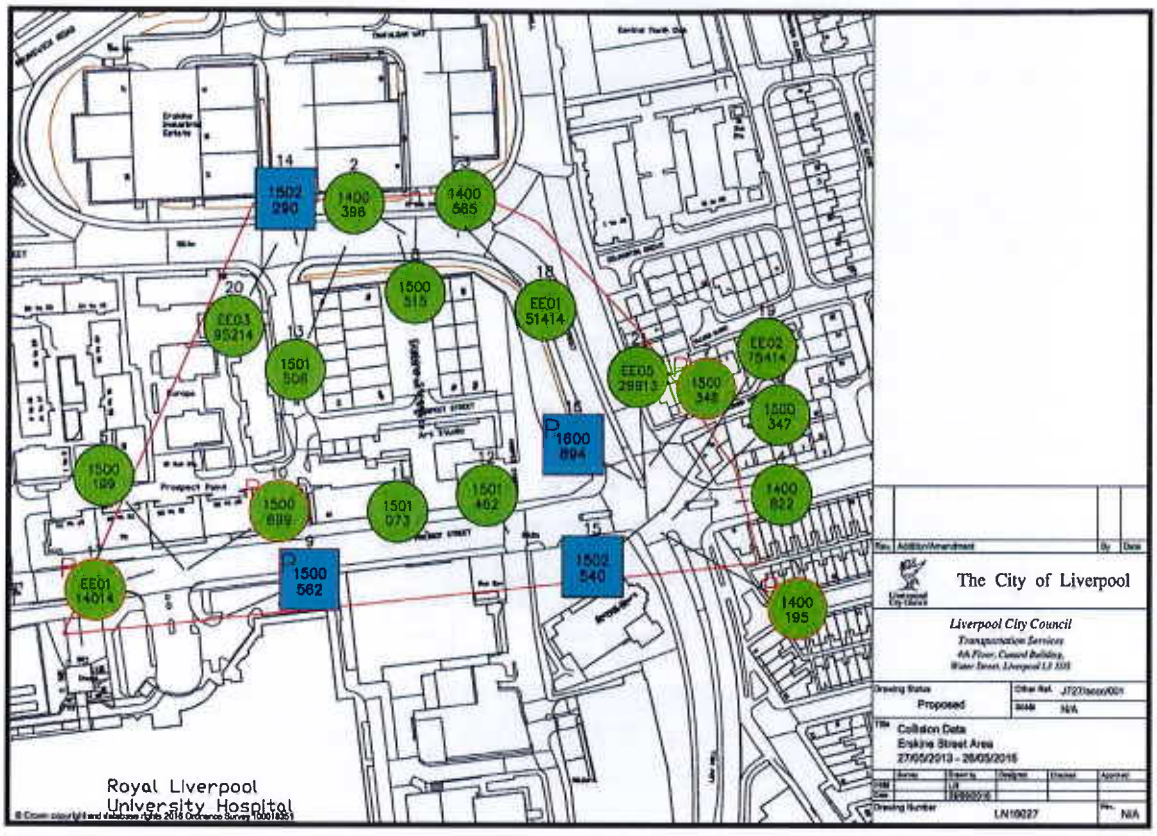
Accident review

The LCC accident record data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their

location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together.

Access to the I data base has been undertaken and the resultant mapping provided for reference.



The surrounding network has recorded events but the internal frontage has no recorded accidents.

The nearby Prescott Street/Erskine junction has had 8 accidents over the 3 years i.e. 3 per year, three of the accidents occurred in 2013 to 2016.

The accidents are typical of a major signalised junction and dual carriageway in the urban area and slight accidents with right turns/rear end shunts would be anticipated as typical events.

Prescott Street has 6 recorded events along a busy road linking to the main hospital access with significant turning movements and non car users. The area has crossing facilities and good visibility along the route.

A review of the accidents shows 1 as road rage/drive off; suicide attempt, cyclist on wrong side of road; collision trying to let ambulance to pass; pedestrian crossing on red signal and pedestrian walking between parked buses these are not events where mitigation would work.

The site will reduce car movements from the Manfred Street junction thus reducing the potential conflicts.

Increased walk/cycle can use the local facilities.

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No U Grid 336175E Section Ref 390873N	SLIGHT	07/11/2014	6	11:40	L	Wet/Damp	Rain	Stand	S.VEH	GV
	3361760390873								Liverpool		PED
	PASSENGER OF VEHICLE GETS OUT TO TALK TO DRIVER OF OFFENDING VEHICLE. HE IS CLIPPED BY DOOR MIRROR AS OFFENDING VEHICLE DRIVES OFF.						Veh2, goods < 3.5t, N -> SE				Casualties 1 Vehicles 1
2	Road No A5089 Grid 336064E Section Ref 391000N	SLIGHT	22/11/2014	7	05:32	DRK STL	Wet/Damp	Fine			GV
	3360640391000								Liverpool		
	VEHICLES MERGED IN JUNCTION FAILED TO NOTICE EACH OTHER						Veh1, goods < 3.5t, E -> W Veh2, taxi, S -> W				Casualties 1 Vehicles 2
3	Road No A5089 Grid 336087E Section Ref 390999N	SLIGHT	06/12/2014	7	04:30	DRK STL	Dry	Fine		S.VEH	
	3360870390999								Liverpool		
	VEHICLE 002 IS IN LANE 2 OF 2 LOW HILL TOWARDS ERSKINE STREET. VEHICLE 001 IS IN PARALLEL IN LANE 1 OF 2. BOTH VEHICLES APPROACH JUNCTION AND AS APPROACHING THE JUNCTION TO HEAD DOWN THE HILL. VEHICLE 001 HAS MOVED TO IT'S OFFSIDE AND COLLIDED 002 TO NEARSIDE CAUSING DAMAGE FROM FRONT TO REAR OF VEHICLE - PAINT AND DENTS. VEHICLE 001 AND 002 STOP AND 001 DOES U-TURN UP HILL IN WRONG DIRECTION AND BACK ON TO LOW HILL IN OPPOSITE DIRECTION FROM WHERE IT HAD COME FROM. A WING MIRROR COVER IS RECOVERED FROM OFFENDING VEHICLE - BLACK/VW/GOLF LOGO INSIDE. DRIVER HAS SORE LEFT SHOULDER. PASSENGER HAS SORE LEFT LEG. NO VISIBLE INJURIES. NO MEDICAL INTERVENTION.						Veh2, car, S -> N				Casualties 2 Vehicles 1
4	Road No A57 Grid 336208E Section Ref 390886N	SLIGHT	28/12/2014	1	22:36	DRK STL	Wet/Damp	Fine			
	3362080390886								Liverpool		
	VEH1 & VEH2 STATIONARY AT RED ATS. AS LIGHTS CHANGE VEH1 PULLS OFF AND NOT REALISED VEH2 HAD NOT PULLED OFF. DRIVER CLAIMING SHE SNEEZED AS SHE WAS PULLING OFF. INJURY TO DRIVER OF VEH2.						Veh1, car, E -> W Veh2, car, E -> W				Casualties 1 Vehicles 2
5	Road No A57 Grid 335968E Section Ref 390857N	SLIGHT	20/01/2015	3	14:58	L	Dry	Fine			
	SEGMENT (5-47) PRESCOT STREET								Liverpool		
	V002 stops in the main carriagway when V001 collides into the rear of V002 causing minor injury to FSP of V002.						Veh1, taxi, E -> W Veh2, car, E -> W				Casualties 1 Vehicles 2
6	Road No U Grid 336180E Section Ref 390879N	SLIGHT	31/01/2015	7	12:35	L	Wet/Damp	Fine Wind			P/C
	SEGMENT LOW HILL								Liverpool		
	VEHICLE 2 TRAVELLING IN CENTRE LANE OF LOW HILL APPRACHING THE JUNCTION WITH KEWNSINGTON. PRIOR TO THE JUNCTION VEHICLE 2 HAS CUT INTO THE PATH OF VEHICLE 1 CASING HIM TO HIT THE SIDE BEFORE FALLING OFF SUSTAINING SLIGHT SHOULDER INJURY AND SMALL CUT TO LIP						Veh1, car, S -> N Veh2, pedal cycle, N -> S				Casualties 1 Vehicles 2
7	Road No B5340 Grid 336170E Section Ref 390902N	SLIGHT	14/01/2015	4	12:55	L	Dry	Fine	E	S.VEH	
	COMMUNICATION HOUSE,6 LOW HILL								Liverpool		PED
	FEMALE I/P BEGAN TO CROSS THE ROAD BEHIND A STATIONARY VEHICLE. VEHICLE SLOWLY REVERSES AND TOUCHES I/P. I/P WAS NOT KNOCKED OVER, VERY SLIGHT SMALL BRUISE TO LEFT FOREARM. DRIVER SPOKEN TO BY I/P BUT NO DETAILS OBTAINED. NO VRM OF VEHICLE.						Veh1, car, S -> N				Casualties 1 Vehicles 1

