



Knowsley Metropolitan Borough Council

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# HALEWOOD LEISURE CENTRE LUF

## Transport Statement





Knowsley Metropolitan Borough Council

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# HALEWOOD LEISURE CENTRE LUF

## Transport Statement

**TYPE OF DOCUMENT (VERSION) PUBLIC**

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# 1 INTRODUCTION

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## 1.1 BACKGROUND

- 1.1.1. This Transport Statement (TS) has been produced by WSP on behalf of Knowsley Metropolitan Borough Council (herein referred to as KMBC) in support of the following full planning application:

*“Full planning permission for external landscape and public realm works to the existing Halewood Leisure Centre, including shared use pedestrian/cycle route, reconfiguration and improvement to existing car/coach parking, floodlighting/general lighting, CCTV, sustainable drainage works, the creation of 3 mini pitches and further circulation routes in addition to the shared route.”*

- 1.1.2. Halewood Leisure Centre (herein referred to as ‘the site’) is a community leisure centre owned by KMBC located on Bailey’s Lane in Halewood in Knowsley. Delivering improvements to Halewood Leisure Centre are an essential part of the council’s Halewood LUF Investment Programme. Halewood Leisure Centre is an important existing recreational and sporting asset at the heart of Halewood. The site incorporates a number of functions and activities, including an existing football pitch, swimming pool, gym, and other sporting facilities. The site measures approximately 6.5Ha in size. The application site is shown on the submitted site location plan (ref: 70119719\_WSP\_LUD\_HLC\_DR\_LA\_0002 - P01 (Location Plan)).
- 1.1.3. The site offers several community facilities such as a swimming pool, gym, activity studio, group exercise classes and sports hall amongst other use. The site also has public basketball courts to the south alongside a full-size football pitch used by Halewood Apollo FC, an adult football team based at the site. Immediately surrounding the site are residential properties alongside the north, west and southern sides of the site. On the eastern side, the site is adjacent to a primary school and 1,500 new homes are currently being built out as part of the East of Halewood development proposals.

## 1.2 PURPOSE OF THE DOCUMENT

- 1.2.1. The purpose of this TS is to assess the potential impact of the proposed development on the existing, surrounding transport network, including the local highway network, walking and cycling infrastructure, and public transport systems.
- 1.2.2. This TS has been produced in accordance with all national, regional and local policy guidance and works to highlight how the proposed development is not only located in an accessible location and can help to promote active travel and sustainable public transport use in the area.
- 1.2.3. In accordance with the National Planning Policy Framework<sup>1</sup> (NPPF), this TS assesses the impact of the proposed development on the local highway and transport network.

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<sup>1</sup> The NPPF was revised on 12 December 2024. The changes to the NPPF have been considered during the course of producing this report. Details of the most recent NPPF are included in Section 4 in this report.



## **1.3 SCOPE OF THE REPORT**

1.3.1. Following the introductory chapter, the remainder of this TS is structured as follows:

- Section 2 – Existing Conditions;
- Section 3 – Proposed Development;
- Section 4 – Policy Review;
- Section 5 – Trip Generation;
- Section 6 – Group Visiting, Emergency and Servicing Strategy; and
- Section 7 – Summary and Conclusion.

## 2 EXISTING CONDITIONS

---

### 2.1 INTRODUCTION

- 2.1.1. The existing conditions of the site are outlined in this chapter, consisting of a summary of the site location and local highway network, a review of existing public transport and walking, cycling and public transport accessibility, and a review on highway safety.

### 2.2 SITE LOCATION

- 2.2.1. The site is approximately 6.5Ha in area, comprising of Halewood Leisure Centre building, football pitches, car parking and ancillary facilities and the remainder is open space and footpaths. Bailey's Lane bounds the eastern side of the site; a shared pedestrian and cycle path runs between the site and residential dwellings to the south; to the west, the site is bound by Barn Croft Road; and there is a shared pedestrian and cycle path running between the site and residential dwellings on Hornbeam Road to the north.
- 2.2.2. The car park currently has 176 standard vehicle bays, including nine accessible bays but no EV charging points. By the entrance to the Leisure Centre building, there are six cycle stands.
- 2.2.3. There is a residential development, known as Halewood Oaks immediately to the east across Bailey's Lane. To date, Halewood Oaks is partly completed. When it becomes fully occupied, Dacre Avenue will provide access for up to 413 houses (Planning reference: 20/00063/FUL).
- 2.2.4. There is a well-established residential and retail area to the west of the site. Halewood Shopping Centre is located south of the Leather's Lane and Hillingden Avenue junction, which houses retail units, a library and a health centre.

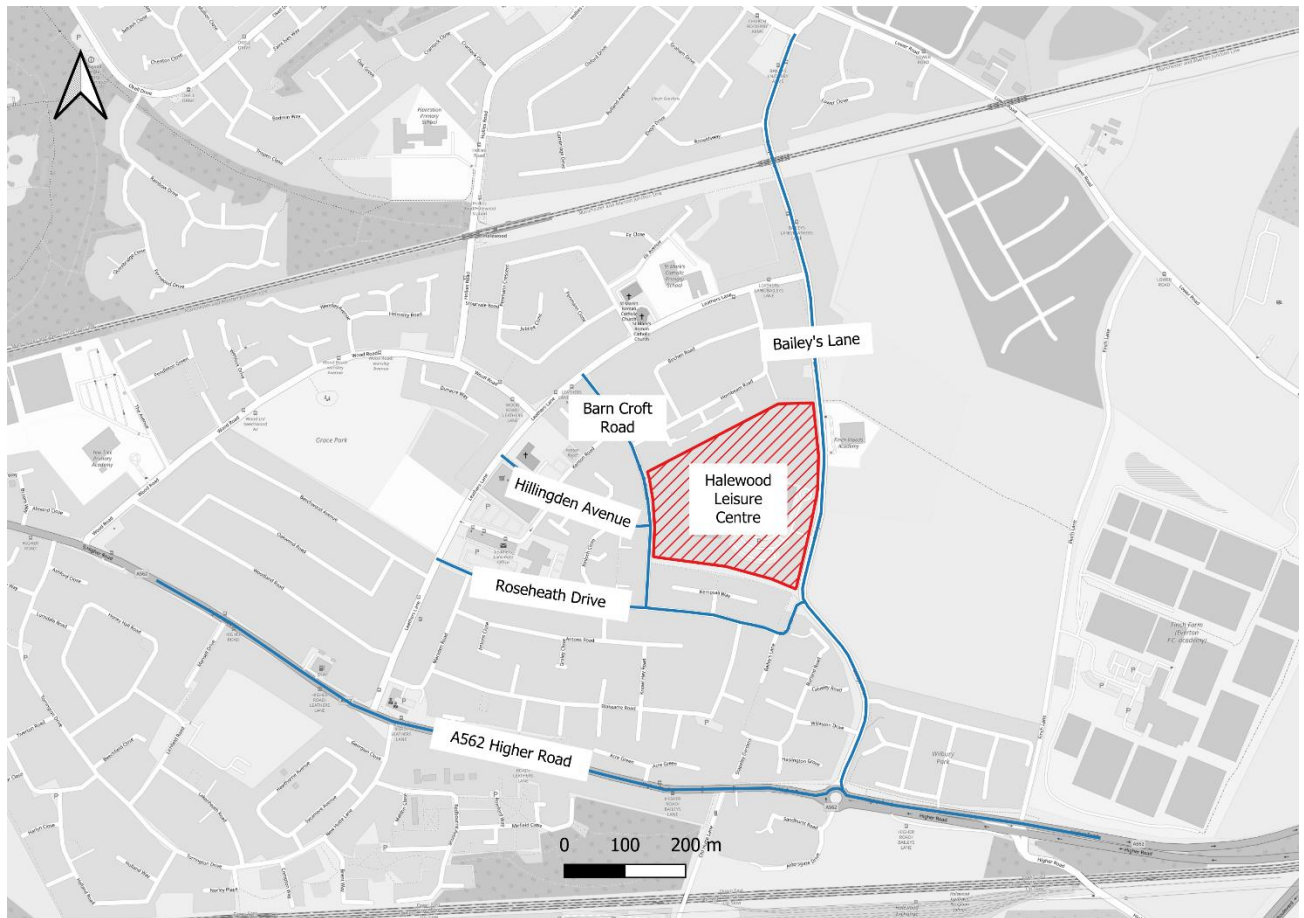
### 2.3 EXISTING HIGHWAY NETWORK

The location of the site and the surrounding highway network is shown in



Figure 2-1.

