

**30 Liverpool Road, Formby
Residential Development**

TRANSPORT STATEMENT

on behalf of

Mrs Kathryn Kenny





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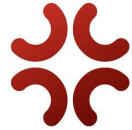
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**Document Control Sheet****TITLE:** 30 Liverpool Road, Formby Residential Development**CLIENT:** Mrs Kathryn Kenny**REF:** 4C/KY/5005

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1. INTRODUCTION

1.1 Introduction

1.1.1 4C Engine has been appointed by Pegasus Planning on behalf of Mrs Kathryn Kenny to provide traffic and transportation advice in relation to a proposed residential scheme which will create a total of four new homes in the place of an existing residential property at no. 30 Liverpool Road, Formby.

1.2 Purpose of this Report

1.2.1 This concise Transport Statement has been prepared to inform Highways Officers at Sefton Metropolitan Borough Council (SMBC Highways) of all relevant traffic and transportation matters associated with the application.

1.3 Scope of this Transport Statement

1.3.1 Based on typical scoping requirements applied to larger residential planning applications, this TS contains the following:

- A description of the site location and the highway network in the vicinity of the site;
- A summary of servicing and access arrangements;
- A review of accessibility by all sustainable modes of travel;
- Details and justification of the proposed on-site car parking provision;
- Information regarding the traffic generated by the proposed development; and
- Consideration of the likely impact on the surrounding highway network.

1.4 Structure of the Report

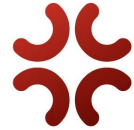
1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 A summary of the development proposals including the proposed access arrangements, servicing arrangements and car parking are described in **Section 3**.

1.4.3 **Section 4** assesses the site in terms of accessibility by sustainable modes of transportation including; walking, cycling, by bus and by rail.

1.4.4 **Section 5** considers the likely trips associated with the development proposals and the corresponding expected highway impact.

1.4.5 The report is concluded in **Section 6**.



2. SITE CONTEXT AND HIGHWAY SAFETY

2.1 Site Location

2.1.1 The proposed development site is located at property No. 30 on the western side of Liverpool Road, just 600 metres south of the village centre of Formby.

2.1.2 A little over 100 metres to the south of the proposed development is the priority-controlled mini-roundabout junction between the B5424 Liverpool Road and Raven Meols Lane. At a similar distance to the north of the proposed development lies the priority-controlled T-junction where Birkey Lane meets with Liverpool Road.

2.1.3 The location of the site in relation to the neighbouring areas of Formby can be seen in **Image 2.1** below, whereas the site in a wider local context relating to its surrounding highway network can be seen in the subsequent **Image 2.2**.

