



DTPC

Report No. J878/TS
August 2017

**PROPOSED DEVELOPMENT
18-24 SEEL STREET, LIVERPOOL**

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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**PROPOSED DEVELOPMENT
SEEL STREET 18-24, LIVERPOOL**

TRANSPORT STATEMENT

C O N T E N T S

	Page
1. INTRODUCTION.....	2
2. NATIONAL AND LOCAL POLICY GUIDANCE.....	3
National Policy	3
Future of Transport 2004	3
National Planning Policy Framework	3
Local Transport Planning Policy	6
Summary	7
3. SITE DESCRIPTION.....	8
Site location context	8
Local Highway Provision	9
Ongoing and local changes.....	12
Accident review	13
4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE	15
Walking and cycling	15
Public Transport	20
Private hire	21
Train	22
Summary	23
5. ACCESSIBILITY ASSESSMENT	24
6. THE DEVELOPMENT PROPOSALS AND LAYOUT	29
Development Proposals	29
Servicing.....	29
Trip levels	29
Cycle Spaces	30
Car parking.....	30
Policy summary	33
7. SUMMARY	35

1. INTRODUCTION

DTPC has been appointed by Falconer Chester Hall on behalf of Elliot Group to provide transport and highway advice for the traffic and transportation implications associated with their proposed development at the 18-24 Seel Street, Liverpool.

The application relates to a site located in the City Centre boundary. A large part of the application site is occupied by existing buildings and car parking space.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the planning application.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

Policies in emerging plans may be given weight according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections and the degree of consistency of relevant policies in the emerging plan to the policies in the NPPF.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including 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

17 Within 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 meet 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 major 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. Where 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.***

Local Transport Planning Policy

The relevant Development Plan comprises saved policies of the Unitary development Plan adopted in 2002. The transport policies are as follows.

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 been the subject of improvement measures the scheme will provide a new footpaths on the boundary of the site for the benefit of the community.

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 car free and 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 within reasonable 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:

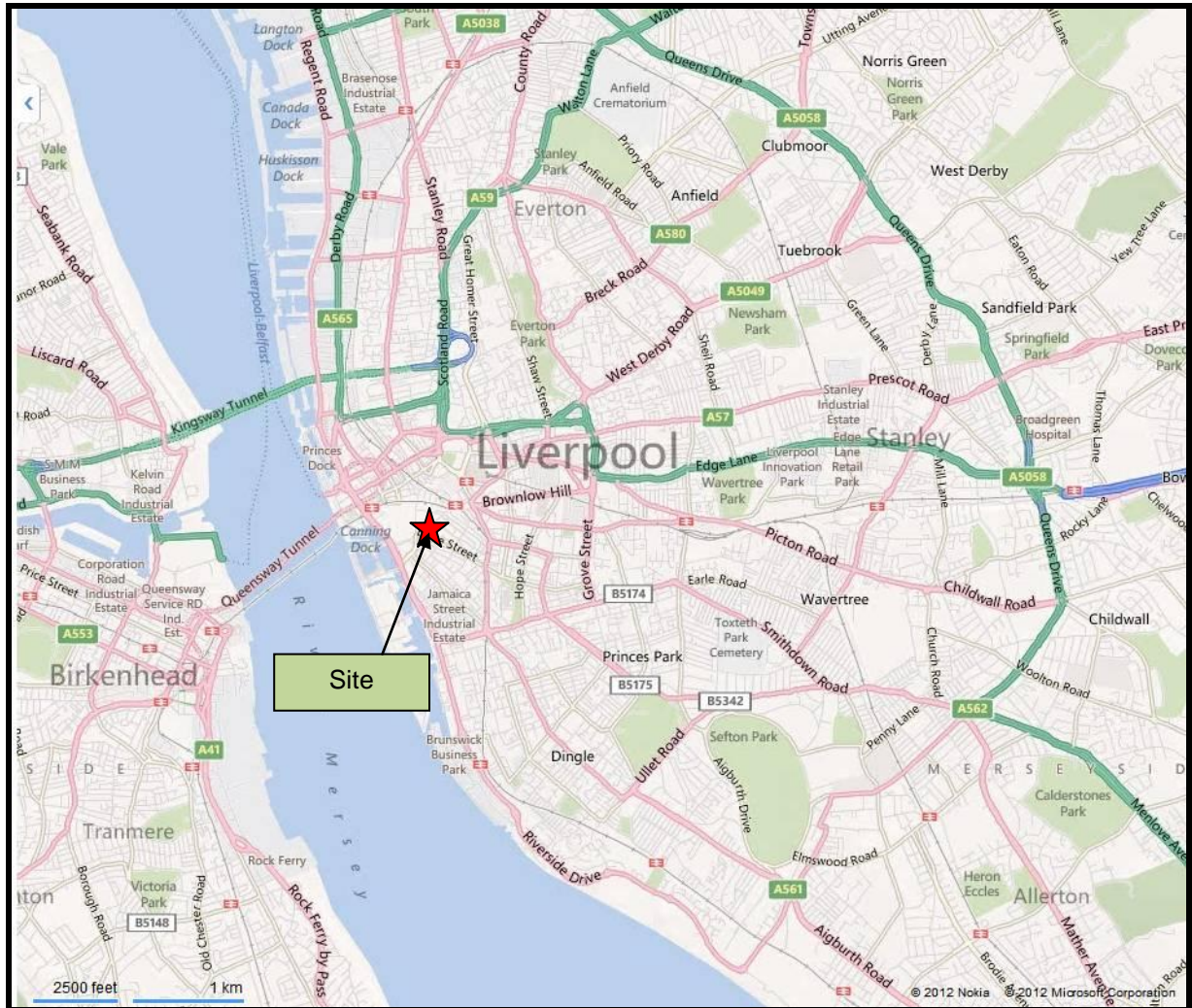
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is situated on the south east edge of Liverpool City Centre.

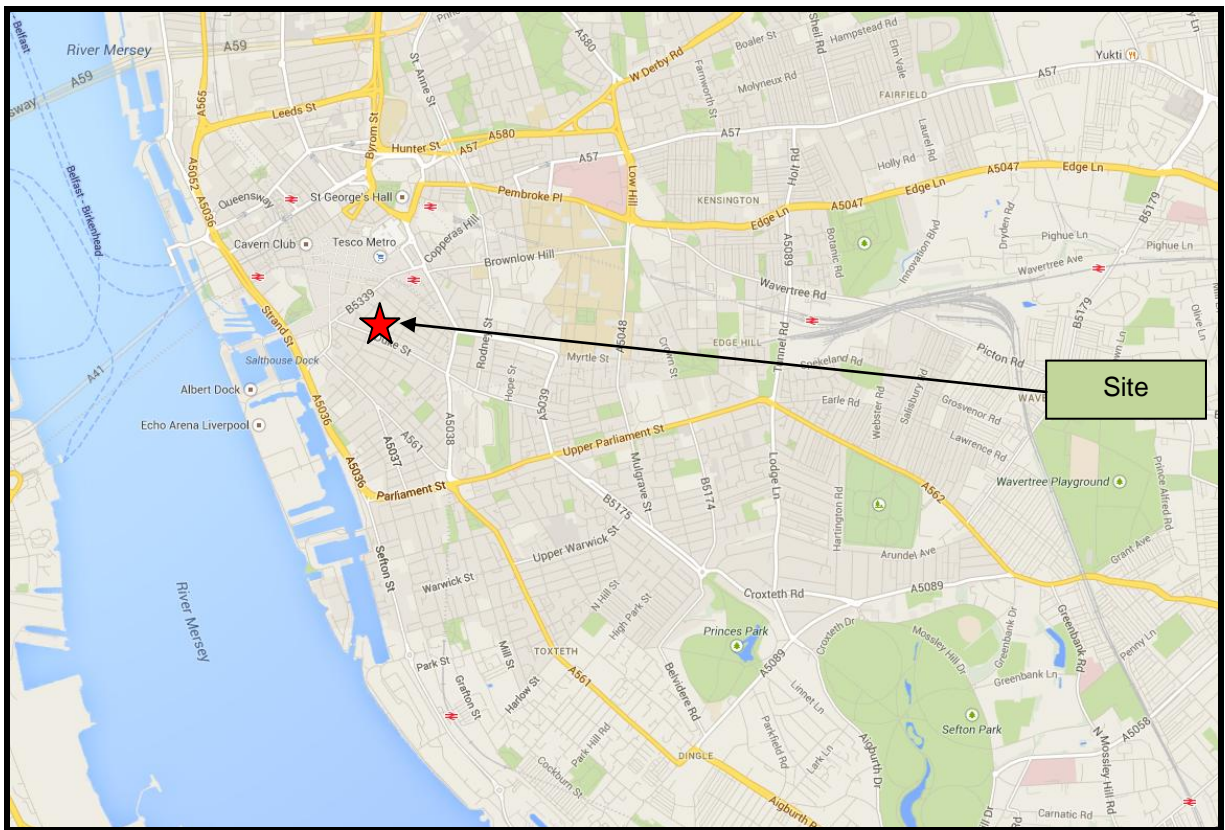
Situated approximately 350m from Liverpool Central Station and lying within 2 km of the Edge Lane M62 corridor, the site is highly accessible by a variety of modes and is also within a short walking distance of a wide variety of the river front retail and city centre facilities and attractions.