**Figure 2-1 – Site location plan and local highway network**



## **BAILEY'S LANE**

- 2.3.1. Bailey's Lane is a single carriageway running on the eastern edge of the site. The road provides vehicle access to the site and its car park by a signal-controlled junction which also connects to housing development Halewood Oaks to the east (see Figure 2-2). Bailey's Lane has a well surfaced and lit pavement on the west and pedestrian crossings with tactile paving and dropped kerbs at this junction (seen in Figure 2-2). There are also advance stop lines for cyclists on all four arms of the junction.
- 2.3.2. The road has a 30mph speed limit with school zones outside Finch Woods Academy. There are bus stops on both sides of the road to the north of Leather's Lane.

**Figure 2-2 - Access on Bailey's Lane**



## **BARN CROFT ROAD**

- 2.3.3. Barn Croft Road is a single carriageway which borders the west of the site and connects with Leather's Lane to the north and Roseheath Drive to the south by priority T-junctions. There are priority T-junctions along Barn Croft Road with Kenton Road, Hornbeam Road, and Hillingden Avenue which runs towards Grace Park to the west. There are largely residential frontages on both sides of Barn Croft Road with well-lit pavements on both sides. The road has a 30mph speed limit and no restrictions on streetside parking.
- 2.3.4. There is a pedestrian and cycle access point to the site on Barn Croft Road, shown in Figure 2-3.

**Figure 2-3 - Access on Barn Croft Lane**

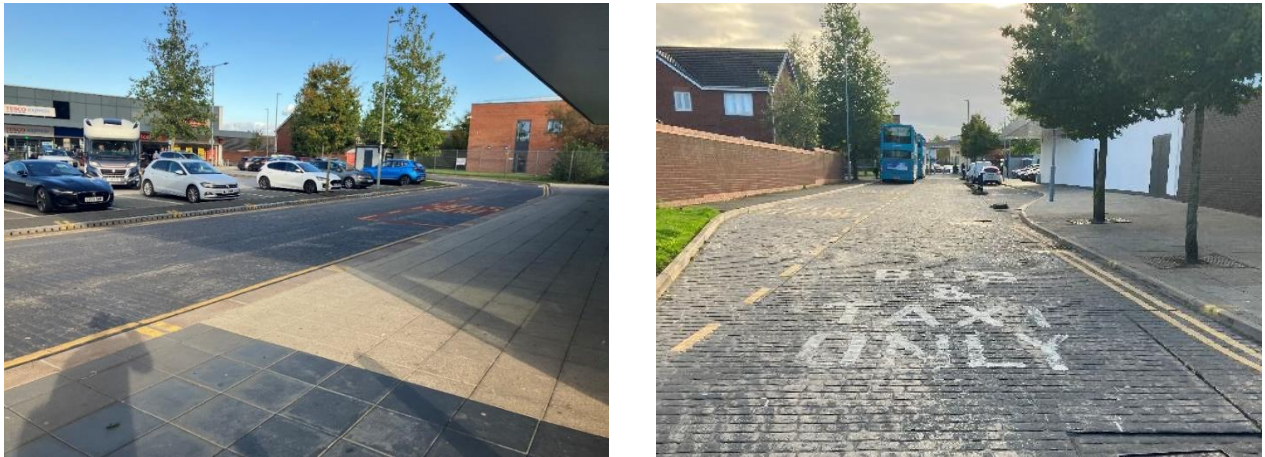


## **HILLINGDEN AVENUE**

- 2.3.5. Hillingden Avenue connects Leather's Lane to the west and Barn Croft Road to the east, both by priority T-junctions. The road is a single carriageway and runs immediately northeast of Halewood Shopping Centre. Hillingden Avenue provides access to a one-way bus and taxi only lane which routes to the west to the three bus stops and lay-bys within the shopping centre. This bus access is shown in Figure 2-4.



**Figure 2-4 - Shopping centre one-way bus lane**



- 2.3.6. Hillingden Avenue is circa 275m in length and has a 30mph speed limit. There are double yellow lines on the western extent from Leather's Lane to Kenton Road, and there are no restrictions on parking east of Kenton Road. Hillingden Avenue has priority T-junctions with Kenton Road and residential accesses including Vine Close, Hillingden Close and Kinloch Close.

### **ROSEHEATH DRIVE**

- 2.3.7. Roseheath Drive is a single carriageway circa 540m in length. The road connects to Leather's Lane to the west. There is a no through route to the east with bollards closing off the road to vehicles between Roseheath Drive and Bailey's Lane while allowing pedestrians and cyclists full accessibility, as shown in Figure 2-5.

**Figure 2-5 - Bollards on Roseheath Drive**



- 2.3.8. Roseheath Drive forms the minor arm of the priority T-junction with Leather's Lane. The road connects to Barn Croft Road by a priority T-junction and provides access to residential dwellings via Marsden Road, Eagle Grove and Blakeacre Road. Roseheath Drive also provides access to the

customers' car park of Halewood Shopping Centre and staff parking of the library and health centre. Footpaths are provided on both sides and dropped curbs and tactile paving are provided at pedestrian crossings along the road.

## A562 HIGHER ROAD

- 2.3.9. The A562 Higher Road is a major road which runs through Halewood and is located approximately 250m south of the site. The road has largely residential frontages, and also access to a Shell petrol station, St Andrew the Apostle's Catholic Primary School, and commercial developments. There are several bus stops provided at intervals on both sides of the road. The A562 Higher Road is a single carriageway west of the roundabout with Bailey's Lane, where it becomes a dual carriageway to the east and merges with the A561 Speke Boulevard. To the northwest the A562 Higher Road continues towards Liverpool city centre.
- 2.3.10. West of Bailey's Lane, the A562 Higher Road is subject to a 30mph speed limit. Foot paths are provided on both side as well as signalised pedestrian crossings. There is one lane travelling in either direction with a central reservation and several pedestrian refuge islands. Signal-controlled junctions with advance stop lines for cyclists are provided at Leather's Lane. East of Bailey's Lane, the speed limit of the A562 Higher Road changes from a 30mph to a 40mph, and footpaths are provided until Finch Lane.

## 2.4 SUSTAINABLE TRANSPORT NETWORK

### WALKING

- 2.4.1. Walking is an important mode of transport as it can form part of a long-distance, multi-modal journey as well as giving residents in the area direct access to their local amenities.
- 2.4.2. The Institution of Highways & Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' outlines the preferred maximum walking distance for commuting from an origin point, by persons without a mobility impairment, as 2000m. The amenities accessible from the site by walking are shown in Table 2-1.