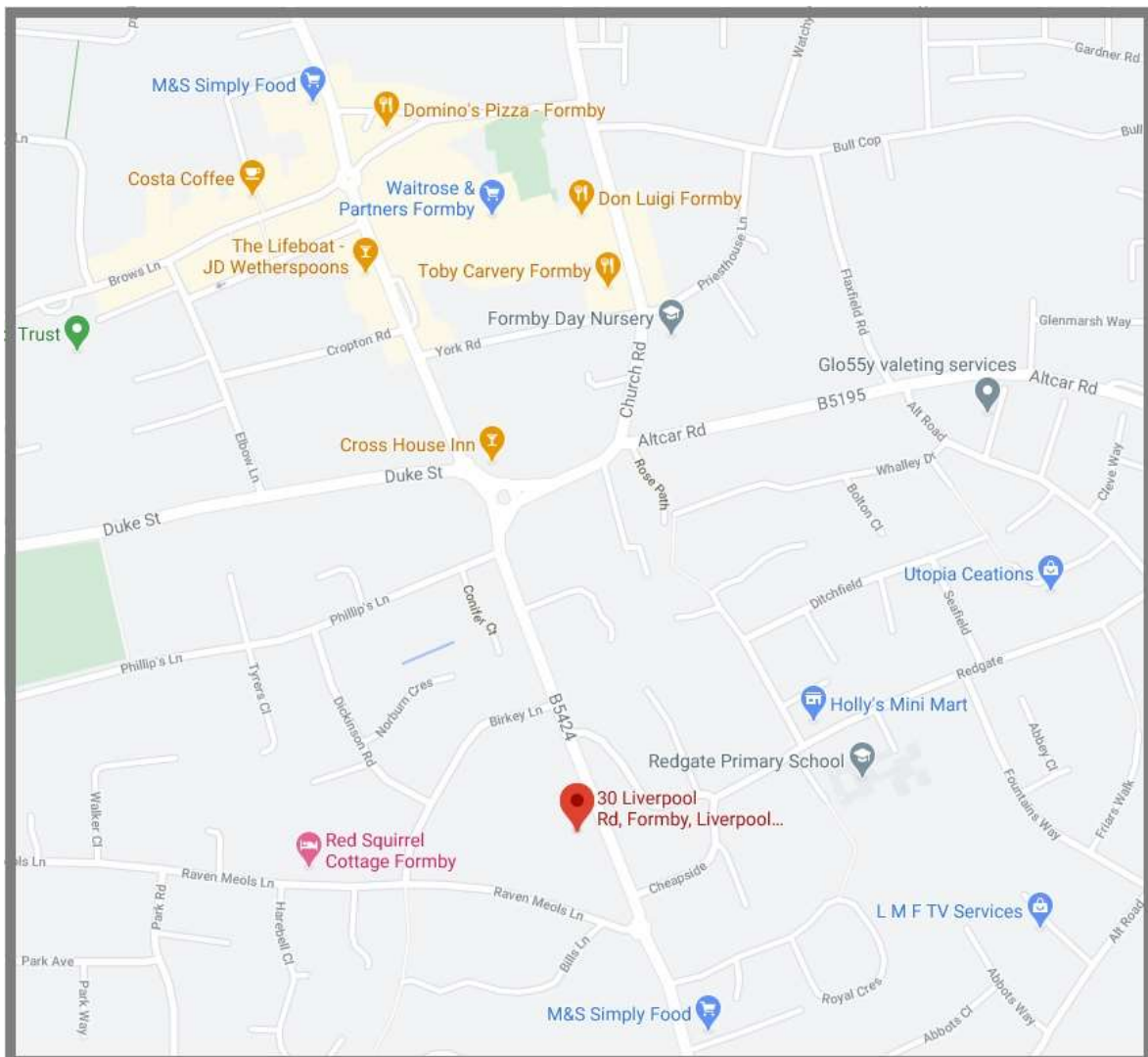


Image 2.1 - Site Location in a neighbouring local context (Source: Google Maps)