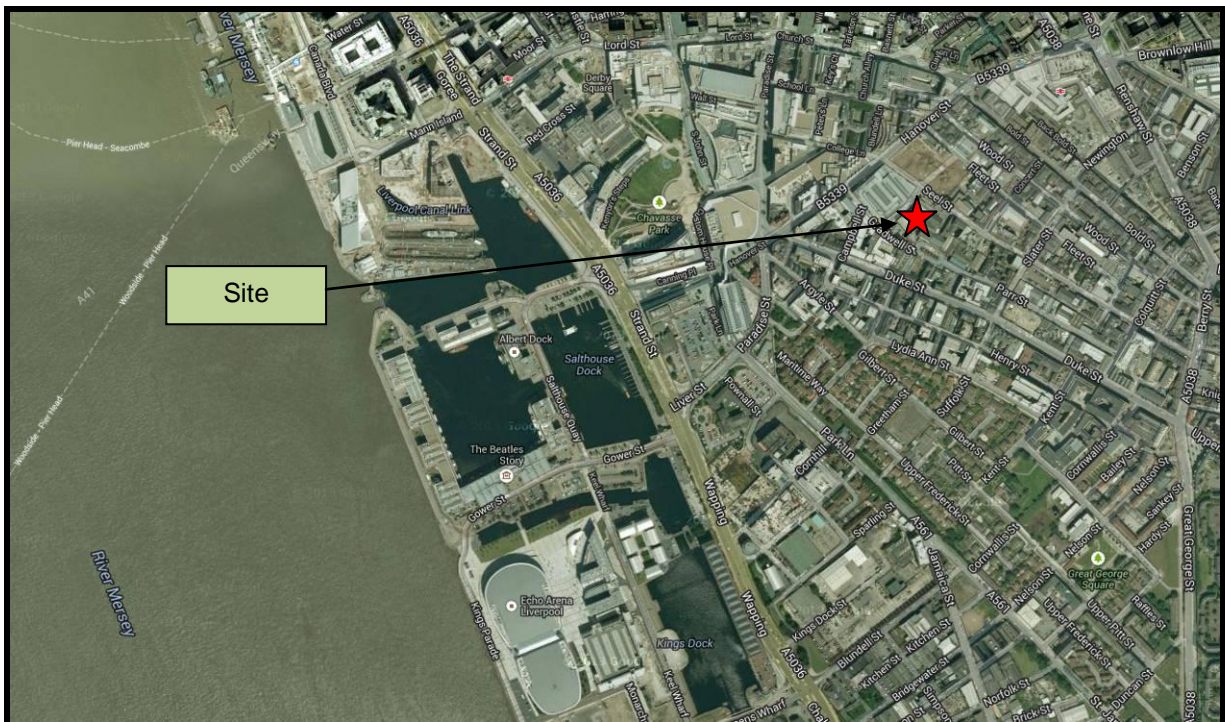
Site location plan in relation to neighbouring settlements and locally overleaf

From the site, A5036 Strand St corridor runs north/south linking to the strategic highway network and thus the wider Merseyside area. The A5038 runs parallel to this from the City Centre to Parliament Street

The A562 Upper Parliament Street route connects to the A5058 which forms the east of centre bypass. The A5036 also runs north to the A665 which runs to Bootle and beyond.



Local area setting and the site.



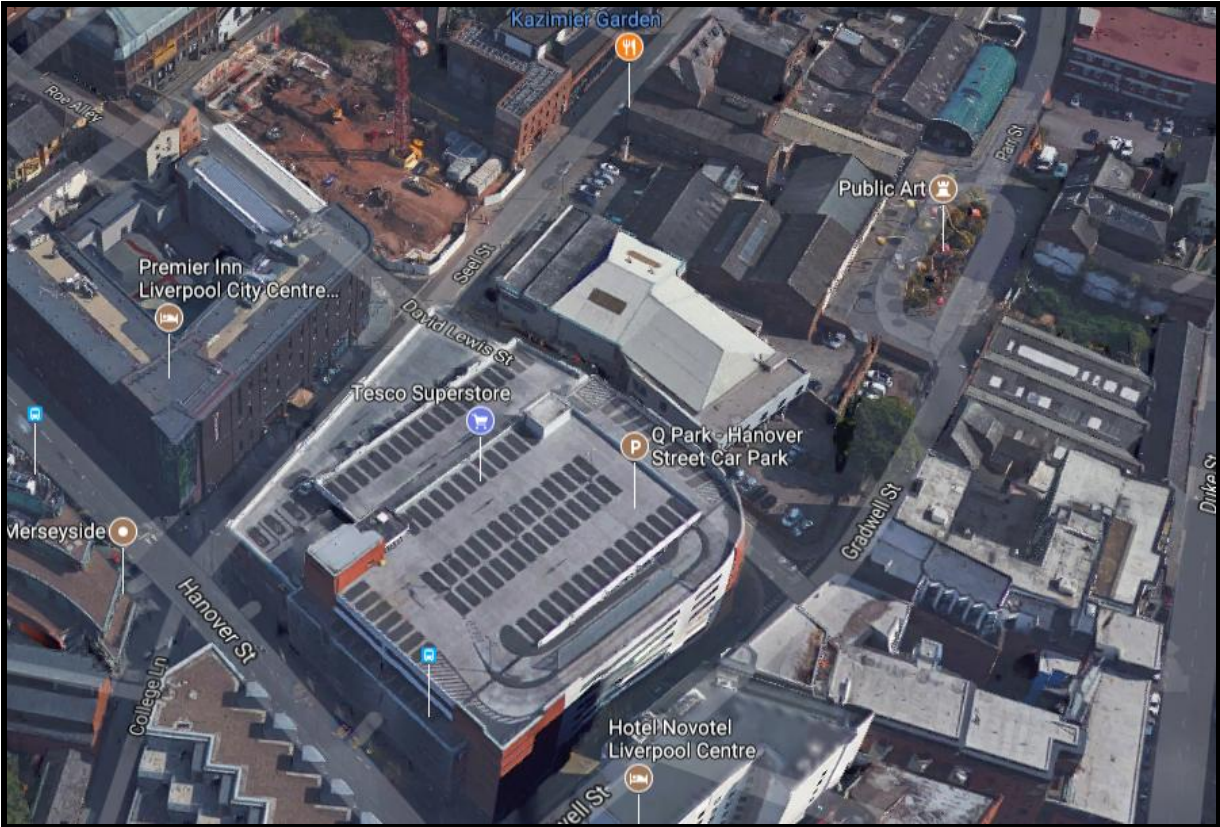
Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban city centre catchment containing local services/retail units.