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
8	Road No A580 Grid 336061E Section Ref 390999N	SLIGHT	16/02/2015	2	07:32	L	Wet/Damp	Rain		S.VEH	
	JUNCTION ERSKINE STREET and MANFRED STREET								Liverpool		
	V1 HAS STARTED OFF FROM A SET OF ATS ONTO A SWEEPING RIGHT HAND BEND AND LOST CONTROL AND COLLIDED WITH A LAMPOST						Veh1, car, E -> W				Casualties 2 Vehicles 1
9	Road No A57 Grid 335987E Section Ref 390837N	SERIOUS	14/02/2015	7	17:20	L	Dry	Unknown	N	O/TAKE S.VEH	
	SEGMENT (5-47) PRESCOT STREET								Liverpool		PED
	PEDESTRIAN ATTEMPTED TO CROSS THE ROAD INBETWEEN STATIONARY BUSES, VEHICLE OVERTAKING BUSES HIT PEDESTRIAN						Veh1, car, E -> W				Casualties 1 Vehicles 1
10	Road No A57 Grid 335970E Section Ref 390857N	SLIGHT	09/03/2015	2	13:40	L	Dry	Fine	N	S.VEH	
	SEGMENT (5-47) PRESCOT STREET								Liverpool		PED
	SUICIDE ATTEMPT						Veh1, car, E -> W				Casualties 1 Vehicles 1
11	Road No A57 Grid 336077E Section Ref 390871N	SLIGHT	22/04/2015	4	21:20	DRK STL	Dry	Fine		O/TAKE	P/C
	SEGMENT (5-47) PRESCOT STREET								Liverpool		
	CYCLIST TRAVELLING ON WRONG SIDE OF ROAD, NO LIGHTS ON VEHICLE, DEFECTIVE BRAKES ON BIKE						Veh1, car, N -> N Veh2, pedal cycle, E -> W				Casualties 1 Vehicles 2
No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
12	Road No A57 Grid 336109E Section Ref 390873N	SLIGHT	09/06/2015	3	08:40	L	Dry	Fine			P/C
	SEGMENT (5-47) PRESCOT STREET								Liverpool		
	CYCLIST IS INJURED EN ROUTE TO WORK BY WHITE RENAULT VEHICLE FTS						Veh1, car, W -> E Veh2, pedal cycle, E -> W				Casualties 1 Vehicles 2
13	Road No A580 Grid 336038E Section Ref 390994N	SLIGHT	13/06/2015	7	15:31	L	Dry	Fine			
	SEGMENT ERSKINE STREET								Liverpool		
	VEHICLE 1 IS IN LANE 2 OF 3 LOOKING TO MOVE OVER TO THE OFFSIDE SLIP ROAD. VEHICLE 2 IS A AMBULANCE ON A BLUE LIGHT RUN IN LANE 3 GOING STRAIGHT AHEAD. VEHICLE 1 HAS BEGAN TO MOVE OVER TO LANE 3 AS VEHICLE 2 HAS BEEN PROCEEDING STRAIGHT, THIS HAS CAUSED VEHICLE 2 TO HIT VEHICLE 1 IN THE REAR.						Veh1, car, E -> W Veh2, , E -> W				Casualties 2 Vehicles 2
No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
14	Road No A580 Grid 336017E Section Ref 390995N	SERIOUS	23/09/2015	4	14:55	L	Dry	Fine			GV M/C
	JUNCTION ERSKINE STREET and MANFRED STREET								Liverpool		
	VEH1 AND VEH2 TRAVELLING DOWN ERSKINE STREET TOWARDS THE CITY. VEH1 IS IN LANE 2 OF 4 AND VEH1 IN LANE 1, AS VEH2 APPROACHES THE JUNCTION WITH MANFRED STREET HE PULLS ACROSS IN TO LANE 1, FAILING TO NOTICE THE MOTORCYCLE IN LANE 1, HE COLLIDES WITH THE MOTORCYCLE AND THE BIKE IS DROPPED AND THE RIDER SKIDS ALONG THE FLOOR AND COLLIDES WITH VEH3 WHO IS STATIONARY EXITING MANFRED STREET. THE RIDER GOES PARTIALLY UNDERNEATH THE VAN. THE RIDER SUFFERED SERIOUS INJURIES TO HIS CHEST AND A PUNCTURED LUNG.						Veh1, car, E -> W Veh2, m/cycle > 500cc, E -> W Veh3, goods < 3.5t, S -> W				Casualties 1 Vehicles 3
15	Road No U Grid 336177E Section Ref 390884N	SERIOUS	08/10/2015	5	19:00	L	Dry	Unknown			GV P/C
	JUNCTION KENSINGTON and LOW HILL								Liverpool		
	THE DRIVER OF THE VAN TURNED LEFT AND A PEDAL CYCLE CAME UP THE INSIDE COLLIDING WITH THE CYCLE THE VAN DRIVER BELIEVES THAT THE CYCLIST WAS ON THE PAVEMENT AND TRIED TO CROSS ONTO AN ISLAND						Veh1, goods < 3.5t, SE -> N Veh2, pedal cycle, N -> S				Casualties 1 Vehicles 2

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A5049 Grid 336162E Section Ref 390898N	SERIOUS	14/03/2016	2	17:00	L	Dry	Fine	W	S.VEH	
	JUNCTION ERSKINE STREET/LOW HILL ERSKINE STREET								Liverpool		PED
	PEDESTRIAN ATTEMPTS TO CROSS ROAD AT PEDESTRIAN CROSSING FACILITY WHEN SIGNALS INDICATING VEHICLES HAVE RIGHT OF WAY, DRIVER SEES PEDESTRIAN LATE, BRAKES AND SWERVES BUT IS UNABLE TO AVOID COLLISION.						Veh1, car, S -> N				Casualties 1 Vehicles 1
17	Road No A57 Grid 335955E Section Ref 390856N	SLIGHT	05/01/2014	1	20:55	DRK STL	Wet/Damp	Rain	U	S.VEH	
	A57 PRESCOT STREET, 55 metres east of Unclassified Road MOIRA PLACE, LIVERPOOL, MERSEYSIDE								Liverpool		PED
	PED WALKING ACROSS THE ENTRANCE TO THE ROYAL HOSPITAL, V1 COLLDIES WITH PED.						Veh1, car, S -> N				Casualties 1 Vehicles 1
18	Road No A580 Grid 336090E Section Ref 391003N	SLIGHT	06/02/2014	5	19:25	DRK STL	Wet/Damp	Rain			M/C
	A580 ERSKINE STREET, at its Junction with A57 LOW HILL, LIVERPOOL, MERSEYSIDE								Liverpool		
	V1 AND V2 JOIN ERSKINE STREET, V1 AND V2 COLLIDE.						Veh1, car, S -> W Veh2, m/cycle 125 - 500cc, N -> W				Casualties 1 Vehicles 2
19	Road No A57 Grid 336176E Section Ref 390882N	SLIGHT	12/05/2014	2	18:30	L	Dry	Fine			
	A57 KENSINGTON STREET, at its Junction with B5340 HALL LANE, LIVERPOOL,, MERSEYSIDE,								Liverpool		
	V-2 STOPPED AT ATS WHEN A V-1 HAS DRIVEN ALONG SIDE OF V-2 HITTING WING MIRROR, V-1 HAS REVERSED BACK AND COLLIDED INTO DVRS SIDE OF V-2.						Veh1, taxi, E -> W Veh2, taxi, E -> W				Casualties 2 Vehicles 2
No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
20	Road No B5340 Grid 336008E Section Ref 390995N	SLIGHT	02/08/2014	7	09:01	L	Wet/Damp	Rain			
	B5340 ERSKINE STREET, at its Junction with Unclassified Road MANFRED STREET, LIVERPOOL,, MERSEYSIDE,								Liverpool		
	V-1 HAS JOINED ERSKINE ST AND HAS LOST CONTROL AND HAS COLLIDED WITH A V-2 JOINING FROM A DIFFERENT DIRECTON.						Veh1, car, E -> W Veh2, car, SE -> W				Casualties 3 Vehicles 2
21	Road No A5049 Grid 336169E Section Ref 390879N	SLIGHT	22/11/2013	6	09:56	L	Dry	Fine			GV
	A5049 LOW HILL, at its Junction with A57 PRESCOT STREET, LIVERPOOL, MERSEYSIDE, L06381/L07489								Liverpool		
	THREE VEHICLE, SLIGHT INJURY RTC.						Veh1, car, S -> N Veh2, taxi, S -> N Veh3, goods < 3.5t, S -> N				Casualties 3 Vehicles 3

Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

Fallback

There are approximately 40 parking spaces contained on the existing Site

The fall back industrial use would have associated trips on the network.

Summary

The site is located in the core urban area close to the city centre and the facilities there, it has a good local infrastructure around the site with a bus route and good walking connections.