**Table 2-1 – Local Amenities**

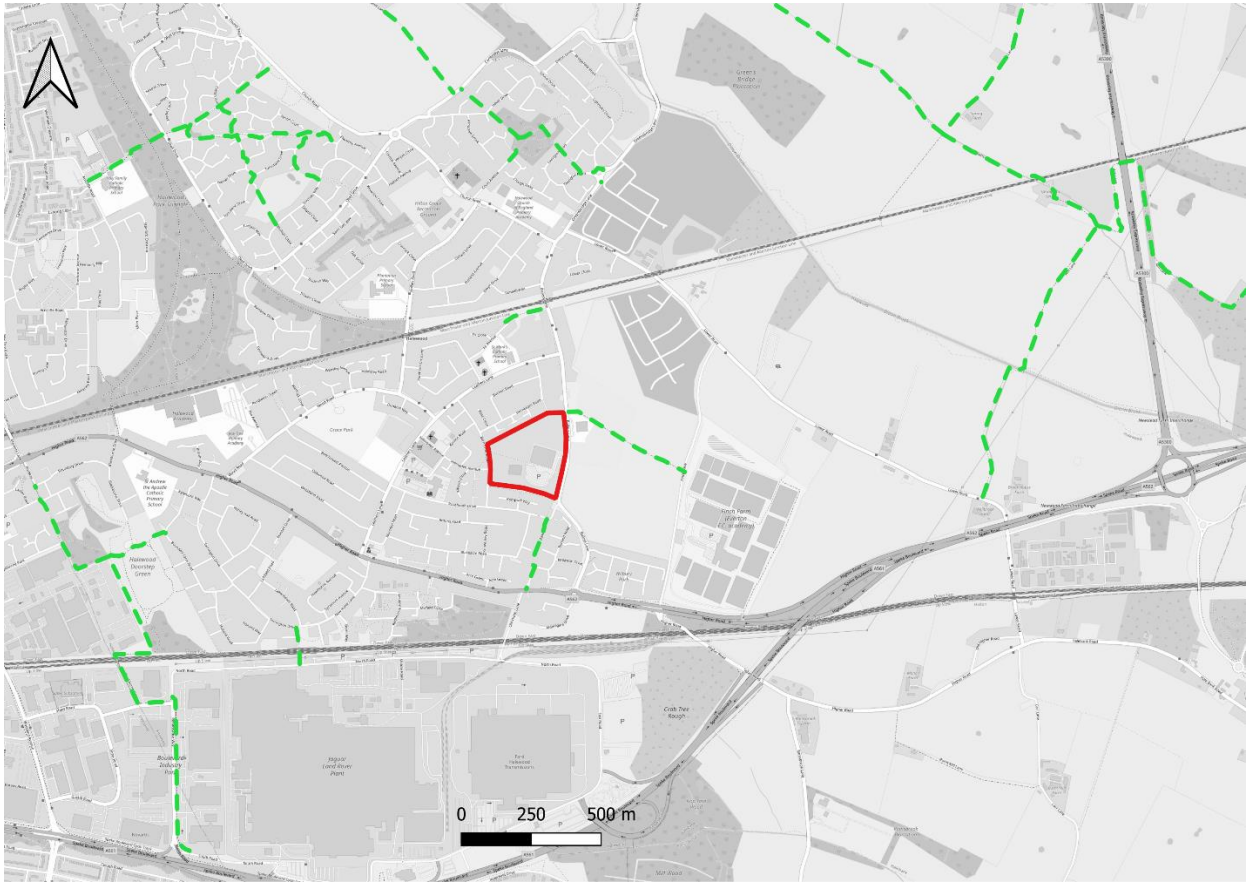
| Category             | Local Amenity                           | Distance from site (m) |
|----------------------|-----------------------------------------|------------------------|
| Public transport     | Wood Road / Leather's Lane bus stop     | 450                    |
|                      | Leather's Lane / Hornbeam Road bus stop | 550                    |
|                      | Halewood Shopping Centre bus stops      | 600                    |
|                      | Bailey's Lane bus stop                  | 600                    |
|                      | Halewood Railway Station bus stop       | 600                    |
|                      | Halewood Railway Station                | 900                    |
| Retail and Groceries | ALDI                                    | 600                    |
|                      | Specsavers                              | 650                    |

| Category                    | Local Amenity                    | Distance from site (m) |
|-----------------------------|----------------------------------|------------------------|
|                             | Tesco Express                    | 700                    |
|                             | Home Bargains                    | 700                    |
|                             | Iceland                          | 700                    |
|                             | Londis                           | 1200                   |
| Education                   | Finch Woods Academy              | 290                    |
|                             | St Marys Catholic Primary School | 650                    |
|                             | Hollies Road Preschool           | 700                    |
|                             | Yew Tree Primary Academy         | 1300                   |
|                             | Halewood Academy                 | 1400                   |
| Pubs, Cafes and Restaurants | Keeley's                         | 500                    |
|                             | Subway                           | 600                    |
|                             | Halewood Fish Bar                | 600                    |
|                             | Casa Rima                        | 900                    |
|                             | The Brunch Box                   | 1300                   |
|                             | Eagle and Child                  | 1300                   |



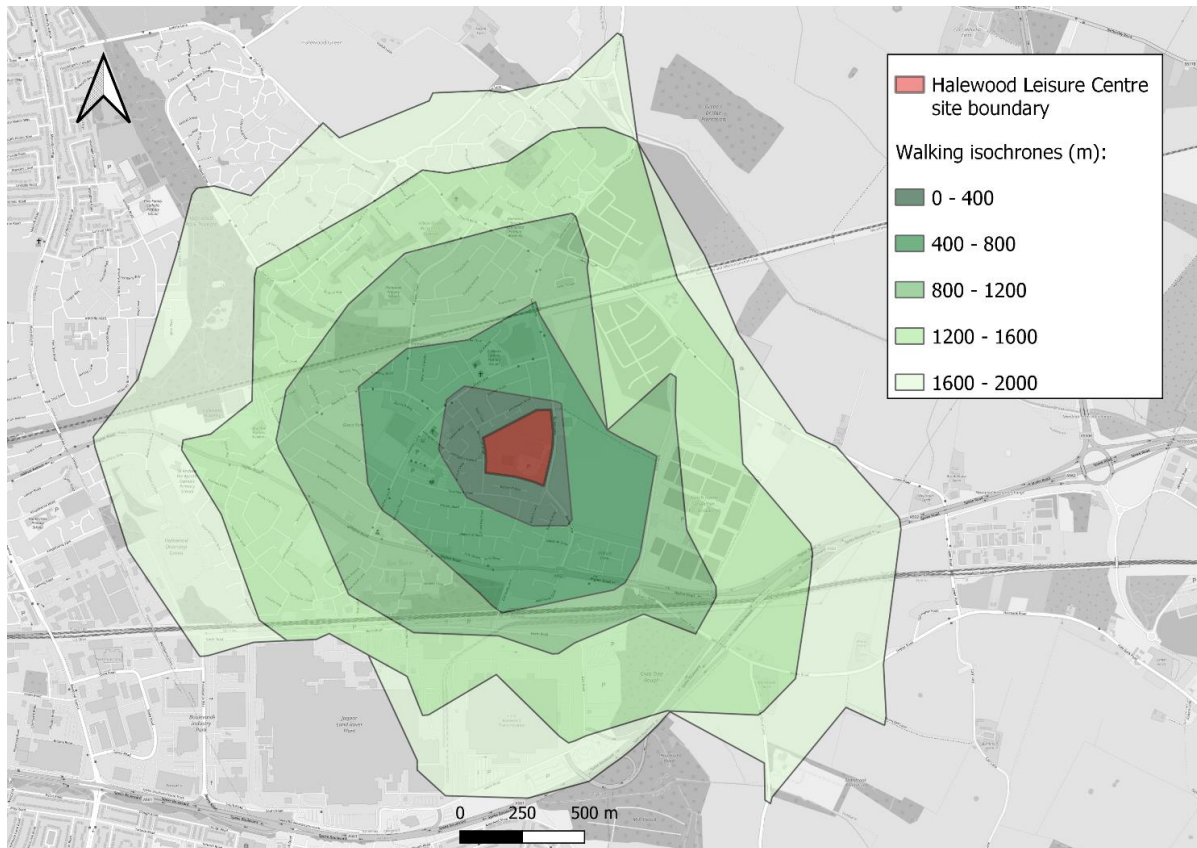
2.4.3. There are several Public Rights of Way (PROWs) near the site, as shown in Figure 2-6.

**Figure 2-6 - Existing PROWs surrounding the Site**



2.4.4. Figure 2-7 identifies the walking connectivity using appropriate isochrones, in intervals of 400m which aligns with the suggested acceptable walking distances in 'Guidelines for Providing for Journeys on Foot'. The walking isochrones plan is included in Appendix A.