From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.



The site is currently accessed from both Seel Street and Gradwell Street.



A detailed photographic record of the local access and setting is provided below for future reference



View along Seel Street frontage



Wolstenholme Square west towards the site



View south and north along David Lewis Street.



Gradwell Street towards Hanover.

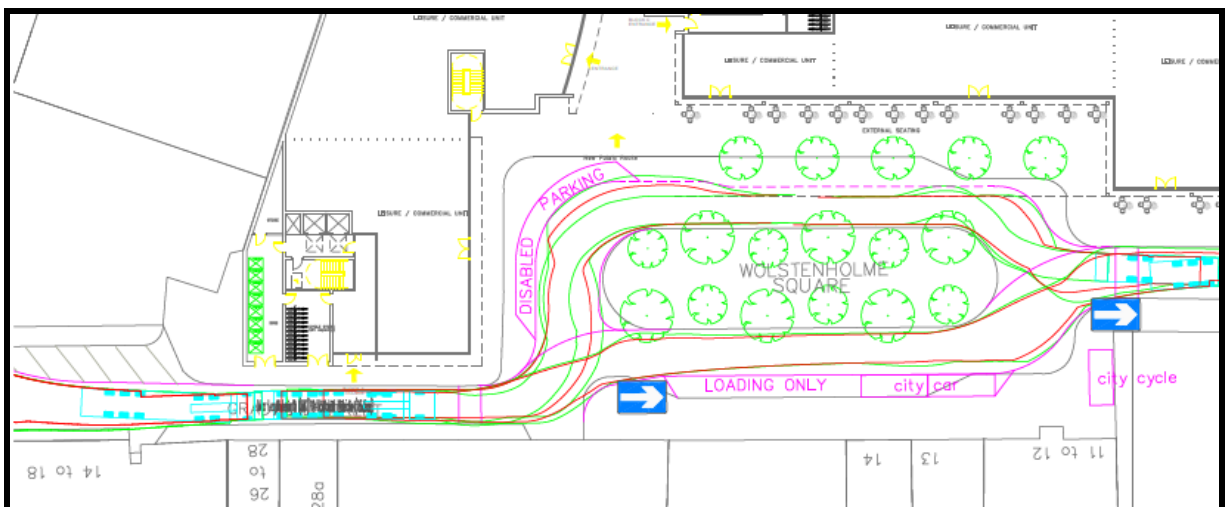


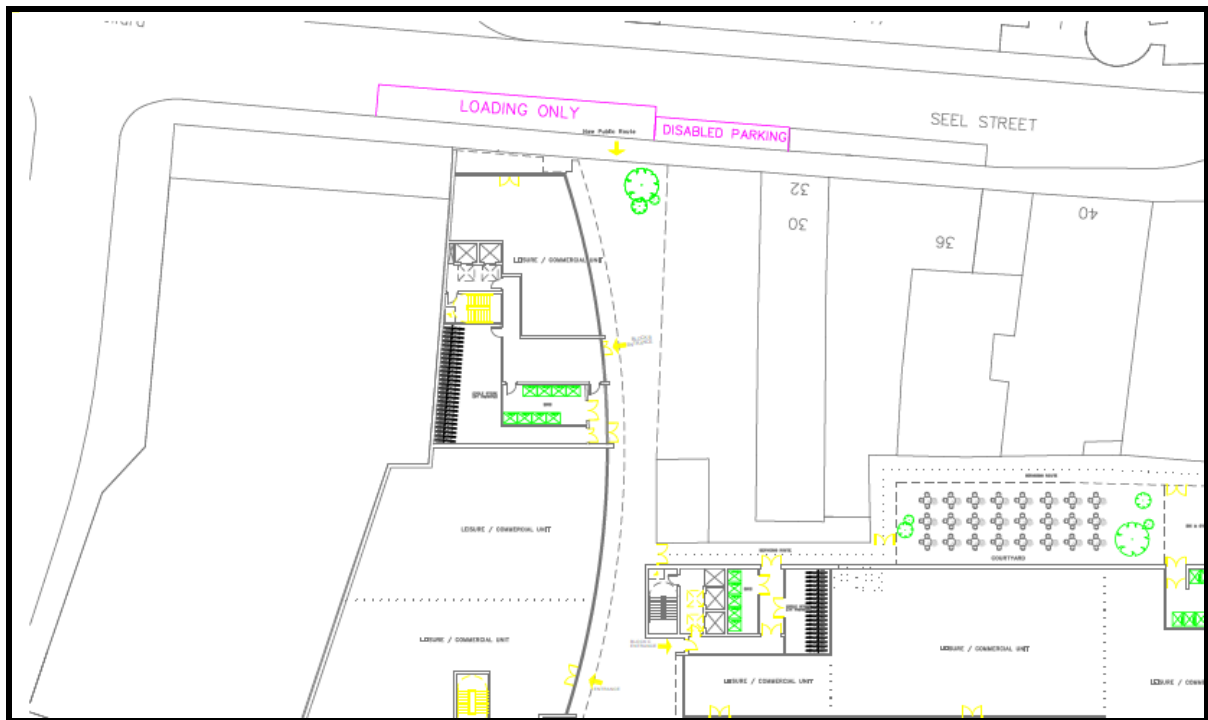
Car parking on street to east side of the development

Ongoing and local changes

The Wolstenholme Square development shown overleaf shows a large block alongside the proposed development and has a new walk route from the square to Seel Street.

It also incorporates disabled on street parking, city car and bike bays and a loading bay on Seel Street.



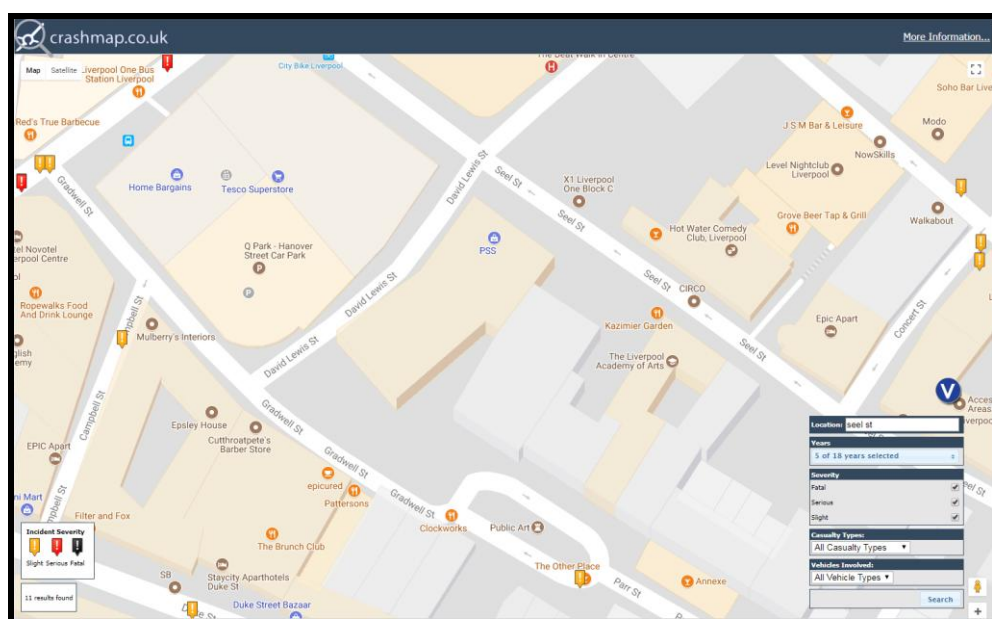


Accident review

The national CrashMap accident record site uses 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 and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference. The local area has a small number of records but no clusters. There are no records adjacent to the site.