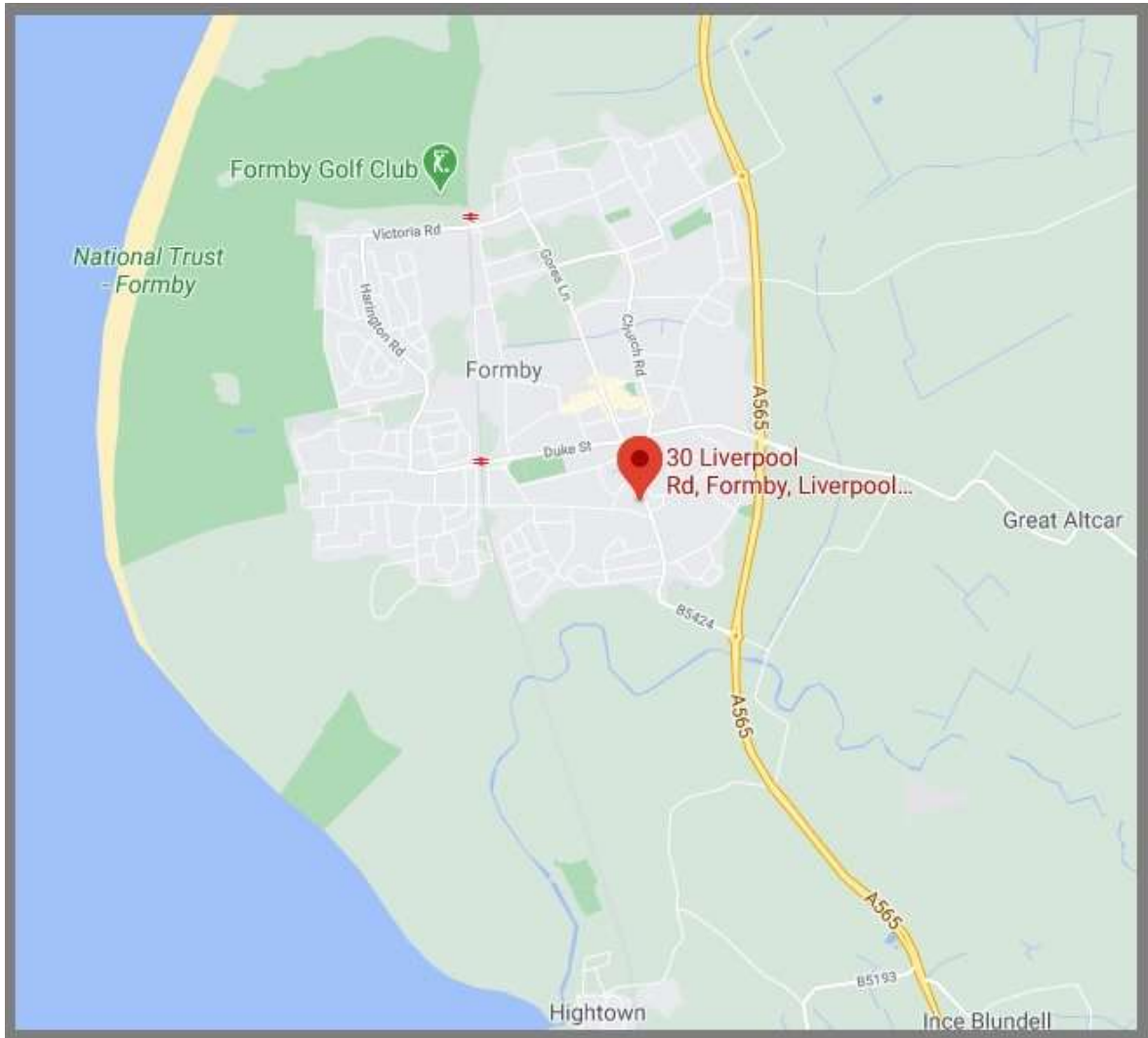


Image 2.2 - Site Location in relation to its surrounding highway network (Source: Google Maps)

2.2 Existing Access

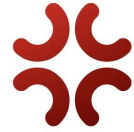
2.2.1 The site's existing access is via a simple private driveway with a typical dropped-kerb arrangement which connects onto Liverpool Road.

2.3 Surrounding Highway Network

Liverpool Road

2.3.1 Liverpool Road is located immediately to the east of the site and extends on a north/south axis (approximate) from the roundabout junction at Cross Green/Three Turns Lane in the north to its junction with the A565 Formby Bypass to the south of the site. The carriageway is approximately 8.5-9.0m wide within the vicinity of the development site. The road comprises a single carriageway with one lane in each direction and has sporadic on-street parking activity.

2.3.2 There is a 2-2.5m wide footway along both sides of the carriageway. In the vicinity of the site the speed limit along the highway is 30mph, and there is street lighting present. The existing residential



driveways have good levels of visibility due to the ample footway widths and the straight alignment of the highway.

2.4 Highway Safety

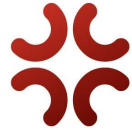
2.4.1 A physical audit of pedestrian and highway safety was conducted on Liverpool Road which was found have a number of existing positive highway safety features in place, including:

- A 30mph speed restriction, with 20mph limits on some adjoining side roads;
- A central refuge island with pedestrian crossing facilities comprising dropped-kerbs and tactile paving, located just to the south of Lytles Close; and
- Street lighting along both sides of the carriageway.