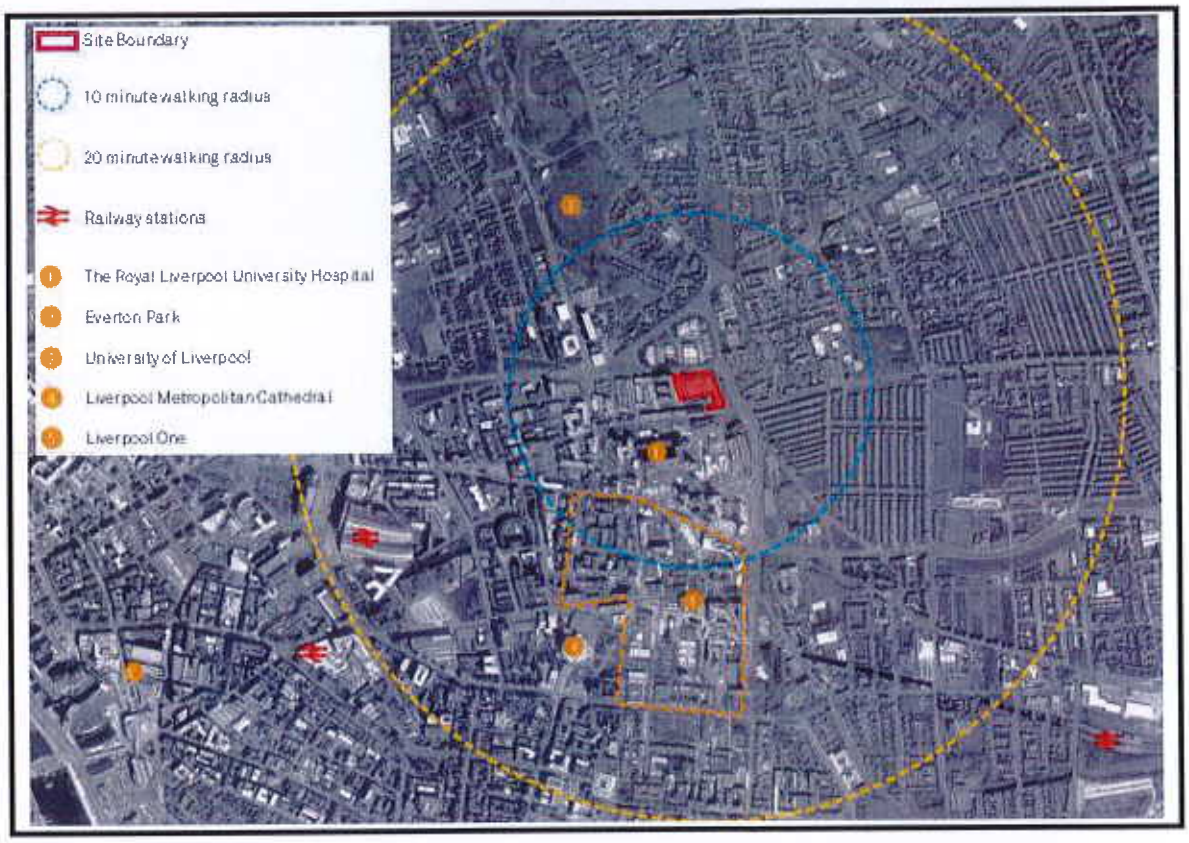
4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

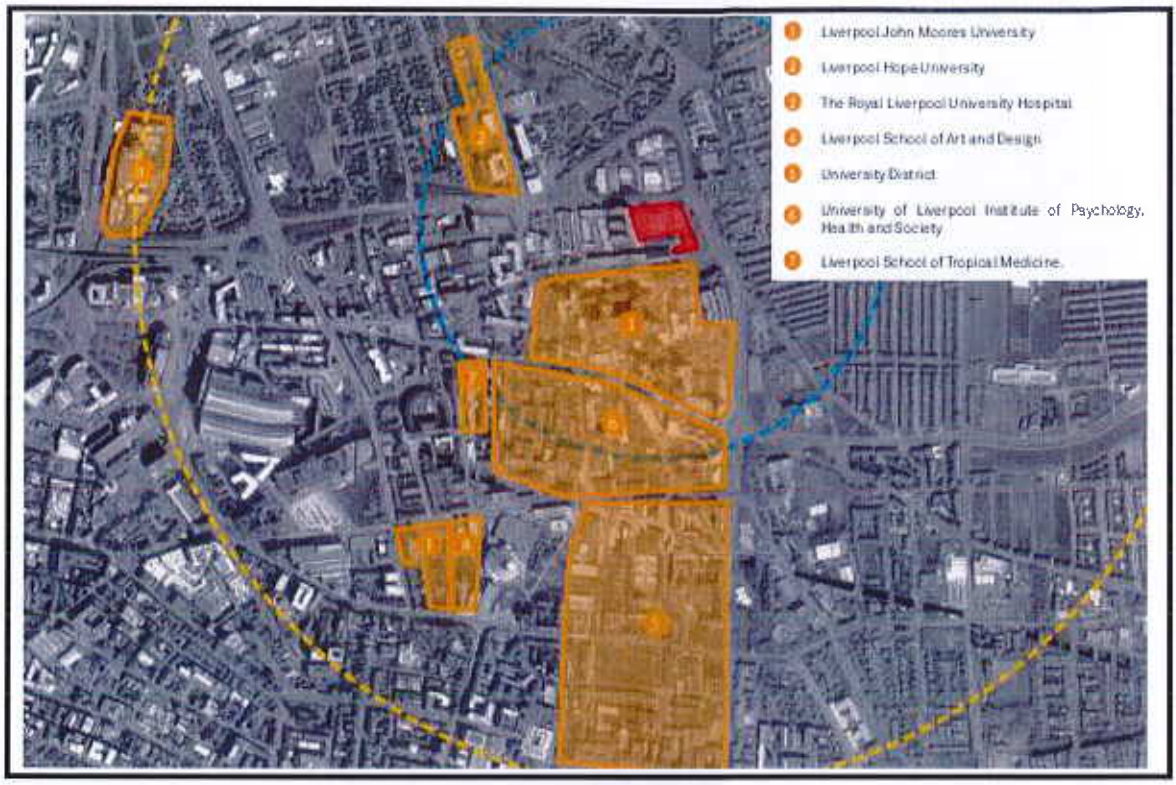
The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

Facilities



In addition to the above the local detail of the key employment centres for Hospital and University uses is shown overleaf.



Walking and cycling

The proximity of the site in relation to the central core of Liverpool City Centre, pedestrian facilities are numerous and generally of good quality – particularly in areas which have experienced urban realm improvements as part of the City Centre Movement Strategy (CCMS) which seeks to discourage through traffic within the City Centre; has significant improvements to public transport facilities; and wide ranging urban realm / pedestrian enhancements.

The local area has excellent facilities to promote movement of pedestrians, zebra/puffin crossings, wide footways, and directional signage to aid visitors to the area.

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents/students to access a range of shopping, employment, leisure, and service facilities on foot.

For the key urban areas a 400m distance to bus stops based on urban studies corresponds to a walk time of 5 minutes, based upon typical normal walking speed, the site lies well within this distance for the stops shown.

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

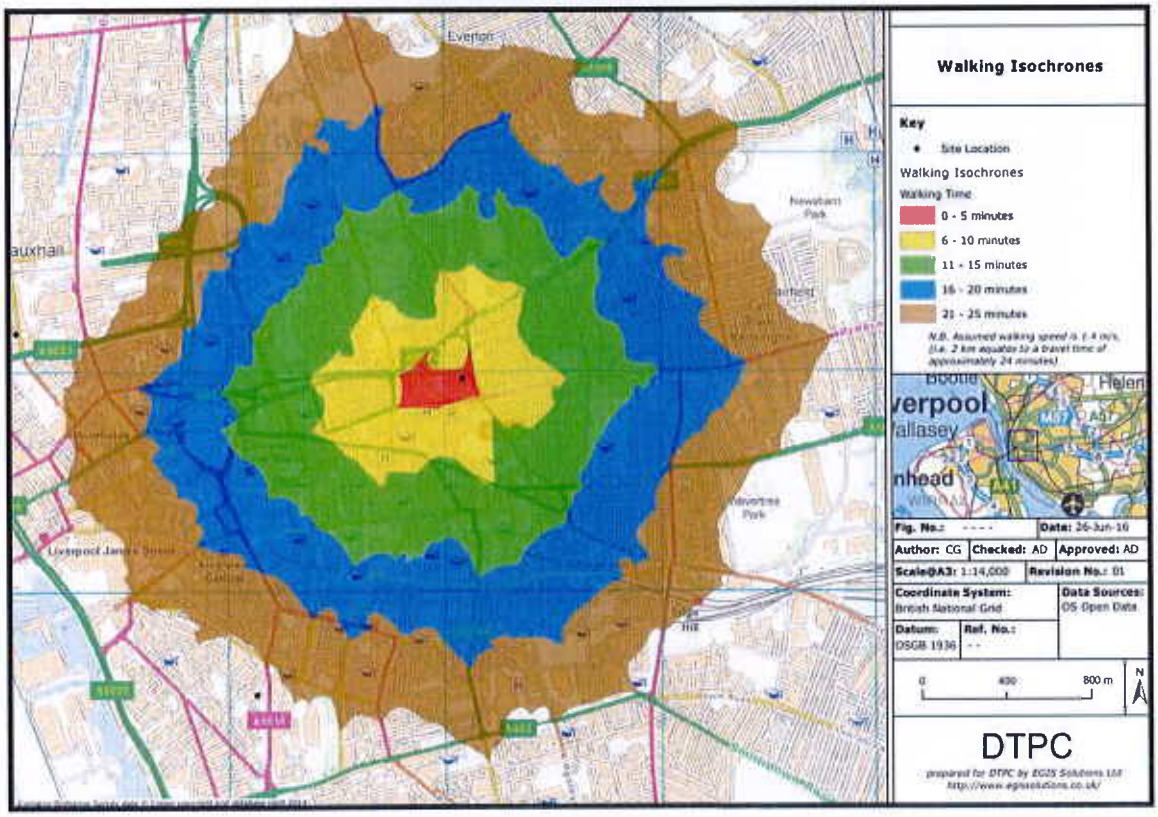
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