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

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 site by the following modes of transport has, therefore, been considered:

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

Walking and cycling

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

The residential design guide “Manual for Streets” (MfS) advises that “*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...*” (ref para 4.4.1).

However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “*the greatest potential to replace short car trips, particularly those under 2km*”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the Institute of Highways and Transportation (IHT) document “Providing for Journeys on Foot”.

The CIHT 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, accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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			

The pedestrian catchment area for the proposed development site extends to cover the whole centre indicated by the green to yellow areas for 800m and 2km distances respectively.

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

It offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car.

Importantly, the 2km distance covers education and shopping facilities and the centre. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

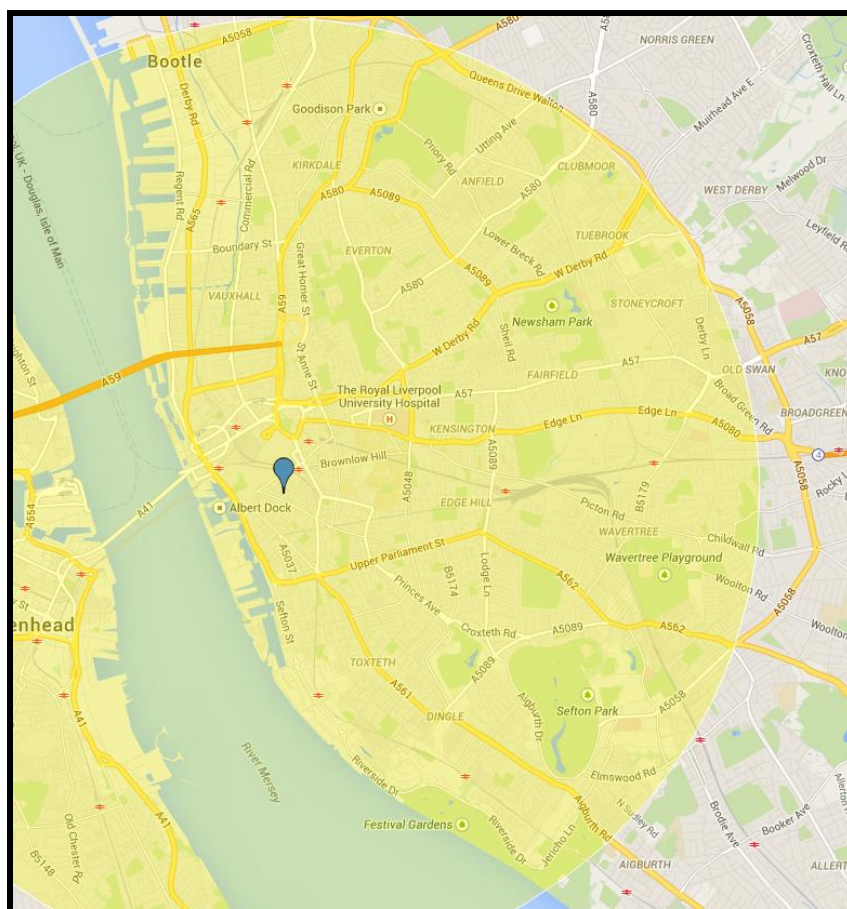
Historic guidance indicates that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

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)

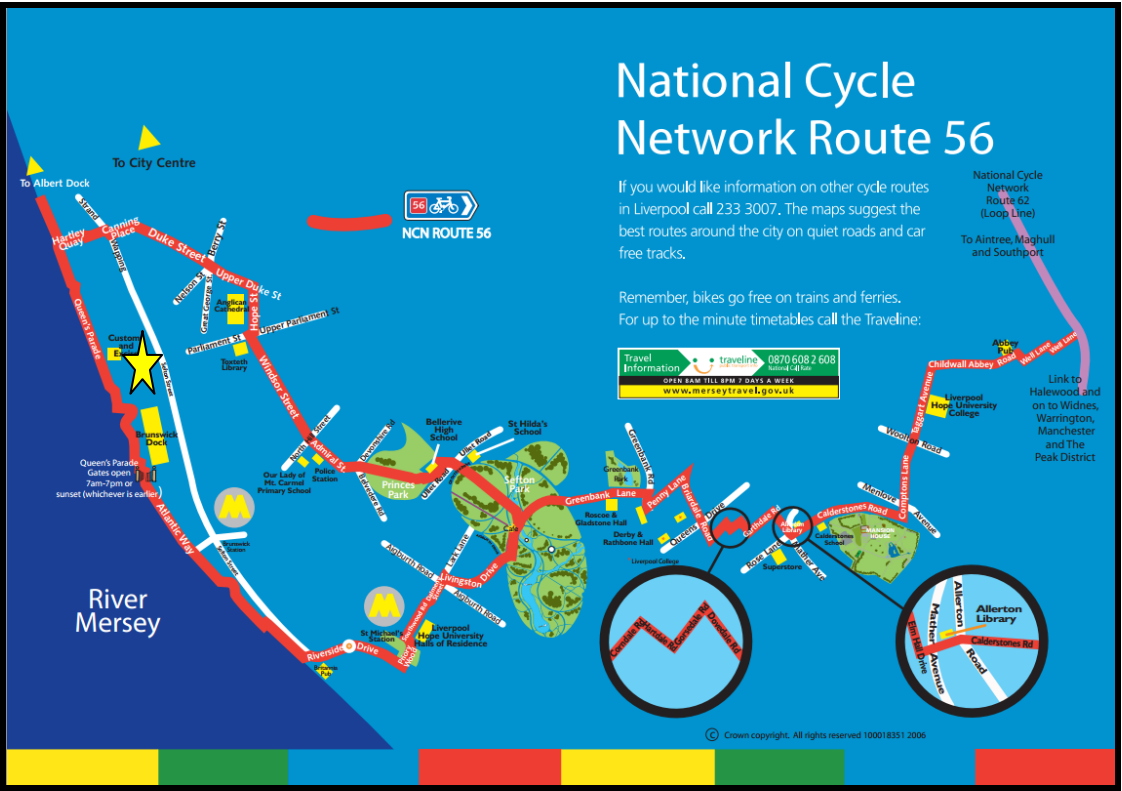
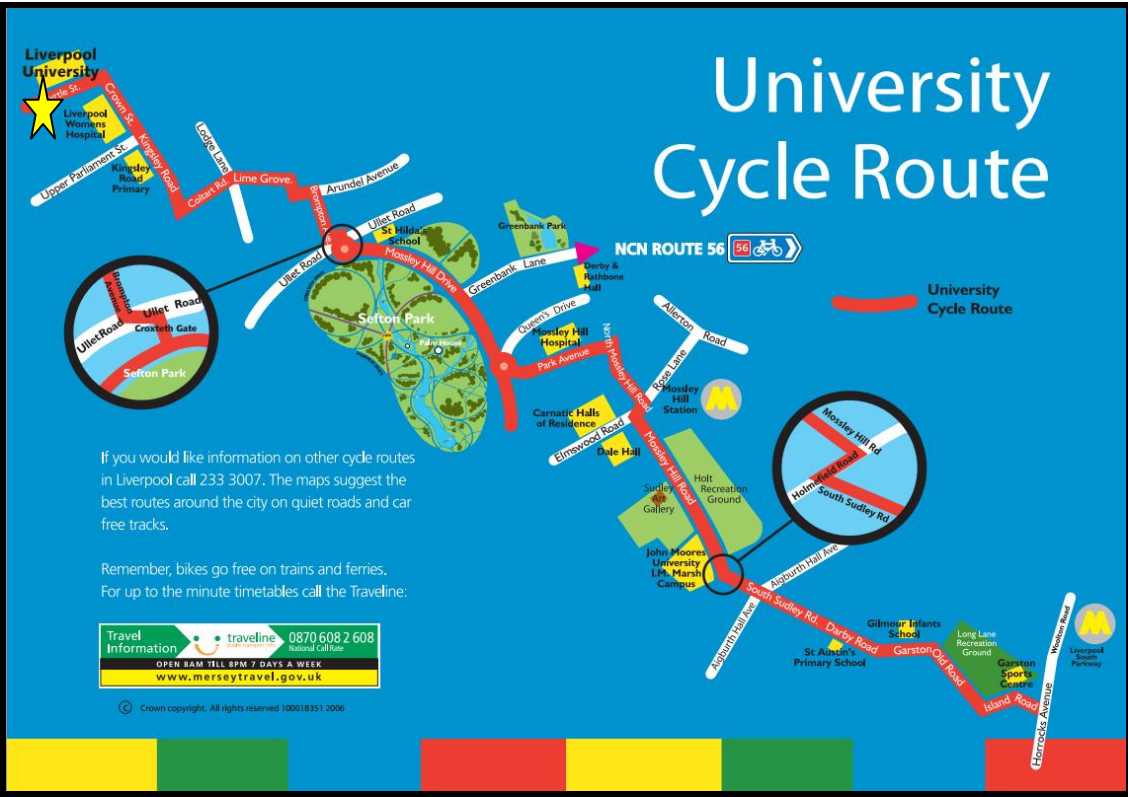
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has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