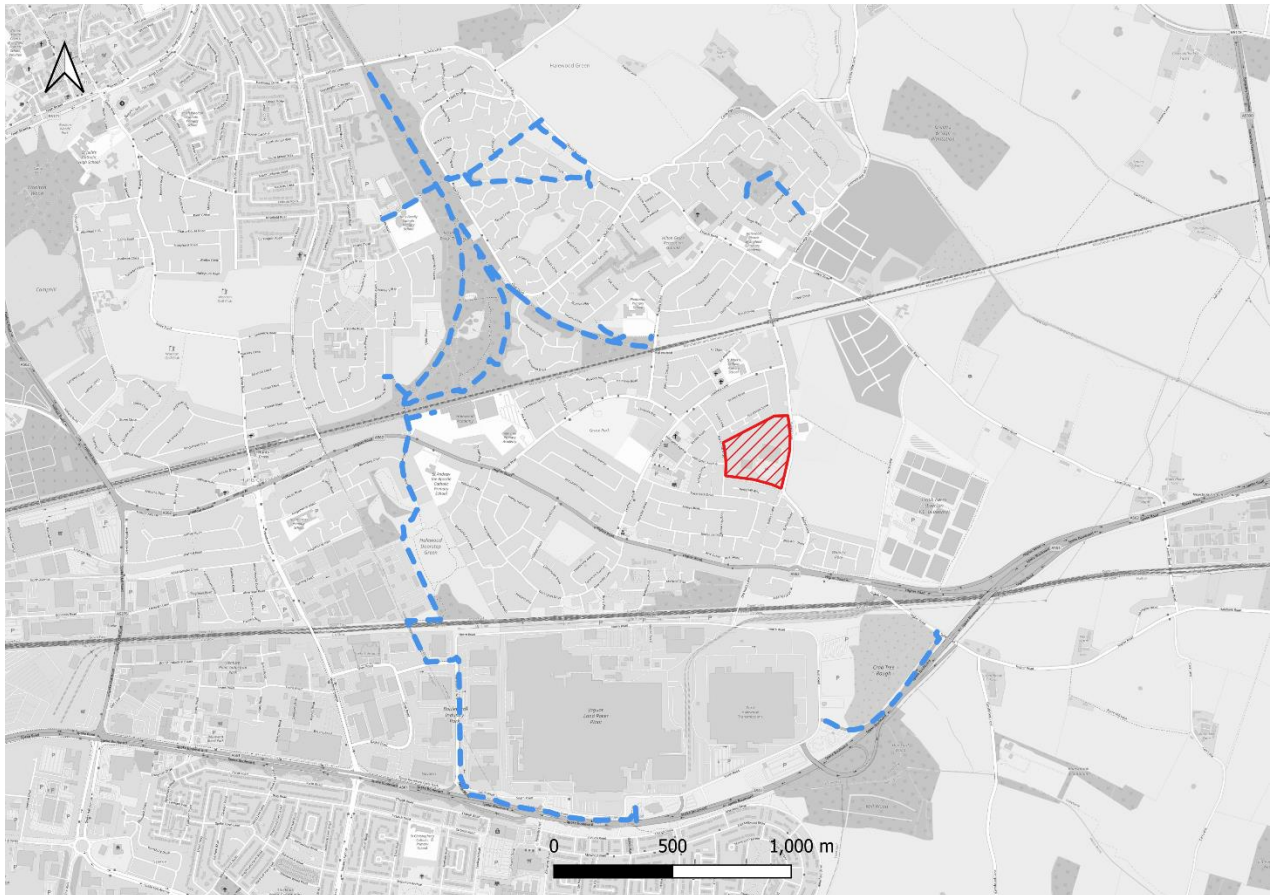
**Figure 2-7 - Walking Isochrones**



## CYCLING

- 2.4.5. As a highly sustainable, healthy and affordable mode of transport, cycling should be encouraged as an alternative to short/medium car journeys, or as part of longer, multi-modal journeys.
- 2.4.6. Figure 2-8 shows cycle paths close to the site. They are largely located to the west of the site, towards the Jaguar Land Rover Plant to the south and through Halewood Park Triangle to the northwest.

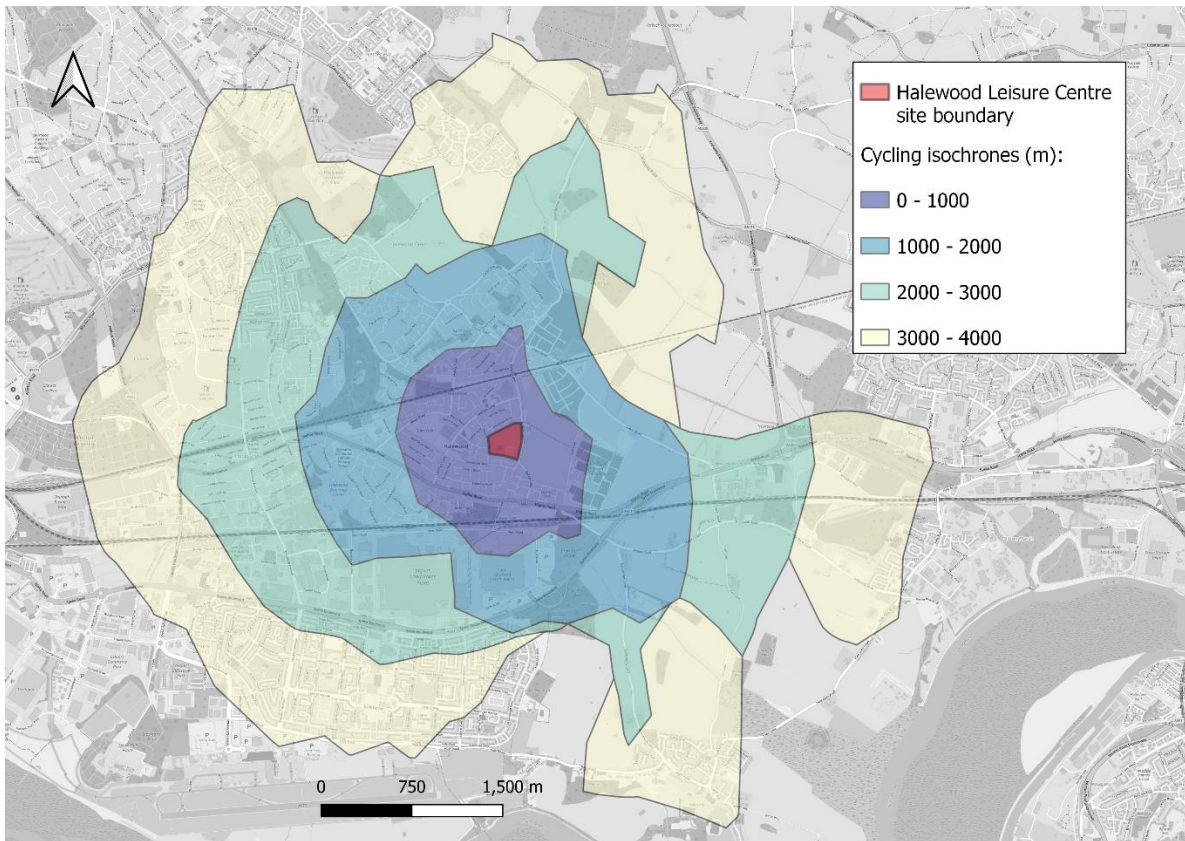
**Figure 2-8 - Cycle paths surrounding the Site**



- 2.4.7. Cycling isochrones illustrating possible cycling connectivity from the site is displayed in Figure 2-9 and Appendix A.



**Figure 2-9 - Cycling Isochrones**

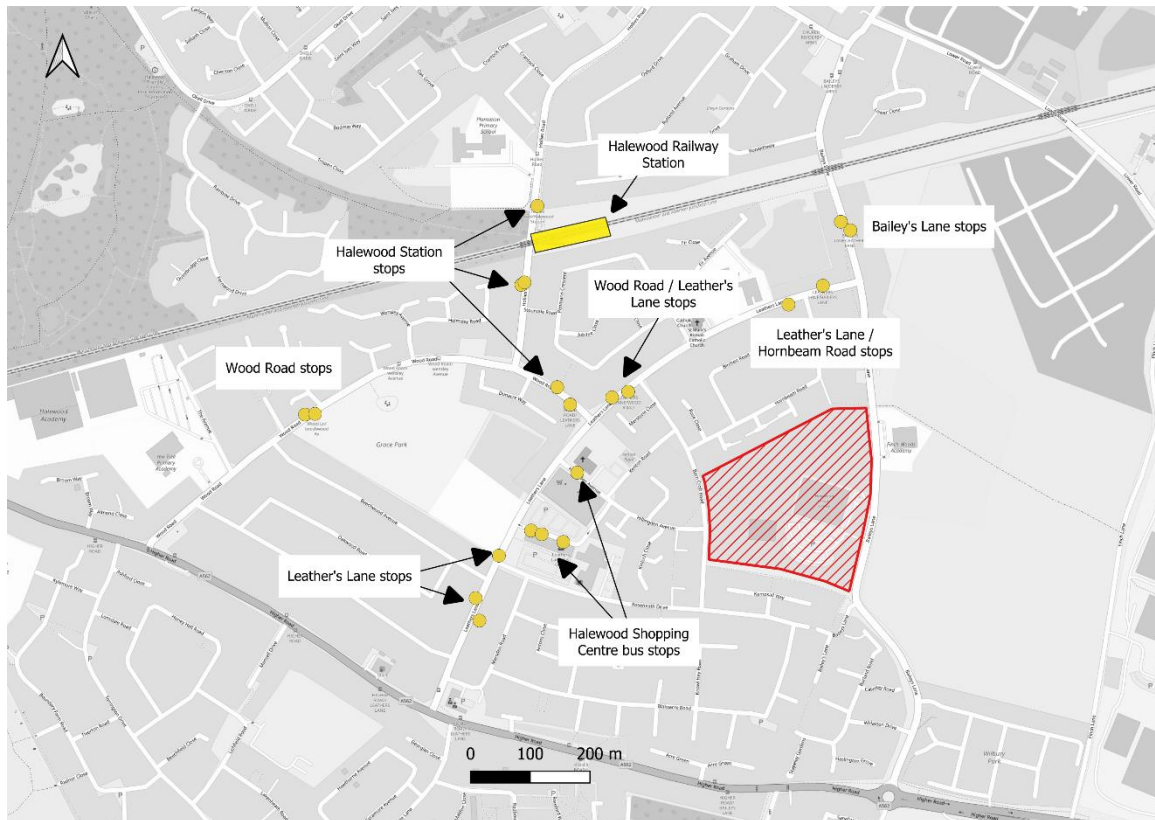


- 2.4.8. WSP understands that several road improvements are planned for the area which will improve accessibility for cyclists. An Active Travel Corridor is proposed for the A562 Higher Road; works will include new traffic signals with pedestrian and cycle crossings, upgrades to existing traffic signals and a new segregated cycle lane from Finch Lane to Leather's Lane.