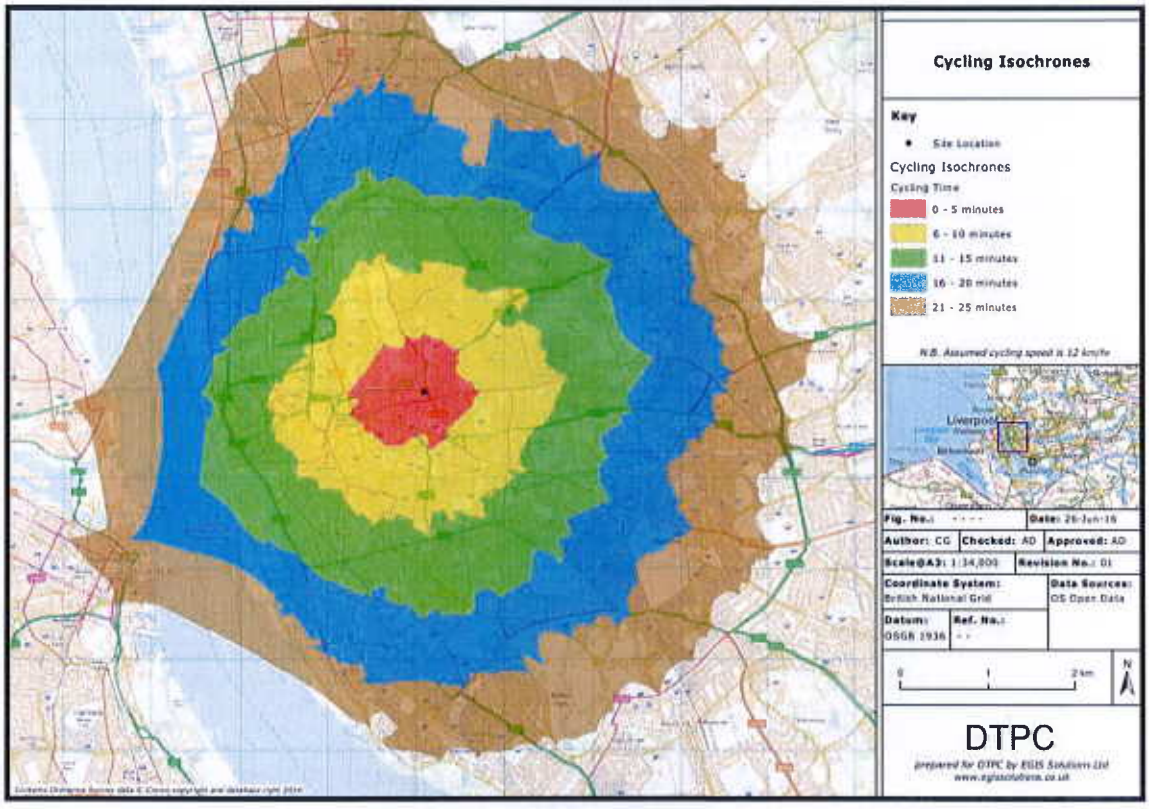
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short.

Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

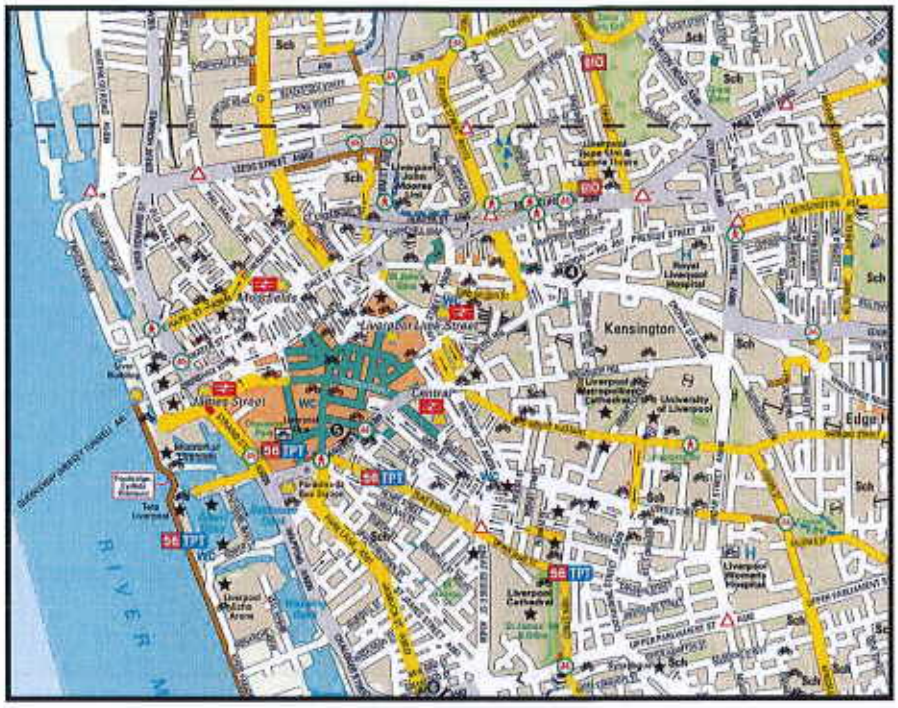
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The brown area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.