The yellow circle 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.

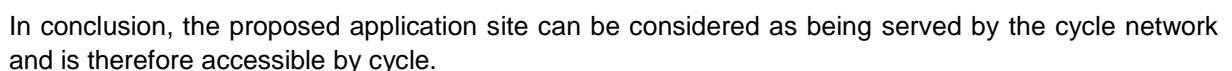


Cycle Catchments

There are currently three signed cycle routes: the University Cycle Route, which runs through the heart of the education campus and connects into Sefton Park -a section of this within close proximity to the proposed development site; also connecting to the University Cycle Route is the Woolton Cycle Route, providing a link to the east of the City; and to the south on Upper Duke Street is the Trans-Pennine Trail Link, which is a long distance cycle route and part of the National Cycle Network.



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>



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:

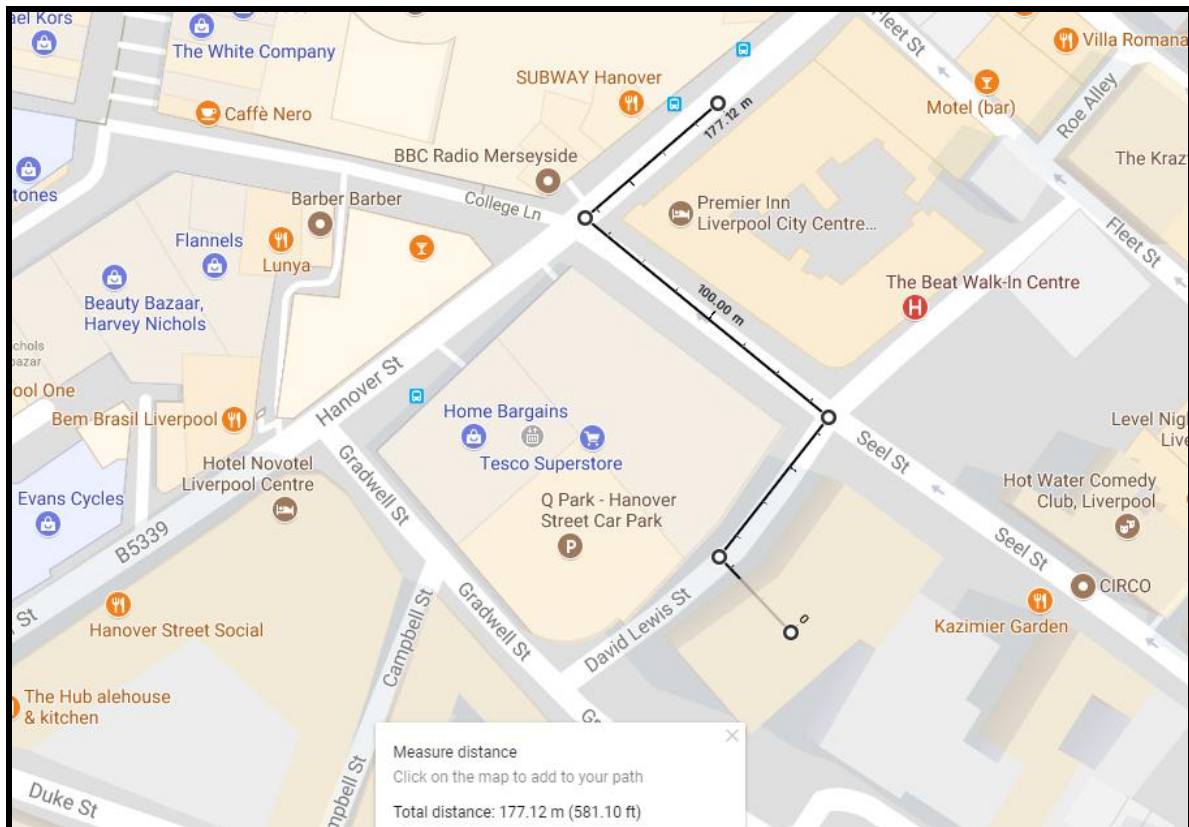
"What is the existing situation with respect to public transport provision in and around the development?

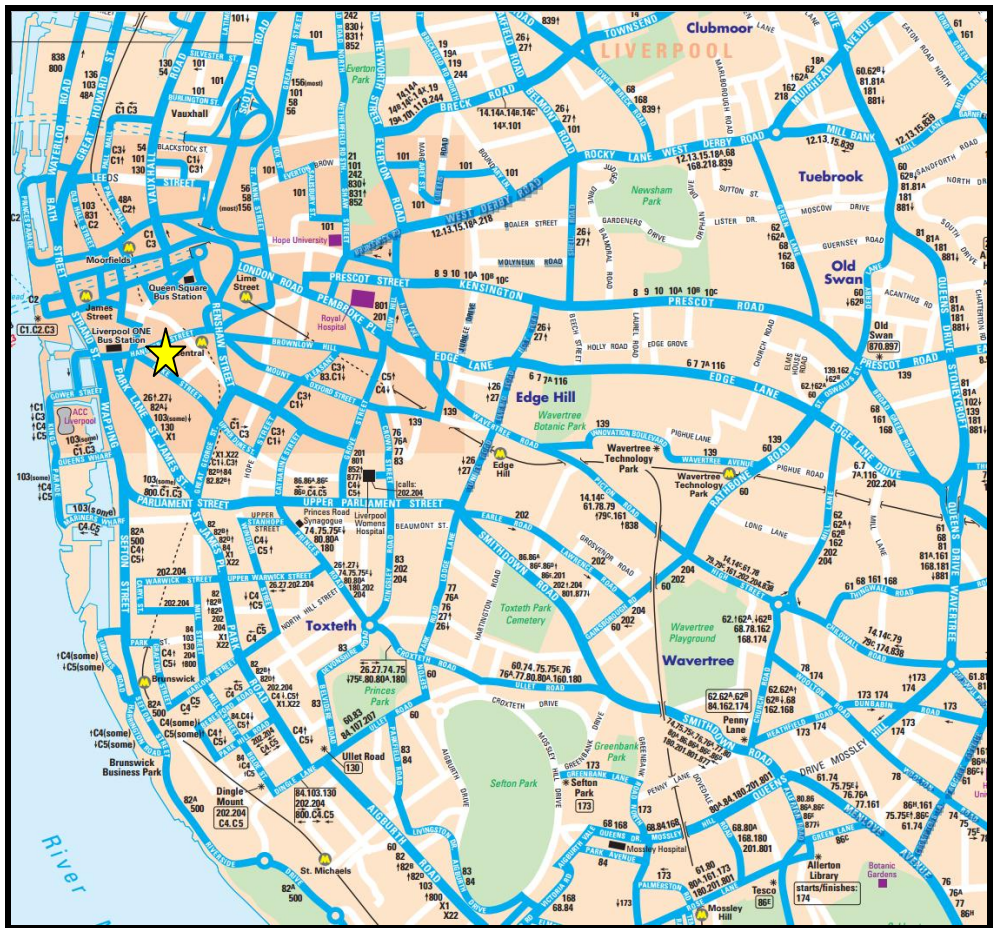
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