## **BUS**

- 2.4.9. The nearest bus stops to the site are located adjacent to Leather's Lane / Wood Road junction with a 240m walk. There are several bus stops accessible by walking to and from the site, as shown in Figure 2-10.

**Figure 2-10 – Bus Stop Location Plan**



2.4.10. Table 2-2 and Table 2-3 provides distances of these bus stops from the site as well as the services they offer access to. Most of the bus stops shown in Figure 2-10 are located within the maximum recommended walking distance of 400m, with bus stops further afield provide access to wider bus services.

**Table 2-2 – Bus Services by Bus Stops**

| Bus Stop                         | Distance from the site (m) | Services                     |
|----------------------------------|----------------------------|------------------------------|
| Wood Road / Leather's Lane       | 240                        | 79, 188, 838                 |
| Hillingden Avenue                | 300                        | 3, 3A, 75, 76, 79            |
| Halewood Shopping Centre A       | 350                        | 3A, 166                      |
| Halewood Shopping Centre B       | 350                        | 75, 76, 78, 217              |
| Halewood Shopping Centre C       | 350                        | 3, 79, 188                   |
| Halewood Station (Stops A - D)   | 400                        | 3A, 76                       |
| Leather's Lane / Hornbeam Road   | 450                        | 79, 166                      |
| Leather's Lane / Roseheath Drive | 500                        | 3, 3A, 75, 78, 188, 217, 838 |
| Bailey's Lane                    | 550                        | 79, 166                      |

| Bus Stop                          | Distance from the site (m) | Services                     |
|-----------------------------------|----------------------------|------------------------------|
| Leather's Lane / Beechwood Avenue | 600                        | 3, 3A, 75, 78, 188, 217, 838 |
| Wood Road                         | 850                        | 786, 786A                    |

**Table 2-3 – Local Bus Services**

| Service | Operator    | Route                            | Frequency        |            |            |
|---------|-------------|----------------------------------|------------------|------------|------------|
|         |             |                                  | Monday to Friday | Saturday   | Sunday     |
| 3       | Arriva      | Halewood - Huyton                | Hourly           | Hourly     | No service |
| 3A      | Arriva      | Huyton – Liverpool Airport       | Hourly           | Hourly     | No service |
| 75      | Arriva      | Halewood - Liverpool             | 12 minutes       | 15 minutes | 20 minutes |
| 76      | Arriva      | Halewood – Liverpool             | 30 minutes       | Hourly     | Hourly     |
| 79      | Arriva      | Halewood – Liverpool             | 8 minutes        | 10 minutes | 20 minutes |
| 166     | Arriva      | Belle Vale Bus Station loop      | Hourly           | Hourly     | Hourly     |
| 188     | Arriva      | Belle Vale Bus Station loop      | Hourly           | Hourly     | Hourly     |
| 217     | Stagecoach  | Halewood – Bootle                | 30 minutes       | 30 minutes | Two hours  |
| 786     | Arriva      | Halewood Academy – South Parkway | Daily            | No service | No service |
| 786A    | Arriva      | Halewood Academy - Speke         | Daily            | No service | No service |
| 838     | Peoples Bus | Seaforth – Hunts Cross           | Daily            | No service | No service |

2.4.11. As demonstrated in this section, the site benefits from good bus accessibility locally and to the wider Knowsley and Liverpool region.

## RAIL

2.4.12. Halewood Railway Station is located 700m from the site by walking. It provides an hourly service in either direction between Warrington Central (16 minutes by rail) and Liverpool Lime Street (26 minutes by rail).



**Figure 2-11 - Halewood Station**



2.4.13. The services available at Halewood Station are listed in Table 2-4.

**Table 2-4 – Rail services from Halewood Station**

| Destination           | Operator | Route                   | Frequency |
|-----------------------|----------|-------------------------|-----------|
| Liverpool Lime Street | Northern | Hunts Cross             | Hourly    |
|                       |          | Liverpool South Parkway |           |
|                       |          | West Allerton           |           |
|                       |          | Mossley Hill            |           |
|                       |          | Liverpool Lime Street   |           |
| Warrington Central    | Northern | Hough Green             | Hourly    |
|                       |          | Widnes                  |           |
|                       |          | Warrington West         |           |
|                       |          | Warrington Central      |           |

2.4.14. It is demonstrated in this section that the site is accessible by rail to the Merseyside region.

## 2.5 ROAD SAFETY

2.5.1. A review of available Personal Injury Accident (PIA) data from the most recent five year period (2018-2022) has been undertaken at the following locations:

*Junctions:*

- Wood Road / Higher Road;
- Wood Road / Leather's Lane;
- Leather's Lane / Higher Road;
- Leather's Lane / Roseheath Drive;
- Leather's Lane / Hillingden Avenue;

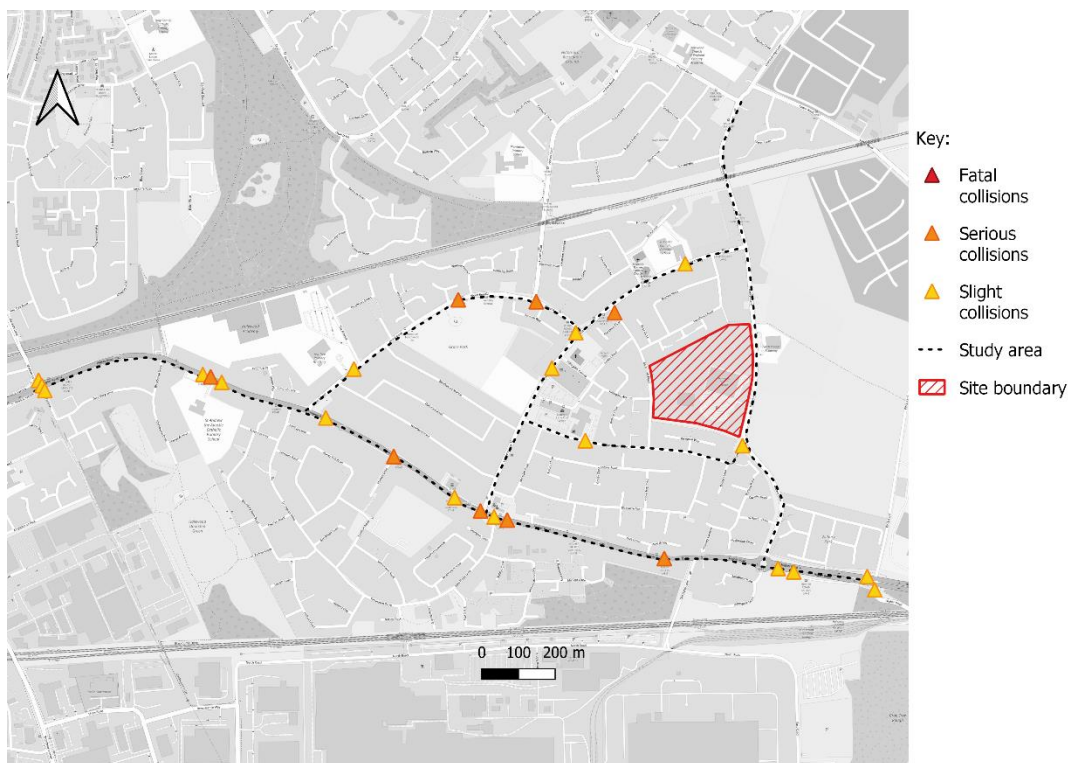
- Leather's Lane / Barn Croft Road;
- Leather's Lane / Bailey's Lane;
- Hillingden Avenue / Barn Croft Road;
- Barn Croft Road / Roseheath Drive; and
- Bailey's Lane / Roseheath Drive.

*Links:*

- Higher Road;
- Wood Road;
- Leather's Lane;
- Roseheath Drive; and
- Bailey's Lane.