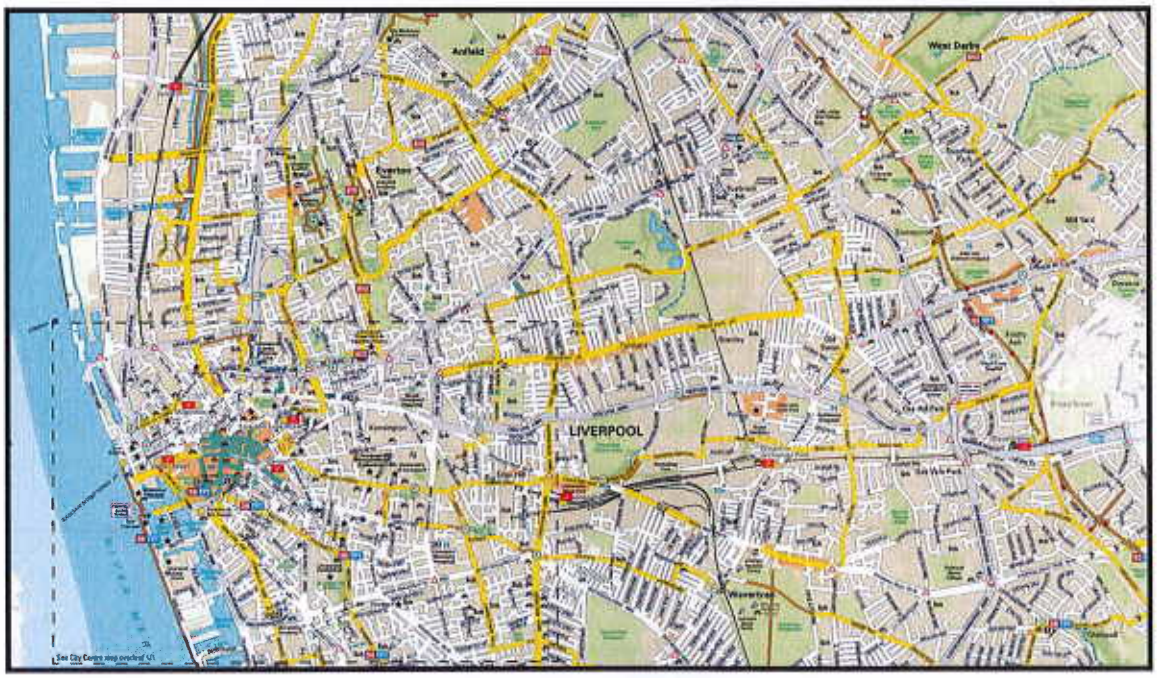


Cycle Catchments

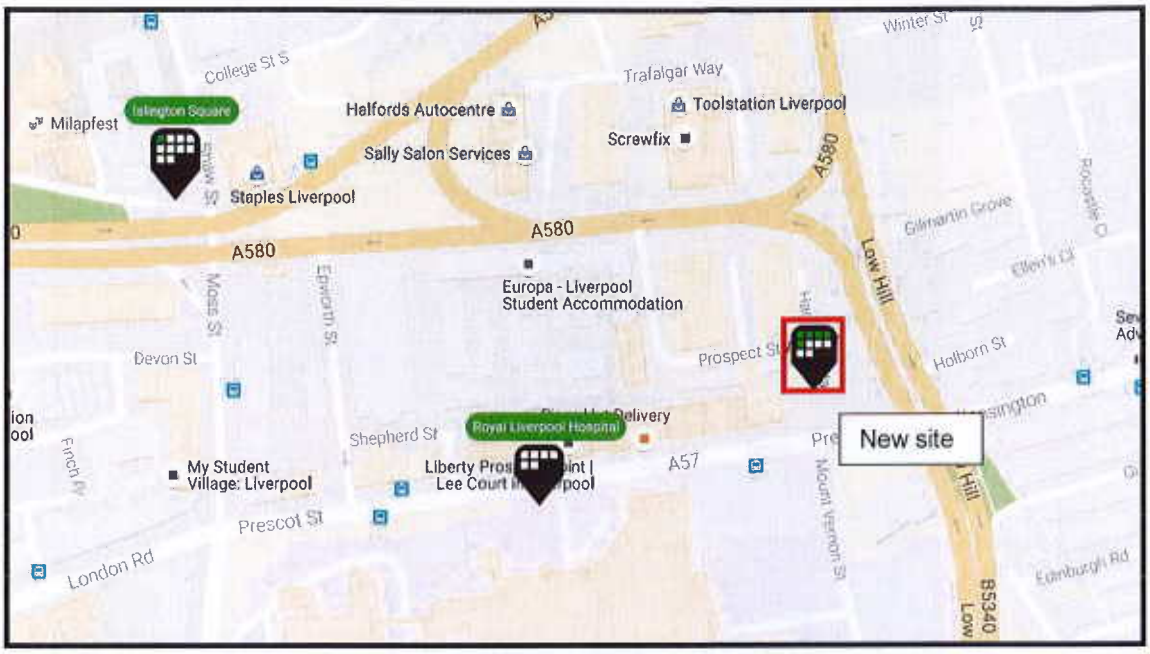
The local area has no dedicated cycle paths but has lower flows compared to the main urban network.

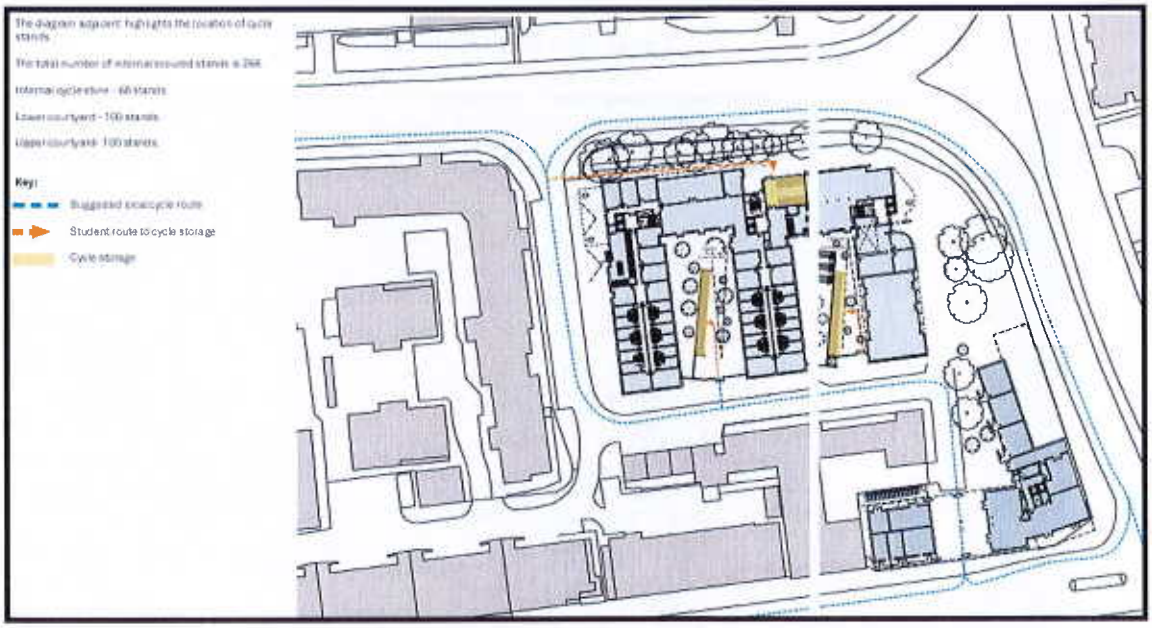


Local area and wider network



Cycle parking has been provided at nodes of activity – including retail and leisure centres and at various locations around the area. The site adds to this provision.





Scheme cycle offer 268 spaces

Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

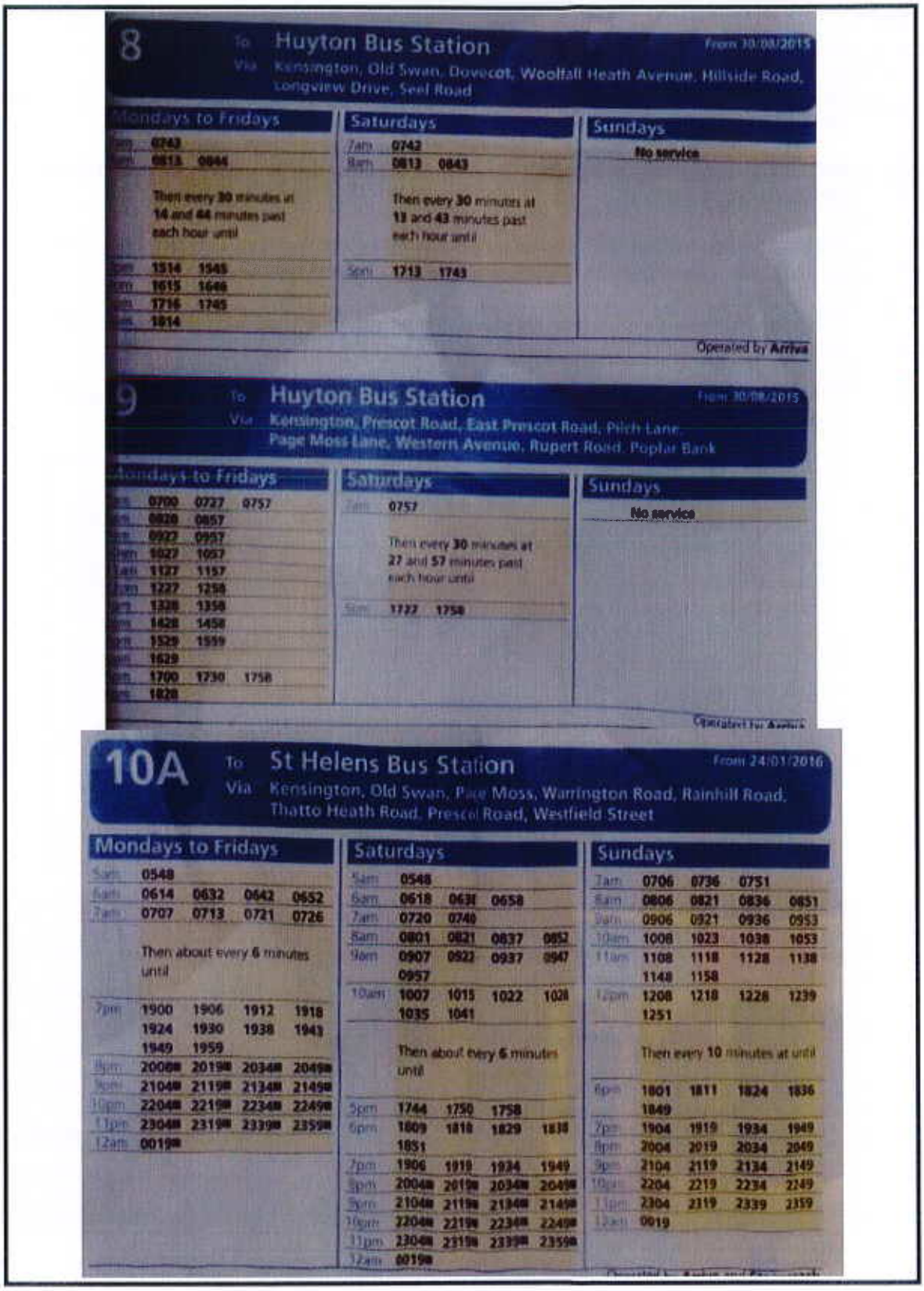
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 400 metres from the nearest bus stops.

The bus stops closest to the site are along Kensington and Prescott Road, as shown by the image below.