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).

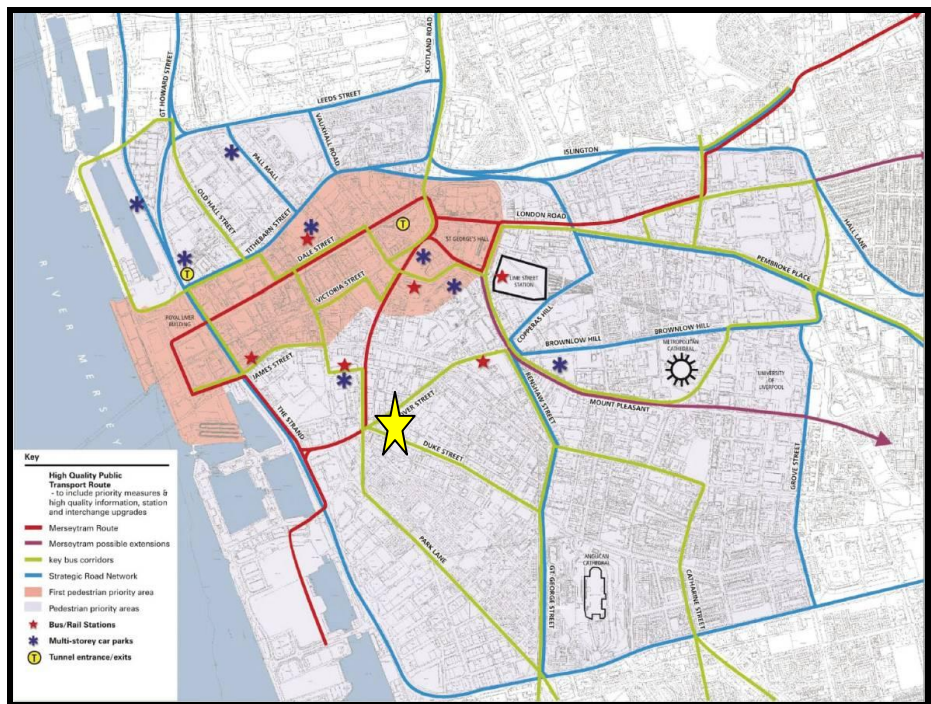
As shown in the walking section the development site is located well within 200 metres from the nearest bus stops.

The bus stops closest to the site are along Hanover Street, as shown below some 180m away, the Liverpool One shopping centre has a bus station on the opposite side of Liver Street from the site.





Local bus routes

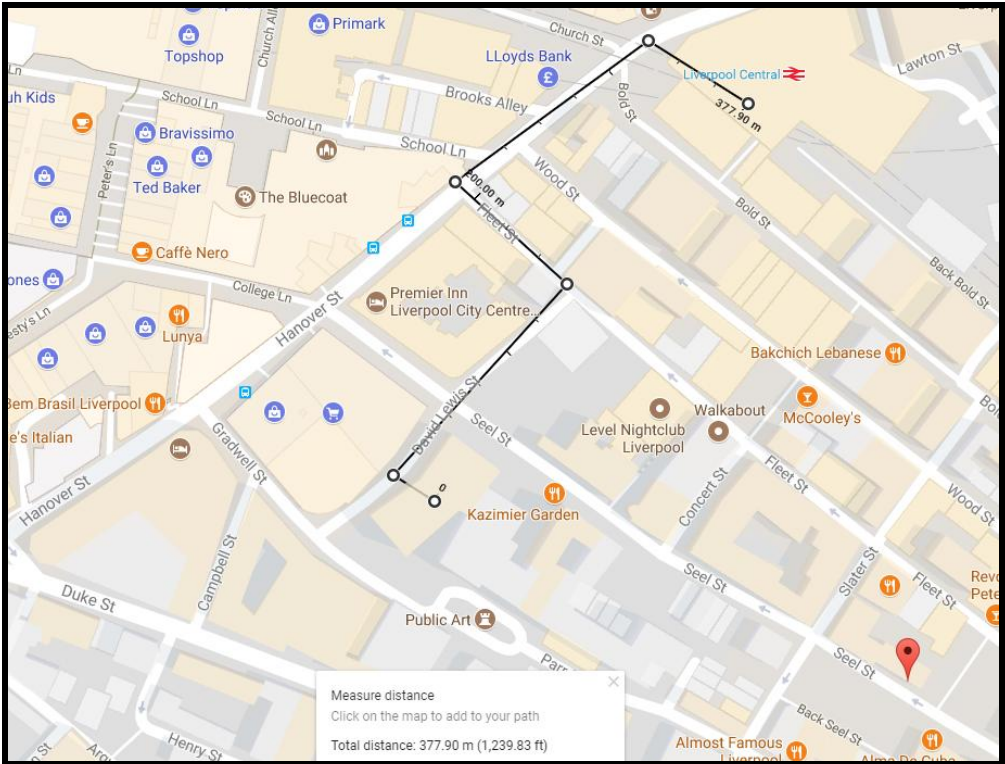


Private hire

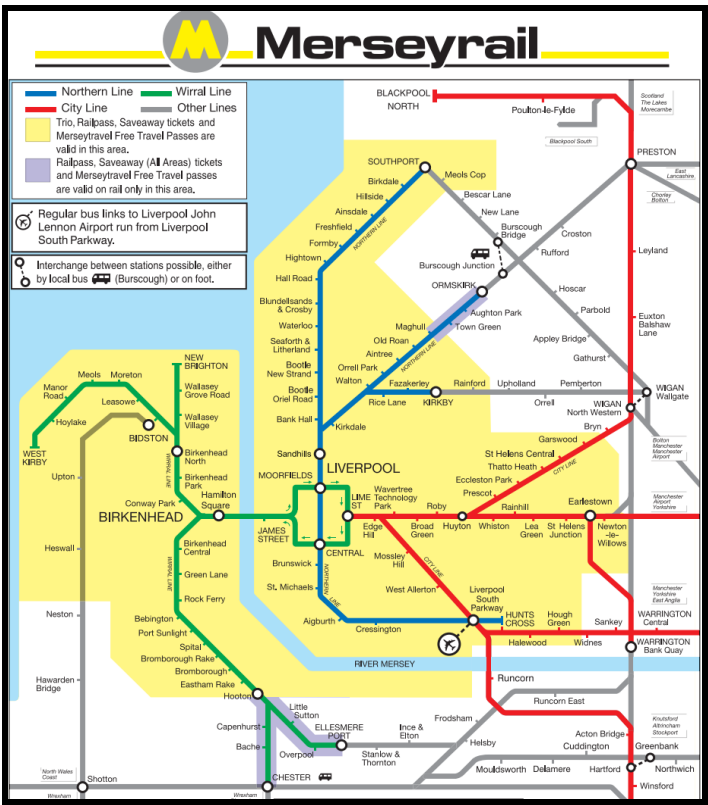
As with most cities the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

Train

The development site is located to the south of Liverpool's comprehensive railway network. Liverpool Central can be found within a 5 minute walk and provides local services to Southport, Hunts Cross, West Kirby and Chester on a 15 minute frequency.