2.4.3 Adequate footways are provided on either side of all roads within close vicinity of the site and provide good links to facilities, services and public transport destinations within walking distance of the site.

2.4.4 From a review of Crashmap, there have been a total of three reported injury accidents during the most recent 5 year period. 2 of those accidents were slight in their nature and both of which were located at the roundabout junction of Liverpool Road and Raven Meols Lane, whilst one other accident was of a serious nature and occurred at the junction of Liverpool Road and Birkey Lane. There were however no correlations between the type, location or nature of each accident and therefore it is concluded that the physical highway layout was not a common adverse factor or likely cause of those accidents.

2.4.5 It is therefore considered that a formal safety audit would not indicate a road safety problem upon the surrounding highway network that would be exacerbated by the proposed development. Indeed, no accidents have been reported over the past 5 year period involving vehicles entering or egressing from private driveways along this section of Liverpool Road.



3. DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 As mentioned in Section 2 of this report, the proposed development site is located to the west of Liverpool Road at property address Number 30 which is approximately 600m to the south of the village centre of Formby.

3.1.2 The applicant is seeking to obtain planning permission for the development of a proposed residential scheme which will replace the existing building and make way for a total of four new homes, comprising two detached and two semi-detached properties.

3.2 Proposed Access

3.2.1 The proposed development will have two access points formed as private/shared driveways from Liverpool Road, replicating the provision associated with the neighbouring properties.

3.2.2 The northernmost vehicular access point will serve two properties and this access will be located approximately in the centre of the site's frontage along Liverpool Road.

3.2.3 The southernmost vehicular access point will serve the remaining two properties and this access will be located adjacent to the southern boundary of the site's frontage along Liverpool Road.

3.2.4 Each access will have dropped-kerbs in order to enable flush access for vehicles entering and egressing from Liverpool Road, with adequate on-site turning space to do so in forward gear.

3.2.5 Each of the accesses will cross the adopted footway which is of at least 2.4 metres in width. Based upon this dimension, in combination with the straight alignment of the highway, it follows that a visibility measurement of 2.4m as the "x" value and lengths exceeding the required 43m "y" distance can be achieved (assuming, for robustness, that the driveways are treated in a similar manner to a typical intersection between two roads).

3.3 Proposed Servicing

3.3.1 It is proposed that refuse collection vehicles (RCVs) will serve the proposed new homes in a similar manner to the adjacent properties, with the RCVs stopping intermittently along Liverpool Road to collect bins which have been wheeled into position on the footway by the respective residents prior to the arrival of the RCV.

3.4 Proposed Parking

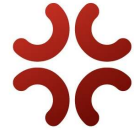
Car Parking

3.4.1 Each home will have its own private garage with ample space for cycle storage in addition to accommodating a single private car.

3.4.2 In addition, each home will have its own private space for at least 3 private cars to park off-street.

Cycle Parking

3.4.3 The proposed development will contain secure cycle parking facilities at a ratio of 1 cycle parking space per home.



4. SUSTAINABLE ACCESSIBILITY

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important that new developments are not isolated, but are instead located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and single occupancy car use.

4.2 Pedestrian Accessibility

4.2.1 The proposed development is located in an established residential area to the south of the centre of Formby. Therefore a significant level of pedestrian infrastructure already exists in the surrounding area. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to a variety of planning applications.

4.2.2 Based upon that guidance document, distances of 500m, 1,000m and 2,000m have been considered in this section, as those distances are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting and school trips (these are considered to be the most common journey purposes for residential developments).

4.2.3 Within 500m of the site there are a number of services and facilities that collectively act as a neighbourhood centre for Formby, such as a pharmacy, Redgate Primary School, two convenience foodstores and a membership fitness club.

4.2.4 Further afield within 1,000m from the site the entire village centre of Formby can be reached, essentially comprising the businesses along Halsall Lane, Three Turns Lane and Chapel Lane. This includes several surgeries, shops, takeaways, banks, pubs and restaurants and places of worship.