Prescott Road bus stops and timetables below



8 To **Huyton Bus Station** From 30/08/2015

Via Kensington, Old Swan, Dovecot, Woolfall Heath Avenue, Hillside Road, Longview Drive, Seel Road

Mondays to Fridays	Saturdays	Sundays
7am 0743	7am 0742	No service
8am 0813 0844	8am 0813 0843	
Then every 30 minutes at 14 and 44 minutes past each hour until	Then every 30 minutes at 13 and 43 minutes past each hour until	
5pm 1514 1545	5pm 1713 1743	
6pm 1615 1646		
7pm 1716 1745		
8pm 1814		

Operated by Arriva

9 To **Huyton Bus Station** From 30/08/2015

Via Kensington, Prescot Road, East Prescot Road, Pirth Lane, Page Moss Lane, Western Avenue, Rupert Road, Poplar Bank

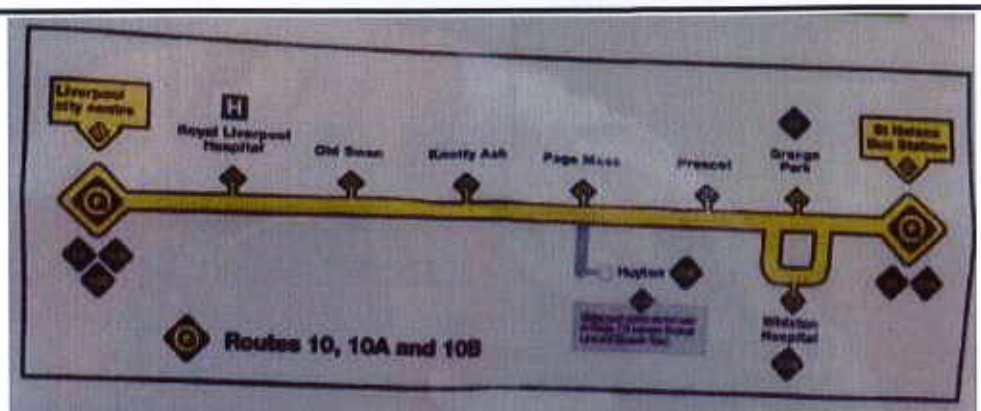
Mondays to Fridays	Saturdays	Sundays
7am 0700 0727 0757	7am 0757	No service
8am 0828 0857	Then every 30 minutes at 27 and 57 minutes past each hour until	
9am 0927 0957	5pm 1727 1758	
10am 1027 1057		
11am 1127 1157		
12pm 1227 1258		
1pm 1328 1358		
2pm 1428 1458		
3pm 1529 1559		
4pm 1629		
5pm 1700 1730 1758		
6pm 1828		

Operated by Arriva

10A To **St Helens Bus Station** From 24/01/2016

Via Kensington, Old Swan, Page Moss, Warrington Road, Rainhill Road, Thatto Heath Road, Prescot Road, Westfield Street

Mondays to Fridays	Saturdays	Sundays
5am 0548	5am 0548	7am 0706 0736 0751
6am 0614 0632 0642 0652	6am 0618 0631 0658	8am 0806 0821 0836 0851
7am 0707 0713 0721 0726	7am 0720 0740	9am 0906 0921 0936 0953
Then about every 6 minutes until	8am 0801 0821 0837 0852	10am 1008 1023 1038 1053
7pm 1900 1906 1912 1918	9am 0907 0922 0937 0947	11am 1108 1118 1128 1138
1924 1930 1938 1943	0957	1148 1158
1949 1959	10am 1007 1015 1022 1028	12pm 1208 1218 1228 1239
8pm 2008 2019 2034 2049	1035 1041	1251
9pm 2104 2119 2134 2149	Then about every 6 minutes until	Then every 10 minutes at until
10pm 2204 2219 2234 2249	5pm 1744 1750 1758	6pm 1801 1811 1824 1836
11pm 2304 2319 2339 2359	6pm 1809 1818 1829 1838	1849
12am 0019	1851	7pm 1904 1919 1934 1949
	7pm 1906 1919 1934 1949	8pm 2004 2019 2034 2049
	8pm 2004 2019 2034 2049	9pm 2104 2119 2134 2149
	9pm 2104 2119 2134 2149	10pm 2204 2219 2234 2249
	10pm 2204 2219 2234 2249	11pm 2304 2319 2339 2359
	11pm 2304 2319 2339 2359	12am 0019
	12am 0019	



10 To St Helens Bus Station

From 3/7/08/2015

Via Kensington, Prescot Road, East Prescot Road, Liverpool Road, Derby Street, St Helens Road, Prescot Road, Westfield Street

Mondays to Fridays

0723	0738	0753	

Then every **15** minutes at **08 23 38** and **53** minutes past each hour until

1308	1323	1338	1353
1407	1423	1438	1453
1508	1523	1540	1555
1610	1626	1645	1656
1700	1715	1729	1743
1758			
1813	1828	1843	1858
1913	1928	1943	1958
2017R	2047R		
2117R	2147R		
2217R	2247R		
2317R	2347R		
0017R			

Saturdays

0718	0738	0753	

Then every **15** minutes at **08 23 38** and **53** minutes past each hour until

1208	1228	1243	1258
1313	1328	1343	1358
1413	1428	1446	
1501	1516	1531	1546
1601	1616	1631	1646
1701	1716	1731	1745
1800	1815	1830	1845
1900	1915	1942	
2017R	2047R		
2117R	2147R		
2217R	2247R		
2317R	2347R		
0017R			

Sundays

0824	0856

Then every **30** minutes at **26** and **56** minutes past each hour until

1726	1750
1820	1850
1920	1947
2017	2047
2117	2147
2217	2247
2317	2347
0017	

10B To Huyton (Elizabeth Road)

From 3/08/2015

Via Kensington, Old Swan, Prescot Road, East Prescot Road, Page Moss, Liverpool Road, Blue Bell Lane, Huyton Bus Station, Huyton Hey Road

Mondays to Fridays

0728	0738	0750	
0800	0815	0822	0829
0841	0852		
0902	0913	0923	0933
0943	0954		
1005	1016	1026	1036
1046	1056		

Then every **10** minutes until

1806	1816	1826	1836
1851			
1929	1959		

Then every **30** minutes at **29** and **59** minutes past each hour until

2329	2349		

Saturdays

0804	0841		
0911	0931	0952	
1013	1034	1046	1058

Then every **12** minutes at **10 22 34 46** and **58** minutes past each hour until

1710	1722	1737	1752
1807	1820	1836	1856
1929	1959		

Then every **30** minutes at **29** and **59** minutes past each hour until

2329	2349		

Sundays

1010	1043	1059	

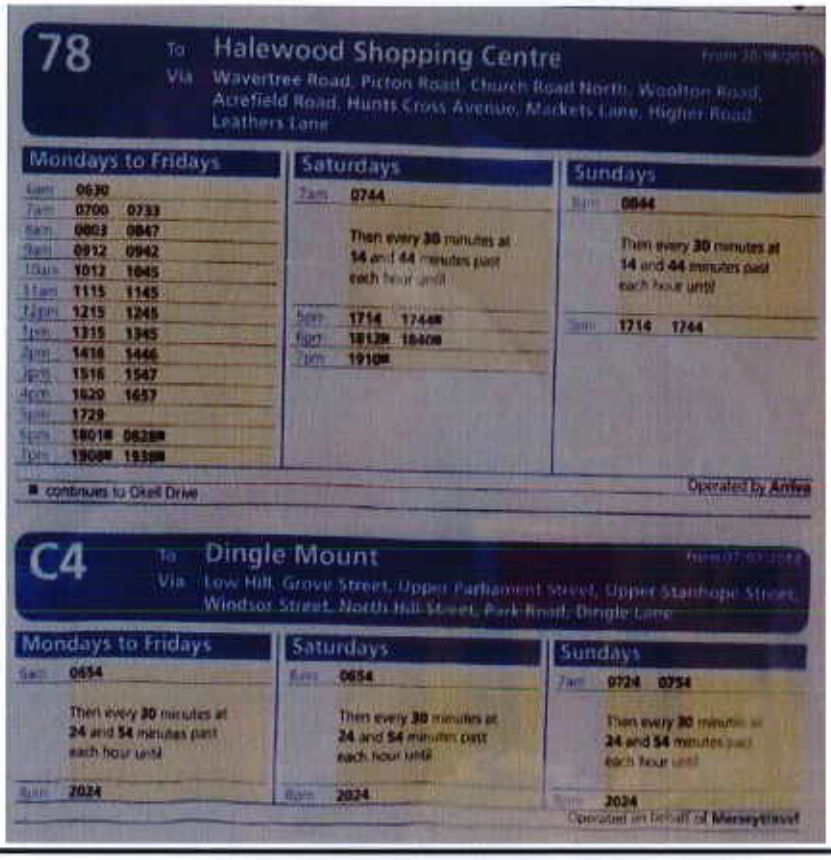
Then every **15** minutes at **14 29 44** and **59** minutes past each hour until

1714	1732	1752	
1810	1830	1849	
1929	1959		

Then every **30** minutes at **29** and **59** minutes past each hour until

2329	2349		

Operated by Arriva



78 To **Halewood Shopping Centre**

Via Wavertree Road, Picton Road, Church Road North, Woolton Road, Acrefield Road, Hunts Cross Avenue, Markets Lane, Higher Road, Leathers Lane

Mondays to Fridays	Saturdays	Sundays
0630	0744	0844
0700 0733	Then every 30 minutes at 14 and 44 minutes past each hour until	Then every 30 minutes at 14 and 44 minutes past each hour until
0803 0847	1714 1744■	1714 1744
0932 0942	1813■ 1840■	
1012 1045	1910■	
1115 1145		
1215 1245		
1315 1345		
1416 1446		
1516 1547		
1620 1657		
1729		
1801■ 0628■		
1908■ 1938■		

■ continues to Okell Drive

Operated by Arriva

C4 To **Dingle Mount**

Via Low Hill, Grove Street, Upper Parliament Street, Upper Stanhope Street, Windsor Street, North Hill Street, Park Road, Dingle Lane

Mondays to Fridays	Saturdays	Sundays
0654	0654	0724 0754
Then every 30 minutes at 24 and 54 minutes past each hour until	Then every 30 minutes at 24 and 54 minutes past each hour until	Then every 30 minutes at 24 and 54 minutes past each hour until
2024	2024	2024