Liverpool central is the closest train station under 400m from the site.



Summary

In summary, the application site can be considered as having a very high 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.

Table 3.1: Minimum Levels of Accessibility: Minimum Scores for 'Medium' 'Large' and 'Major' Developments

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
A1 Retail D2 Assembly & Leisure	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	3	2
	Other Urban	Major & Large	4	5	6	2
		Medium	4	3	4	1
A3 Restaurants & Cafes	Urban Centre	All	1	4	4	3
A4 Drinking Establishments	Other Urban	All	4	5	4	1
A5 Hot Food Takeaway						
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 <input type="checkbox"/>
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 <input type="checkbox"/>
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. <ul style="list-style-type: none"> 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	1
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes <input type="checkbox"/>
			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	4		

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.			<input type="checkbox"/> Yes / No
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 <input type="checkbox"/>
Location	<u>Housing Development:</u> Is the development within 1 mile of a district or local centre (see Accessibility Map 1)	Yes	2	<input type="text" value="2"/>
	<u>Other Development:</u> Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	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	<input type="text" value="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	<input type="text" value="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	<input type="text" value="1"/>
		No	0	
			Total (B)	
Summary	Box A: Minimum Standard (From Table 3.1)	<input type="text" value="4 accommodation"/>	Comments or action needed to correct any shortfall	
	Box B: Actual Score	<input type="text" value="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	2
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. <ul style="list-style-type: none">A lack of dropped kerbs;Pavements less than 2m wide;A lack of formal crossings where there is heavy traffic; orBus 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	
	The proposal contributes to an existing or new bus service		1	
			Total (B):	
Summary	Box A: Minimum Standard (from Table 3.1)	5 accommodation	Comments or action needed to correct any shortfall	
	Box B: Total Score	5		

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	<input type="checkbox"/>
	Can the site be adequately serviced? If no, you must address service issues.		Yes	<input type="checkbox"/>
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		<input type="checkbox"/>	No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes	<input type="checkbox"/>
	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.		<input type="checkbox"/>	
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		<input type="checkbox"/>	No
	The off-street parking provided is as advised in Section 4 for that development type	1	1	No
	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:		<input type="checkbox"/>	
	• Is it a car free development?	1	0	No
	• 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	0	No
		Total (B):		
Summary	Box A: Minimum Standard (From Table 3.1)	3 accommodation	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.	
		3		

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

6. THE DEVELOPMENT PROPOSALS AND LAYOUT

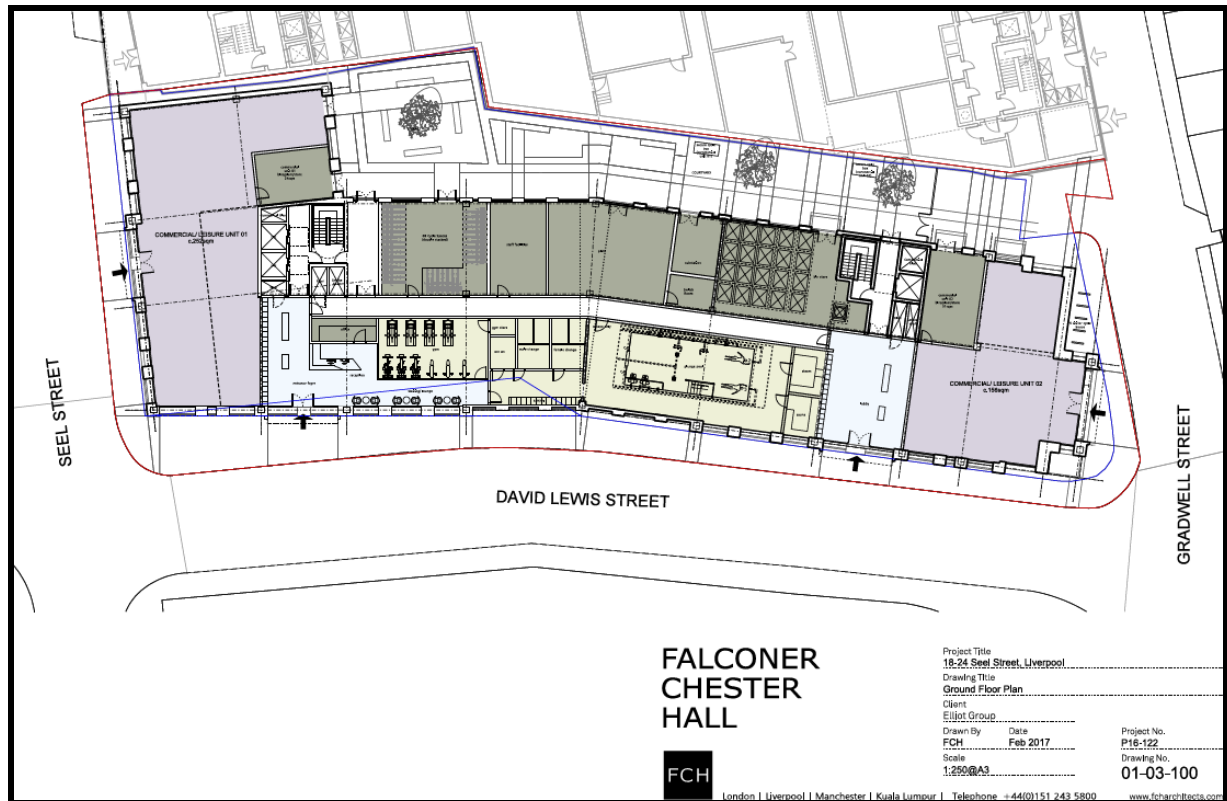
Development Proposals

It is proposed to provide:

A new build apartments block of 11 storey, providing 200 units of accommodation.

2 Commercial units on the ground floor 463 sqm in total, a gym/spa for residents use only.

The proposal contains no car or motorcycle parking spaces, reflecting its highly sustainable City Centre location, but a total of 68 internal cycle parking spaces are proposed.



Site Ground Floor Layout

The materials to be used are based on the Ropewalk specification but final details to be agreed,

Servicing

The larger deliveries are accommodated using the on street provision as occurs now from Seel Street which can be with the new loading bay and David Lewis Street where parking is banned but loading allowed along the road edge outside the peak periods.

Trip levels

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.

No on site parking is provided thus no generated trips from residents

Cycle Spaces

The scheme provides a total of 90 secure internal spaces for bikes alongside 5 external hoops adjacent to the commercial unit on Gradwell street, providing 10 spaces to meet the 10% visitor requirements.

The neighbouring Wolstenholme Square development has an agreed ratio of 1 space per 3 residential units offset using the city bikes scheme and an agreed 2 spaces per 300 sqm of commercial floor space (one for staff and one for visitors).

At these rates this development would require 4 commercial spaces at 463 sqm and 67 spaces for 200 residential units. The scheme therefore provides an adequate level of cycle spaces.