2.5.2. A full breakdown of the PIA data can be found in Appendix B, whilst a summary of the junctions and links can be found below. Figure 2-12 shows all collisions from the five-year period (2018-2022)<sup>2</sup> on a map.

**Figure 2-12 - PIA Location**



<sup>2</sup> CrashMap - UK Road Safety Map <https://www.crashmap.co.uk/>

## JUNCTION SUMMARY

- 2.5.3. The PIA data for the junctions in this analysis in the five-year period has been summarised in Table 2-5.

**Table 2-5 – Five-Year PIA Data Junction Summary**

| Location                            | Number of Accidents |         |       |       |
|-------------------------------------|---------------------|---------|-------|-------|
|                                     | Slight              | Serious | Fatal | Total |
| Wood Road / A562 Higher Road        | 1                   | -       | -     | 1     |
| Wood Road / Leather's Lane          | 1                   | -       | -     | 1     |
| Leather's Lane / A562 Higher Road   | 2                   | 2       | -     | 4     |
| Leather's Lane / Roseheath Drive    | -                   | -       | -     | 0     |
| Leather's Lane / Hillingden Avenue  | 1                   | -       | -     | 1     |
| Leather's Lane / Barn Croft Road    | -                   | 1       | -     | 1     |
| Leather's Lane / Bailey's Lane      | -                   | -       | -     | 0     |
| Hillingden Avenue / Barn Croft Road | -                   | -       | -     | 0     |
| Barn Croft Road / Roseheath Drive   | -                   | -       | -     | 0     |
| Roseheath Drive / Bailey's Lane     | 1                   | -       | -     | 1     |
| Total                               | 6                   | 3       | 0     | 9     |

- 2.5.4. Although all collisions are regrettable, two thirds of the accidents listed in Table 2-5 were classed as 'slight', which is defined by the Department for Transport as a collision in which at least one person is slightly injured (e.g. a sprain, bruise or cut which is not severe) but no person is seriously injured or killed.
- 2.5.5. Only three accidents in the five-year period were classed as serious and none of them were fatal.
- 2.5.6. Most junctions had no more than one collision in the five-year period, except at Leather's Lane / A562 Higher Road, which had four recorded PIAs, equating to 0.8 PIA per year on average.

## LINK ANALYSIS

### A562 Higher Road

- 2.5.7. The PIA data along the A562 Higher Road in the study area over the five-year period is shown in Table 2-6.

**Table 2-6 – A562 Higher Road PIA Data Summary**

| Year  | Number of Accidents |         |       |       |
|-------|---------------------|---------|-------|-------|
|       | Slight              | Serious | Fatal | Total |
| 2018  | 2                   | -       | -     | 2     |
| 2019  | 1                   | -       | -     | 1     |
| 2020  | 1                   | 3       | -     | 4     |
| 2021  | 2                   | -       | -     | 2     |
| 2022  | 6                   | 2       | -     | 8     |
| Total | 12                  | 5       | 0     | 17    |

- 2.5.8. A total of 17 PIAs were recorded on the A562 Higher Road including 12 slight and five serious, none of them were fatal.

### Bailey's Lane

- 2.5.9. PIAs which occurred on Bailey's Lane has been considered in Table 2-7.

**Table 2-7 – Bailey's Lane PIA Data Summary**

| Year  | Number of Accidents |         |       |       |
|-------|---------------------|---------|-------|-------|
|       | Slight              | Serious | Fatal | Total |
| 2018  | -                   | -       | -     | 0     |
| 2019  | 1                   | -       | -     | 1     |
| 2020  | 1                   | -       | -     | 1     |
| 2021  | -                   | -       | -     | 0     |
| 2022  | -                   | -       | -     | 0     |
| Total | 2                   | 0       | 0     | 2     |

- 2.5.10. Two collisions were recorded on Bailey's Lane which resulted in slight injuries.

### Wood Road

- 2.5.11. PIAs which occurred on Wood Road has been considered in Table 2-8.

**Table 2-8 – Wood Road PIA Data Summary**

| Year  | Number of Accidents |         |       |       |
|-------|---------------------|---------|-------|-------|
|       | Slight              | Serious | Fatal | Total |
| 2018  | 1                   | 1       | -     | 2     |
| 2019  | -                   | 1       | -     | 1     |
| 2020  | -                   | -       | -     | 0     |
| 2021  | -                   | -       | -     | 0     |
| 2022  | 1                   | -       | -     | 1     |
| Total | 2                   | 2       | 0     | 4     |

2.5.12. Four collisions were identified on Wood Road over the five-year period which two were slight and two were serious.

### **Leather's Lane**

2.5.13. PIAs which occurred on Leather's Lane has been considered in Table 2-9.

**Table 2-9 – Leather's Lane PIA Data Summary**

| Year  | Number of Accidents |         |       |       |
|-------|---------------------|---------|-------|-------|
|       | Slight              | Serious | Fatal | Total |
| 2018  | 2                   | -       | -     | 2     |
| 2019  | -                   | -       | -     | 0     |
| 2020  | -                   | 1       | -     | 1     |
| 2021  | -                   | 1       | -     | 1     |
| 2022  | 1                   | -       | -     | 1     |
| Total | 3                   | 2       | 0     | 5     |

2.5.14. Three slight and two serious PIAs were recorded on Leather's Lane, totalling to five PIAs.

### **Roseheath Drive**

2.5.15. PIAs which occurred on Roseheath Drive has been considered in Table 2-10.



**Table 2-10 – Roseheath Drive PIA Data Summary**

| Year  | Number of Accidents |         |       |       |
|-------|---------------------|---------|-------|-------|
|       | Slight              | Serious | Fatal | Total |
| 2018  | -                   | -       | -     | 0     |
| 2019  | -                   | -       | -     | 0     |
| 2020  | 2                   | -       | -     | 2     |
| 2021  | -                   | -       | -     | 0     |
| 2022  | -                   | -       | -     | 0     |
| Total | 2                   | 0       | 0     | 2     |

- 2.5.16. Two slight collisions were recorded on Roseheath Drive over the five-year period, and no serious and fatal collisions were recorded.

### **VULNERABLE ROAD USERS**

- 2.5.17. Of the collisions detailed above, 16 of the 26 involved a pedestrian or cyclist. 8 of those were recorded on the A562 Higher Road. 9 of the 16 were slight, 7 were serious and there were no fatal collisions. This has been summarised in Table 2-11 .

**Table 2-11 – Vulnerable Road Users Accident Data Summary**

| Vulnerable Road User Category | Number of Collisions |         |       |       |
|-------------------------------|----------------------|---------|-------|-------|
|                               | Slight               | Serious | Fatal | Total |
| Pedestrian                    | 5                    | 5       | 0     | 10    |
| Cyclist                       | 4                    | 2       | 0     | 6     |
| Total                         | 9                    | 7       | 0     | 16    |

### **SUMMARY**

- 2.5.18. Although all collisions are regrettable, the relatively low number and severity of those recorded PIAs within the study area suggests there are no identifiable risks in terms of road safety, or obvious accident ‘blackspots’. There were 26 collisions in total; none were fatal and 13 of them over the five-year period involved vulnerable road users.
- 2.5.19. No patterns have been recognised in the PIA data in either location or causation factors.
- 2.5.20. For these reasons, it is unlikely that the proposed development will exacerbate collision rates and therefore no additional off-site mitigation is required with respect to road safety across the proposed development.

## 3 PROPOSED DEVELOPMENT

### 3.1 INTRODUCTION

3.1.1. This section describes the key elements of the overall development plan and how they will be implemented and supported from a transport perspective.

### 3.2 DEVELOPMENT PROPOSALS

3.2.1. The development proposals include:

- The introduction of future sports facilities to the west of the leisure centre, including mini pitches with secure fences and lighting;
- A shared-use pedestrian and cycle route, accentuated by an avenue of trees as well as new cycle storage space and a 'learn to cycle loop' to encourage active travel usage throughout the site and the wider Halewood area;
- Improvements to the existing coach drop-off area to the east of the site, allowing direct access to the site which can be used by community and educational groups when visiting the site;
- Reconfiguration and improvements to the on-site car parking facilities, providing a total of 202 spaces;
- Other associated works including security and lighting, landscape, public realm, drainage and biodiversity improvement.

3.2.2. The proposed layout of the site is included in Appendix C.

3.2.3. It should be noted that the site currently comprises the Halewood Leisure Centre which is not included in the proposals and will not be modified. Table 3-1 summarises the existing development and the future proposals which effectively is an increase of 2 mini football pitches.