Operated on behalf of Merseytravel

101 To **Princes Parade**

Via Kewstoke Road, West Derby Road, Belmont Road, Brock Road, Heyworth Street, St Domingo Road, Netherfield Road North, Great Homer Street, Salisbury Street, Lime Street, Queen Square Bus Station, Hatton Garden, Vauxhall Road, Great Howard Street

Mondays to Fridays	Saturdays	Sundays
0711 0741	0711 0741	No Service
Then every 30 minutes at 11 and 41 minutes past each hour until	Then every 30 minutes at 11 and 41 minutes past each hour until	
1711 1741	1711 1741	

Operated on behalf of Merseytravel

201 To **Speke (Morrisons Store)**

Via Grove Street, Smithdown Road, Allerton Road, Rose Lane, Brodie Avenue, Long Lane, Liverpool South Parkway, Woolton Road, Banks Road, Speke Road, Western Avenue, South Parade, Eastern Avenue, Millwood Road

Mondays to Fridays	Saturdays	Sundays
1535	1535	1530
1715	1715	1700
2035	2035	2001

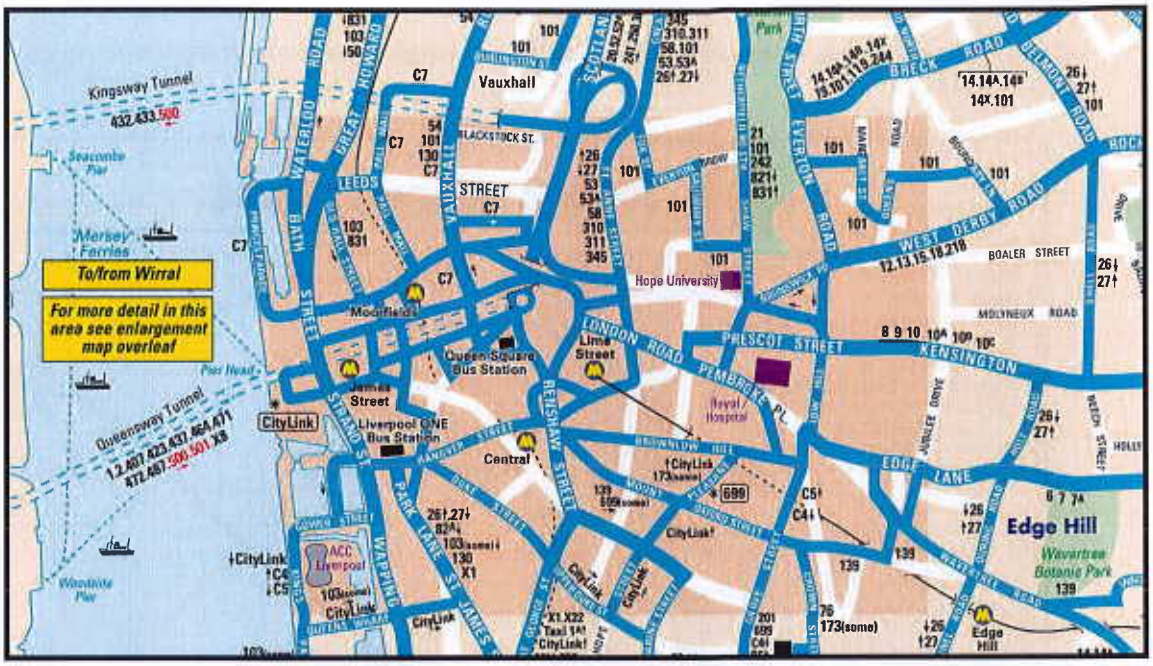
Operated on behalf of Merseytravel

C5 To **Dingle Mount**

Via Pembroke Place, London Road, Queen Square Bus Station, Dale Street, James Street, Liverpool One Bus Station, Albert Dock, Kings Parade, Sefton Street, Summers Road, Brunswick Station, Grafton Street, Harlow Street

Mondays to Fridays	Saturdays	Sundays
0716 0748	0716■ 0746■	0716■ 0746■
Then every 30 minutes at 16 and 46 minutes past each hour until	Then every 30 minutes at 16■ and 46■ minutes past each hour until	Then every 30 minutes at 16■ and 46■ minutes past each hour until
1816 1846■	1916■ 1946■	1916■ 1946■
1916■ 1946■		

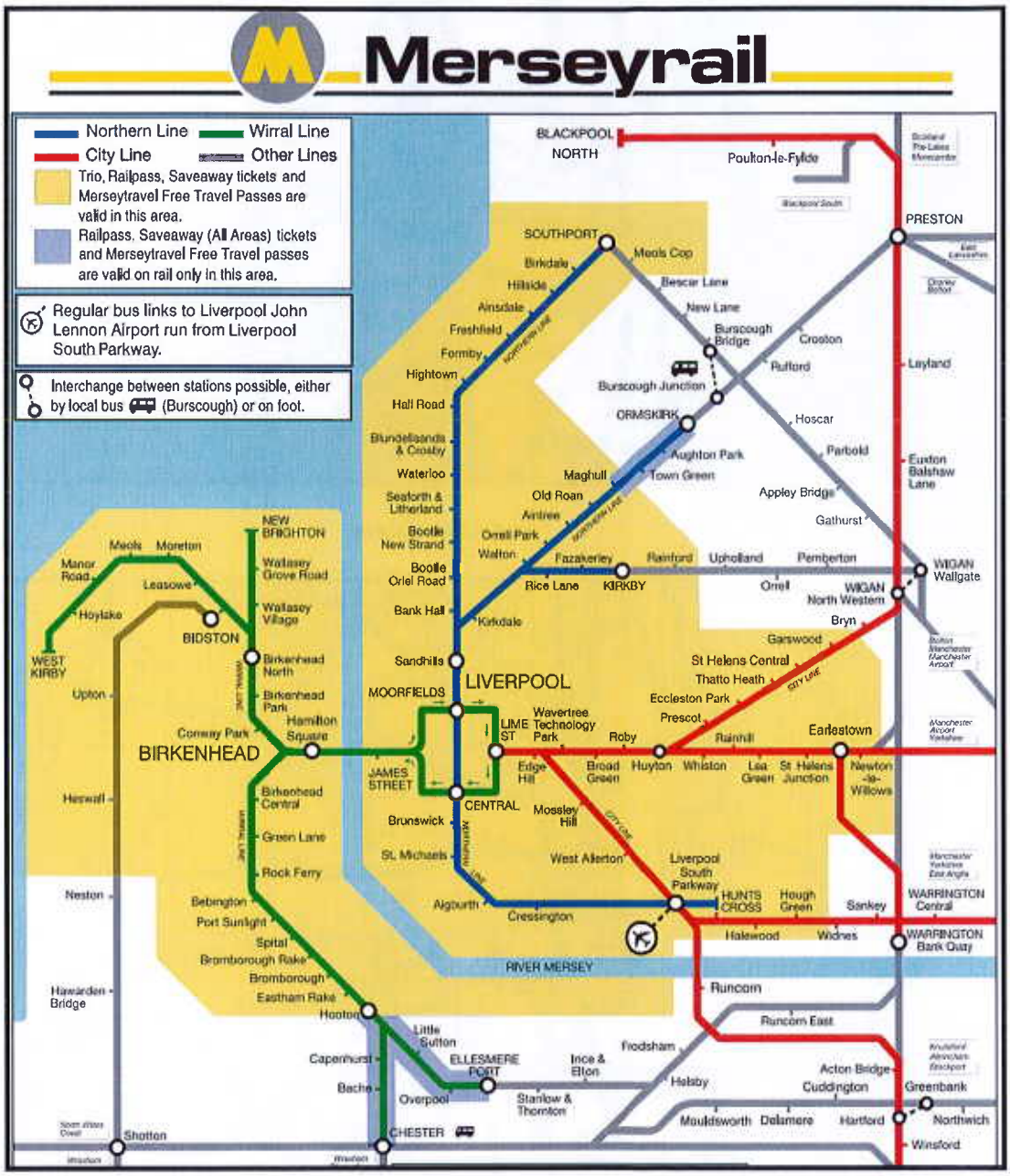
Operated on behalf of Merseytravel



Local bus routes

Rail network

The local rail station is a 1km walk or cycle distance from policy and allows the site to access a wide catchment area.



Rail network

Lime Street is the closest interchange points for Liverpool and the surrounding area.

The services overleaf provide an opportunity for the students to access the wider area from the proposed development via public transport.

Private hire

As with most cities the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

Summary

In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

5. ACCESSIBILITY ASSESSMENT

The following assessment is based on LCC SPD, score needed below and assessment follows.