Cycle provision is also supported by the nearby city bike stands in Wolstenholme Square, and on Seel Street adjacent to Hanover Road.

The cycle provision is therefore considered sufficient.

Car parking

The site is zero parking, residents will be prevented from applying for the residents parking bays on the local streets to prevent over spill parking.

There are a number of off street parking facilities that can be used for visitors etc as necessary.

The zero parking is supported based on policy:

Liverpool Unitary Development Plan 2006-2016

Whilst the UDP itself cannot implement new transport schemes or control transport services, its land use policies must link to and support the transport objectives and proposals of the LTP. In this respect the UDP will have two key roles to play:

- *Protect sites for new transport proposals; and*
- *Ensure that the design and location of all other new development contributes to more sustainable travel patterns.*

Policies influencing the location, density, design and mix of land uses are found throughout the UDP and are used to help reduce the need to travel and the length of journeys. For instance, development that would generate significant travel demand should be located in the City Centre or district centres, and any alternative location must have ready access by public transport, cycling or walking. Appropriate sites must be allocated for such development where possible.

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.

Abstracts from the SPD

The Local Transport Plan for Merseyside 2006/7–2010/11, Supplementary Planning Guidance Note 8, provides the current parking standards to be adopted throughout Merseyside. Table 7.1 contains a summary of the parking standards and the number of spaces required within the development in-line with the published standards.

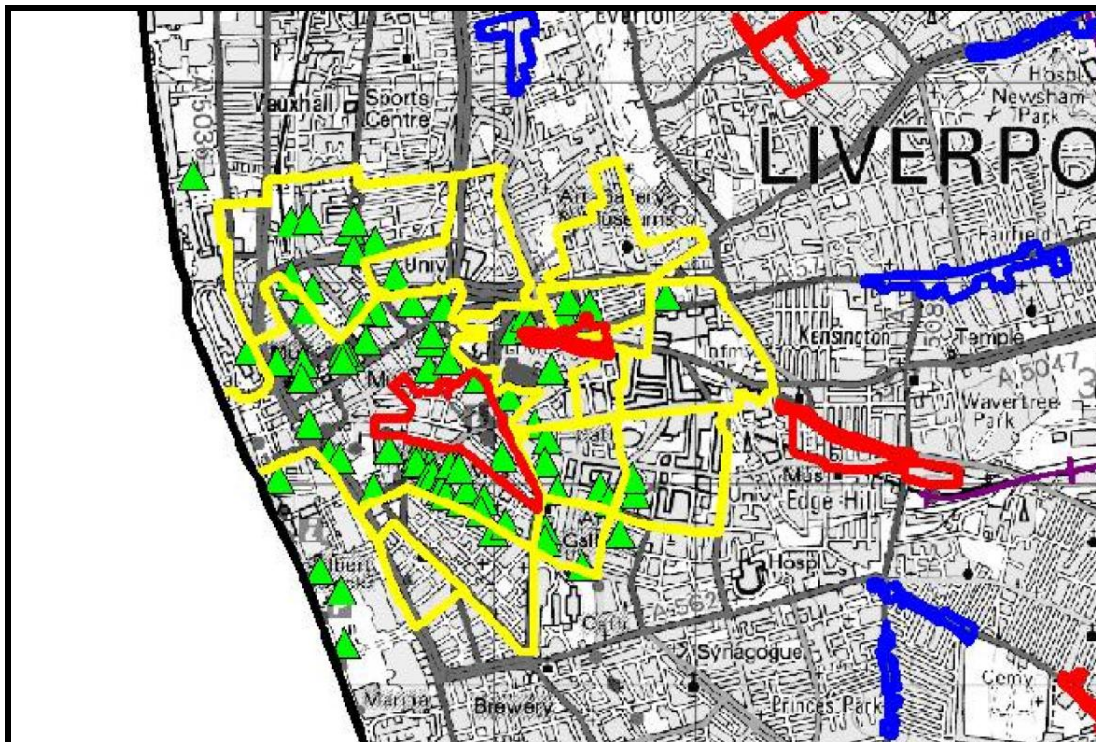
4.15 When dealing with residential parking, a request will be made for developers to make provision for a ratio of 0.70:1 parking spaces to dwellings.

Where a developer is unable to achieve this, or where this is not desirable, a request for access to be improved by other modes, either through contributions or direct improvements on the ground, will be made.

4.16 We may encourage lower levels of parking, along with adequate support for walking, cycling, public transport and travel plans, where:

- The development is in an accessible location (such as within the City Centre, District or Local Centre), or where there is good public transport access (see accompanying Accessibility Maps, map 2);
- Initiatives to reduce traffic are planned for, or are being introduced, in the area; and
- There is adequate off-street parking within 400m or potential for shared use of spaces (for example, in mixed-use developments).

4.17 In such circumstances where lower levels of car parking are not provided the reasons why should be stated in the completed Accessibility Checklist.



The Appendix F indicates that the lies in a controlled parking zone.

Car parking policy is set out below:

C3 - Dwelling Houses	
Vehicle Type	Standard
Cycles	Houses – No minimum Flats – 1 secure space for every 1 flat, plus 1 visitor cycle stand per 10 units Sheltered Housing – 1 secure staff cycle space per 10 units, plus cycle parking for visitors
People with disabilities	Wheelchair housing – 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing – where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 5 units, 1 space per 10 units or part therefore, with dimensions suitable for use by people with disabilities.
General Car Parking (Guideline)	Car Free: 0 spaces per dwelling City Centre: Flats – Average of 0.70 space per dwelling Outside the City Centre: Flats – 1 space per dwelling Houses – Average of 1.5 spaces per dwelling

Liverpool City Centre Parking Strategy

The study was carried out in 2006 and is therefore quite dated in terms of the changing City development that is ongoing, it also pre dates the NPPF and the emerging local plan.

The Strategic Investment Framework sets out.

Analysis of 2000 SRF Spatial Objectives

Vision Area	Objective	Was it achieved?	Is this still a consideration for 2011-2026?
Movement	Radically improve the approaches and gateways to the City	In part	Yes
	Significantly extend pedestrian priority areas	Yes	-
	Develop ferry/cruise liner terminal and public transport hub at Pier Head/ Mann Island	In Part	Yes
	Reduce dominance on traffic on the strand and improve conditions for pedestrian and cyclists	No	Yes
	Enhance local community routes for pedestrians, cyclists and public transport users	In part	Yes
	Improve access to and environment of the railway stations	In Part	Yes
	Improve access to Liverpool and Manchester Airports	In part	Yes
	Improve the quality of public transport and introduce new high quality public transport routes across the City	In part	yes
	Develop a parking strategy to define supply and location	In Part	Yes
	Improve signage for private vehicles and public transport users	In Part	Yes

Clearly there is a potential residual need for the parking strategy to be taken forward for the study area set out below, this also encompasses the site area and suggests it is in the City Boundary.



Policy summary

Key items for reference in support of the site zero parking offer.

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.**

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

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

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

4.15 When dealing with residential parking, a request will be made for developers to make provision for a ratio of 0.70 parking spaces to dwellings.

Where a developer is unable to achieve this, or where this is not desirable, **a request for access to be improved by other modes, either through contributions or direct improvements on the ground, will be made.**

4.16 We may encourage lower levels of parking, along with adequate support for walking, cycling, public transport and travel plans, where:

The development is in an accessible location (such as within the City Centre, District or Local Centre), or where there is good public transport access (see accompanying Accessibility Maps, map 2);

There is adequate off-street parking within 400m or potential for shared use of spaces (for example, in mixed-use developments).

The car parking review for the proposed scheme sets out the detailed support for a zero/lower parking scheme that complies with the above policy direction.

7. SUMMARY

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

The site has a highly 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

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