**Table 3-1 – Development Proposals**

| Type                     | Existing                                            | Proposed  | Difference |
|--------------------------|-----------------------------------------------------|-----------|------------|
| Leisure Centre           | Approximately 6,000 sqm in GFA                      | Unchanged | N/A        |
| Full-size football pitch | 1                                                   | Unchanged | N/A        |
| Mini pitch               | 2                                                   | 3         | +1         |
| Others                   | Reconfiguration to the site to enhance public realm |           | N/A        |

### 3.3 PARKING AND ACCESS

3.3.1. The current car park has a capacity of 176 spaces, arranged in a semicircular shape. It sits to the immediate south of the Leisure Centre main entrance, separated by a tarmacked path and a disused roundabout.

3.3.2. The proposed development will reconfigure this car park to provide 186 standard spaces, and an additional 12 accessible parking bays and 4 electric vehicle charging bays. The total capacity of the

car park will be 202 vehicles. Vehicle access will not change from its current location, in which vehicles turn in to the site from a signal-controlled junction on Bailey's Lane. The car park is accessed from an immediate left, and the coach and service access from an immediate right.

- 3.3.3. The new turning head immediately east of the building (currently a mini roundabout) will be used for coach drop off and pick up, as well as for services, refuse collection and emergency vehicle access. Service and emergency vehicles will be able to drive in front of the main entrance of the leisure centre building, granting convenient access to the five-a-side pitches and general western side of the site.

## **3.4 WALKING AND CYCLING**

- 3.4.1. A shared pedestrian and cycle tarmac path is proposed intersecting the site between Barn Croft Road access and Bailey's Lane access. The path will provide pedestrian and cycle access to all facilities within the site.
- 3.4.2. Formal crossing points will be provided along the path between the Leisure Centre and car park, increasing pedestrian and cyclist safety on the site. A crossing point is also proposed at the western portion of the shared use route at the Learn to Cycle loop.
- 3.4.3. This path will be equipped with new surfacing and wayfinding, aiming to enhance connection to the wider walking and cycling network outside the site. The path is part of the wider Levelling Up Fund proposal to improve access to west links, as well as links to key employment areas, leisure facilities and the District Centre.
- 3.4.4. There is currently a covered but unsecure bike storage rack with six spaces. This will be increased to 10 racks situated at the entrance to the leisure centre. This will accommodate 20 cycles, primarily for users of the football pitches and Leisure Centre. A further 10 racks are intended to be installed near the Learn to Cycle loop; five will be located on the paving to the north and five to the east adjacent to the car park, accommodating a further 20 bikes, taking the total cycle parking spaces on the site to 40.

## 4 POLICY REVIEW

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### 4.1 OVERVIEW

- 4.1.1. This chapter provides an outline of national, regional and local policies relevant to the redevelopment site.

### 4.2 NATIONAL POLICY

#### National Planning Policy Framework (December 2024)

- 4.2.1. The most recent version of the National Planning Policy Framework (NPPF) was published in December 2024. The NPPF forms a singular national planning guidance for local planning authorities and decision makers, both in the drawing up of plans and as a material consideration in determining applications.
- 4.2.2. The NPPF identifies that the purpose of the planning system is to contribute towards sustainable development. Sustainable development is defined in terms of economic, social and environmental sustainability, each of which is mutually dependent. In relation to transport, the NPPF outlines that new developments should contribute towards sustainability and health objectives by promoting development in sustainable locations as well as active transport.
- 4.2.3. Developments will be prioritised which reduce greenhouse gas emissions and reduce congestion by facilitating the use of sustainable modes of transport. Developments should be located in areas where the need to travel can be minimised and the use of sustainable modes can be maximised.
- 4.2.4. The Framework also places significant weight to the endorsement of sites which provide priority to Non-Motorised Users (NMUs) which includes pedestrians and cyclists. Such users should be provided access to high quality public transport facilities as well as sites that create a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians.
- 4.2.5. Paragraph 110 of the NPPF states that:
- “Development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”*
- 4.2.6. The proposed development is located in a sustainable location that is accessible by a variety of modes, as well as having a significant local population within a short walking distance of both sites. It is therefore considered that the proposed development is aligned with the NPPF.
- 4.2.7. NPPF includes a focus on ‘vision-led’ approach in transport planning which will be supported by designing the transport and behavioural interventions in developments.
- 4.2.8. Paragraph 115 and 116 of the NPPF states that *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
  - *Safe and suitable access to the site can be achieved for all users;*
  - *The design of streets, parking areas, other transport elements and the content of associated standards reflects the current national guidance, including the National Design Guide and the National Model Guide Code; and*

- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on the highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach.”*

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

4.2.9. Furthermore, paragraph 118 states:

*“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored .”*

4.2.10. This TS addresses the above policy guidance by outlining opportunities for sustainable travel to and from the site and by detailing how sustainable and active travel options will be promoted through the Framework Travel Plan.

#### **National Planning Practice Guidance**

4.2.11. The National Planning Practice Guidance (NPPG) web-based resource was published on 6th March 2014 by the Department for Communities and Local Government (DCLG). This resource collates relevant planning practice guidance, providing links between the NPPF and relevant legislation.

4.2.12. The NPPG contains 41 categories of notes, one of which presents guidance on TP, TA and Transport Statements (TS) in decision-taking (which has superseded the Department for Transport (DfT) published 'Guidance on Transport Assessment') states at Paragraph 005 that:

*“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required. The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”*

*“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be grounds for refusal in accordance with the National Planning Policy Framework”.*

4.2.13. Paragraph 014 provides guidance on establishing the need and scope of a Transport Assessment or Statement, indicating that:

*"The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development."*

## 4.3 REGIONAL POLICY

### **Liverpool City Region Combined Authority Five Year Climate Action Plan 2023-2028**

- 4.3.1. The Combined Authority's Climate Action Plan sets out targets and steps to reduce the region's emissions between 2023 and 2028, and into the longer term.
- 4.3.2. In the Transport section, the need to encourage people to walk, wheel and use public transport in place of private vehicles is emphasised, as well as the need to create places built for people, not traffic.
- 4.3.3. Specific actions include:
  - T1 – Develop policies and actions to achieve quantifiable carbon reductions from transport, facilitate a major shift to public transport and active travel, and support a people-first, fair, inclusive and accessible transport system.
  - T5 – Review and implement a fully integrate public transport network that supports large-scale shift from private car usage and improves levels of connectivity. This includes 'first and last mile' links by active travel and new forms of micromobility.
  - T6 – Deliver City Region Sustainable Transport Settlement (CRSTS) interventions in full, which will facilitate outcomes including decarbonisation, behavioural change, uptake of sustainable travel and reallocation of road space.

### **Liverpool City Region Combined Authority (Emerging) Our 4<sup>th</sup> Local Transport Plan: Issues, Challenges and Goals – Developing a Vision For Local Transport to 2040 (Consultation Version – October 2024)**

- 4.3.4. The fourth Local Transport Plan (LTP) is currently in a consultation phase, with the latest draft being released in October 2024.
- 4.3.5. The plan establishes the issues and challenges of the transport network across the Liverpool City Region, leading to a set of high-level goals and priorities being established that will inform the final LTP.
- 4.3.6. The vision set out in the LTP as *“clean, safe and accessible transport for moving people and goods”*.
- 4.3.7. The 4th LTP has five goals to help achieve this vision:
  - Support good, clean job growth and opportunity for all;
  - Achieve net-zero carbon and an improved environment;
  - Improving the health and quality of life;
  - Transport that's well maintained through; and
  - Plan and respond to uncertainty and change and be innovative.
- 4.3.8. The nature of the proposed development has a clear alignment to the vision and goals of the 4th Local Transport Plan, particularly that of improving the health and quality of life of our people and communities.
- 4.3.9. The 4<sup>th</sup> LTP is supported by 21 policies. The proposed development aligns to the policies including:
  - Policy G1-1 – Consider sustainable transport and movement in all we do as a Combined Authority
  - Policy G2-4 – Reallocating road space and making best use of finite capacity
  - Policy G3-2 – Delivering clean, healthy travel and placemaking in all we do



- Policy G3-4 – Making transport safe, inclusive, attractive and reassuring for the user

### **LRCRA Local Cycling and Walking Infrastructure Plan (LCWIP)**

4.3.10. The LCWIP adopted in 2019 is a strategic approach to developing a cohesive network of high standard active travel routes across the Liverpool City Region.