C3 Dwelling Houses (For flats with no 'internal circulation', issues, i.e. no car park, reduce walking and cycling target by 1.)	Urban Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	5	1

Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes ☐
Access on Foot			**Points**	**Score**
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes ☐
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1
		No	0	
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. • No dropped kerbs at crossings or on desire lines; • Steep gradients; • A lack of a formal crossing where there is heavy traffic; • Security concerns, e.g. lack of lighting.	There are barriers	-2	
		There are no barriers	1	1
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes ☐
			Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4 accommodation	**Comments or action needed to correct any shortfall**	
	Box B: Actual Score	5		

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes / ☐
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes / ☐
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1) Other Development: Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	1
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	1
		No	0	
			Total (B)	

Summary	Box A: **Minimum Standard** (From Table 3.1)	4 accommodation	Comments or action needed to correct any shortfall
	Box B: **Actual Score**	5	

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	0
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. • A lack of dropped kerbs; • Pavements less than 2m wide; • A lack of formal crossings where there is heavy traffic; or • Bus access kerbs.	There are barriers	0	1
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	2
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	0
	The proposal contributes to an existing or new bus service		1	
			Total (B):	

Summary			Comments or action needed to correct **any shortfall**
	Box A: **Minimum Standard** (from Table 3.1)	5 accommodation	Scheme scores 3 based on the frequency over 4 per hour however it is within easy walk of the city centre, bus shelters are be provided
	Box B: **Total Score**	3	

Vehicle Access and Parking		Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		Yes
	Can the site be adequately serviced? If no, you must address service issues.		Yes
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.		
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		No
	The off-street parking provided is as advised in Section 4 for that development type	1	No 1
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes 2
	For development in controlled parking zones:		
	• Is it a car free development?	1	Yes 1
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes 1
		Total (B):	

Summary	Box A:		Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.
	Minimum Standard (From Table 3.1)	3 accommodation	
		5	

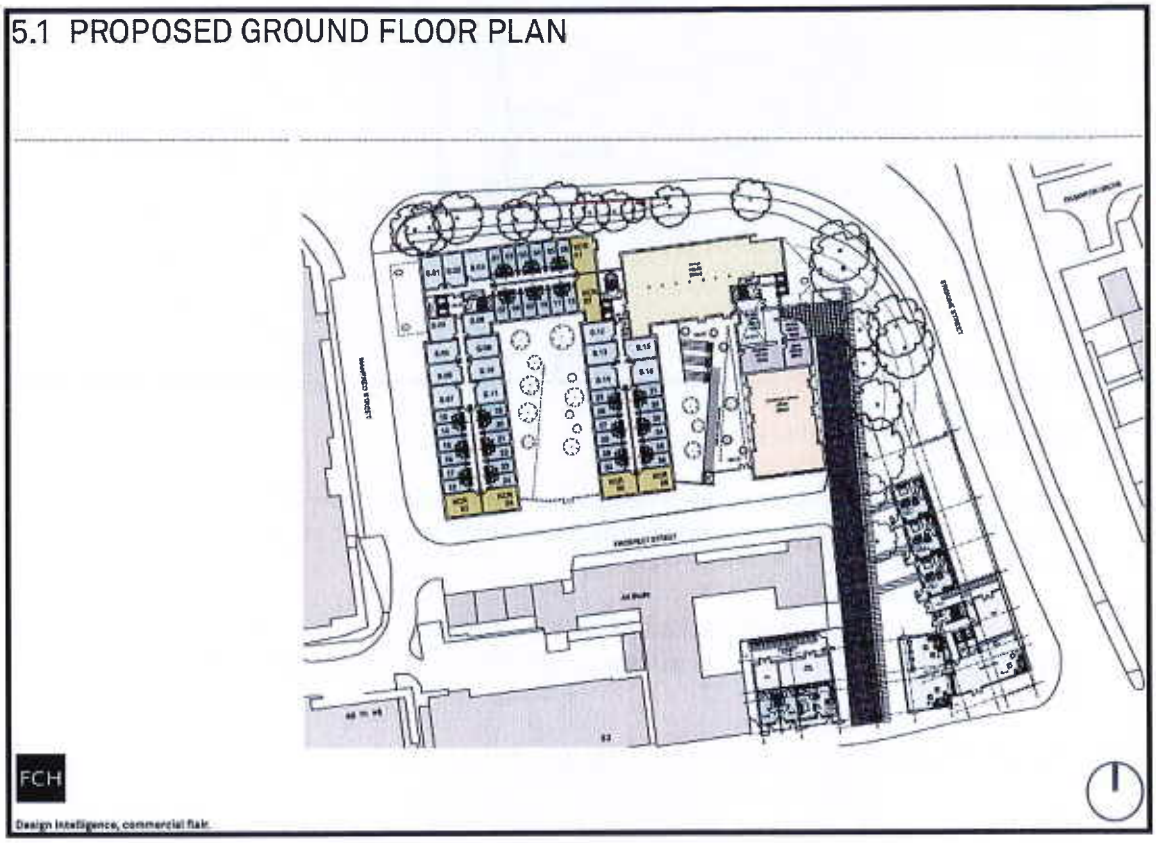
The site meets the scoring requirement and the local facilities meet the needs of an urban centre.

6. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The proposed development comprises 1007 student beds to the north of Prospect Street and 142 key worker units at the corner of Prescott Road and Erskine Street.

Full details in architects drawings

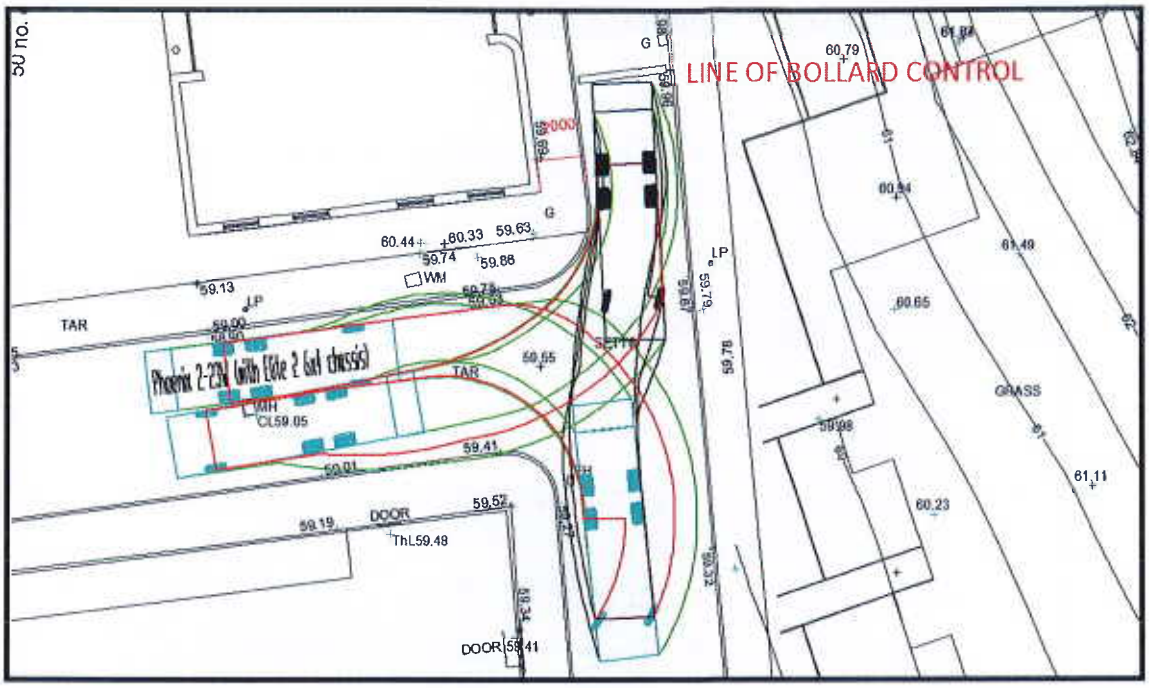


Site Layout

Servicing strategy

The larger deliveries are accommodated using the turning head shown for a large refuse vehicle.

Smaller vans/deliveries can be accommodated on road.



Car parking Policy and review

The highly accessible nature of the scheme as with most centre type schemes would require staff to use walk/cycle/car share/public transport as their chosen mode of transport. These are set out in the sustainability chapter.

As stated before car parking for visitors to the accommodation or those using the area as a shared trip/employees car sharing etc can use the on street parking offer along with local long/short stay parking around the area.

The site is a city centre based car free development.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration will be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows
- Provide lockers, access to changing/drying facilities and showers for staff

In order to further encourage the use of cycling the following measures would also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the home
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Liverpool's cycle hire scheme "Citybike". Citybike is the largest public bicycle sharing scheme outside of London – with 160 bike stations in operation across Liverpool with a range of tariff options available, including a student membership discount. More information, including a map of the existing live bike stations, can be found on the Citybike webpage: http://www.citybikeliverpool.co.uk/LandingPage.aspx

Student Accommodation:
2 x 100 external cycle storage spaces;
1 x 68 internal cycle storage spaces
Student Total: 268 cycle storage spaces for 1007 beds would be 0.27/unit

Residential Apartments:
1 x 68 internal cycle storage spaces for 142 key worker apartments would be 0.48/unit

Scheme total: 336 cycle spaces

The census shows the use of cycles at less than 1% of the commute trips, the offer is greater than this.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Mitigation review

City cycle club subscription for local station - Costs Full cost year 1 and 2 for 25% of the units, half cost year 3 and 4 and 25% of costs year 5 and 6. At £60/year per unit. Cost for 1149 units would be **£65893** if fully utilised. This will be managed by the on site team and TPC through the FTP.

Similar support for bus usage Metro card for area C £631/year, for first year only for 25% of the residents. **Costs are £197995 if fully taken up**

7. SUMMARY

The scheme accords with local and national policy to site development adjacent to transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network over the current accepted mitigation.

The mitigation is set out in support of the scheme and is considered reasonable and proportional to the site needs.

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.