4.2.5 More of the same facilities are found within a 2,000m walk of the site, including day care facilities, pre-schools, primary schools and Range High School as well as Formby Rail Station.

4.2.6 In conclusion, the proposed development is within an acceptable walking distance of a wide range of goods and facilities. Walking can be considered a feasible mode of transport for most future users of the site, should the area be developed for residential purposes.

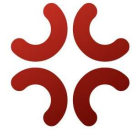
4.3 Accessibility by Cycle

4.3.1 A 5km cycle catchment has been adopted in order to assess the site's accessibility by this form of active travel. This distance equates to a journey time of around 25 minutes, while cycling at a speed of 12 kmph.

4.3.2 The entire settlement area of Formby can be easily reached within a 5km cycle journey from the proposed development, which includes Formby Rail Station for multi-modal trips.

4.3.3 National Cycle Route 810 can be accessed within approximately 1 kilometre of the proposed development. To the north this cycle route joint with route 64, providing access to Southport. To the south, route 810 links the site to Crosby.

4.3.7 Cycling can therefore be considered to be a mode of choice for many of the potential future residents of the proposed development.



4.4 Accessibility by Bus

4.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.2 The nearest bus routes to the proposed development run along Liverpool Road, immediately to the east of the site, with formal bus stops being located within less than a 100m walk from the proposed development.

4.4.2 There are a range of bus services which serve the stops in close proximity to the site, with a frequency of in excess of 4 buses per hour during weekdays, linking the site with Southport in the north to Liverpool City Centre in the south. Reduced frequency services operate outside of weekday peak times and during weekends, however, the rate of service provision remains adequate.

4.4.4 The above summary of available bus services demonstrates that the site is highly accessible by bus, with access to a wide range of regular buses which serve a number of areas, granting access to wider destinations for employment, retail and leisure purposes.

4.4.5 It is therefore considered that bus travel is a viable mode of transport for some future residents of the proposed development.

4.5 Accessibility by Rail

4.5.1 The nearest rail station to the site is Formby Rail Station, which lies approximately 1 kilometre to the north west of the proposed development.

4.5.2 This station has regular Merseyrail services that run to a variety of destinations throughout Merseyside, linking via connection at larger key stations to other cities throughout the country including; London, Wigan, Preston and Manchester.

4.5.3 It is reasonably thought that there is the potential for multi-modal journeys involving rail, including making a section of the journey by active travel modes such as on foot or by cycle.

4.5.4 Overall, the site can be considered to be accessible by rail when considered in conjunction with active modes of travel.

4.6 Accessibility Summary

4.6.1 In summary, the site can be considered accessible by a variety of sustainable modes of transport.

4.6.2 The proposed development would benefit from existing facilities and services within desirable and acceptable walking distances, and there are cycle routes adjacent to the site which would link the development to other surrounding areas.

4.6.3 The site also benefits from very good public transport links, with a number of frequent bus services accessible well within 400m of the site and a rail station within 1 kilometre of the site.



5. HIGHWAY IMPACT

5.1 Introduction

5.1.1 The proposed development comprises a total of just four new homes, each with four bedrooms and parking for approximately 3 or 4 cars for each home.

5.2 Highway Impact Summary

5.2.1 Housing of this nature in terms of their size and location may generate between 3 and 4 vehicular trips per day per home.

5.2.2 Therefore it is predicted that up to approximately 16 vehicular movements may be generated by the proposed development during a typical 24 hour period. Of which, a total of approximately 3 vehicular movements are predicted to occur during the network peak hour periods.

5.2.3 It is therefore considered that the likely levels of additional vehicle movements generated by the development would not have a material effect upon highway capacity, and would thus be imperceptible to existing users of the highway network.



6. CONCLUSIONS

6.1 Conclusions

6.2.1 Based on the positive findings of this report it is considered that there are no traffic or transportation reasons to prevent the granting of planning permission for the proposed development.