4.3.11. Objectives of this Plan include:

- Develop a walking and cycling network that increases uptake in active travel;
- Information gathering to understand existing patterns of walking and cycling in the LCR; and
- Ensure integration of the network with transport and land use planning policies.

## **4.4 LOCAL POLICY**

### **Knowsley 2030 Strategy**

4.4.1. The Knowsley 2030 Strategy, approved in 2020, sets out broad aims for the borough to achieve by 2030, one being:

*“In 2030, Knowsley will be an active place which enables people to live happier, healthier lives.”*

4.4.2. Some of the specific goals within this aim include:

- High quality amenities, including green spaces, will provide opportunities for residents of all ages to enjoy being active and will underpin improvements to positive mental wellbeing
- To work in partnership to deliver better, more joined-up community-based health and care services for Knowsley residents
- The Green Space Strategy will set out how to best utilise attractive and accessible green spaces to help people to remain healthy

4.4.3. The development will enhance walking and cycling infrastructure and create high quality public realm for Knowsley residents and visitors, so it is considered that the development proposals are in line with the Knowsley 2030 Strategy.

### **The Knowsley Local Plan: Core Strategy (January 2016)**

4.4.4. Forming part of the Knowsley Local Plan, the Core Strategy sets out the strategic framework for the growth and development of Knowsley up to 2028 and beyond.

4.4.5. Some of the Strategic Objectives set out particularly align with the proposed development, as listed below:

- Objective 3 – To regenerate and transform areas of social and economic deprivation so they become more sustainable, safer, healthier and more cohesive communities
- Objective 4 – To promote distinctive, viable and sustainable town centre... by improving choice, variety and quality in their range of retail, leisure and other town centre uses, together with thriving district centres, including enhancements of those in Halewood
- Objective 5 – To promote the quality of place within Knowsley by... enhancing the character, quality and diversity of Knowsley’s built environment, including town centres, key employment areas, residential neighbourhoods, green spaces, conservation areas, rural areas and villages, key gateways and transport routes

- Objective 6 – To ensure new developments in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services
- Objective 7 – To manage environmental resources in Knowsley prudently by focusing on sustainable development, recycling and renewable technologies, minimising pollution, reducing carbon emissions and responding to the impacts of climate change
- Objective 8 – To support and strengthen the role of Knowsley’s green Infrastructure (in rural and urban areas), promote biodiversity, and maintain the character of rural settlements
- Objective 9 – To address existing health inequalities and encourage enhancements to the health and wellbeing of Knowsley’s residents by ensuring a health promoting environment and provision of healthy lifestyle options for those living and working in the borough

4.4.6. Chapter 6 details each area’s priorities and key issues. For Halewood, some of these include the *“isolated nature of the settlement relative to other parts of Knowsley necessitates improved public transport links, particularly to employment and health care services, together with a broader requirement to develop sustainable transport infrastructure to encourage walking and cycling”* and a *“localised shortages of good quality greenspace”*.

4.4.7. One area of priority listed which reflects the opportunities related to these problems is *“to improve the quantity, quality and/or accessibility of existing local greenspace and to maintain and enhance the Green Infrastructure network and areas of environmental importance in Halewood, including the Halewood Triangle strategic green link”*.

4.4.8. Chapter 9 of the document aims to promote a better quality of place to attract and retain residents and businesses and promote the creation of attractive, sustainable neighbourhoods. Two key policies, CS19 and CS21 are detailed below.

4.4.9. Policy CS19 ‘Design Quality and Accessibility in New Development’ – to enhance local distinctiveness, identity and accessibility

- Complement and enhance (where possible), existing landscape, topography, Green Infrastructure;
- Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high-quality public realm and open spaces, public art (as appropriate) and landscaping which promotes biodiversity and integrates existing local habitats;
- Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
- Integrate effectively with existing development and link to existing shopping and service provision; and
- Demonstrate community engagement during the design phase of major development proposals.

4.4.10. Policy CS21 ‘Greenspaces and Trees’

- The Council will provide and maintain quantitative, qualitative and accessibility standards for different types of public open space
- The Council will support improvements to existing and new areas of greenspace in accordance with best practise standards to achieve the following requirements:

- Accessible, safe and secure locations for all members of the community to use;
  - Clean and well-maintained facilities, equipment and open spaces; and
  - Conservation of natural features, wildlife, fauna, landscapes, buildings and other structural features, as appropriate.
- The Council will encourage proposals for new development to incorporate:
- Retention of existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest;
  - Appropriate planting of trees, other soft landscaping and installation of habitat features for the benefit of biodiversity; and
  - Adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.

## 4.5 SUMMARY

- 4.5.1. The development proposals support the borough's policy through utilising the existing green space to better serve the borough's residents and enhancing the existing green space and ensuring the site is accessible for all.
- 4.5.2. In conclusion, since the proposed development is also located in a sustainable and accessible location, it is therefore in line with the principles of national, regional and local transport planning policy.

## 5 TRIP GENERATION

### 5.1 INTRODUCTION

- 5.1.1. This section of the report sets out the likely vehicle and people trip generation by the development proposals and considers its impact upon the highway network.
- 5.1.2. The potential trip generation of the development has been derived taking into consideration the following:
- The scale of the development;
  - The current availability of public transport in the area; and
  - The intended increase in active travel modes, due to the nature of the proposals.

### 5.2 VEHICLE

- 5.2.1. To determine the forecast trip generation for the proposed additional uses, TRICS database has been interrogated as the industry standard approach.

#### WEEKDAY

- 5.2.2. The following selection criteria has been applied to derive trip rates on a weekday:

- **Land use:** 07 – Leisure;
- **Category:** L – Football (5-a-side);
- **Regions:** England and Wales, excluding Greater London;
- **Survey days:** Tuesday and Wednesday;
- **Parameter range:** five to seven pitches;
- **Locations:** Suburban Area, Edge of Town;

- 5.2.3. The above filtering criteria results in two surveys:

- Powerleague, Halesowen– seven pitches; and
- Play Football, York– five pitches.

The TRICS output is included in Appendix D and the morning and evening peak hourly trip rates on a weekday have been summarised in Table 5-1.

**Table 5-1 – Weekday Peak Hourly Vehicle Trip Rates**

| Time                         | Vehicle Trip Rates (per pitch) |            |        |
|------------------------------|--------------------------------|------------|--------|
|                              | Arrivals                       | Departures | Total  |
| AM Peak Hour (09:00 - 10:00) | 0.143                          | 0.286      | 0.429  |
| PM Peak Hour (18:00 - 19:00) | 6.750                          | 3.667      | 10.417 |

- 5.2.4. The calculated vehicle trip generation based on the number of pitches, three, is shown in Table 5-2.

**Table 5-2 – Weekday Peak Hourly Vehicle Trips**

| Time                         | Trip generation in vehicles |            |       |
|------------------------------|-----------------------------|------------|-------|
|                              | Arrivals                    | Departures | Total |
| AM Peak Hour (09:00-10:00)   | less than 1                 | 1          | 1     |
| PM Peak Hour (18:00 - 19:00) | 20                          | 11         | 31    |

- 5.2.5. As set out in Table 5-2, the development is forecast to generate an additional one vehicle trip in the AM peak and an additional 31 two-way vehicle trips in the PM on a weekday.

### WEEKEND

- 5.2.6. The following selection criteria has been applied to derive trip rates during weekend:

- **Land use:** L – Football (5-a-side);
- **Regions:** England and Wales, excluding Greater London;
- **Survey days:** Saturday;
- **Parameter range:** six to seven pitches;
- **Locations:** Suburban Area, Edge of Town.

- 5.2.7. The above filtering criteria results in two surveys:

- FIVES Soccer Centre, Bristol – seven pitches; and
- Astro Kings 5-a-side Football Centre, Nottingham – six pitches.

- 5.2.8. The TRICS output is included in Appendix D and the maximum hourly trip rates during weekend have been summarised in Table 5-3.

**Table 5-3 – Weekend Peak Hourly Vehicle Trip Rates**

| Time                      | Vehicle Trip Rates (per pitch) |            |       |
|---------------------------|--------------------------------|------------|-------|
|                           | Arrivals                       | Departures | Total |
| Peak Hour (13:00 - 14:00) | 4.846                          | 3.462      | 8.308 |

- 5.2.9. The calculated vehicle trip generation based on the number of 5-a-side pitches is shown in Table 5-4.

**Table 5-4 – Weekend Peak Hourly Vehicle Trips**

| Time                      | Trip generation in vehicles |            |       |
|---------------------------|-----------------------------|------------|-------|
|                           | Arrivals                    | Departures | Total |
| Peak Hour (13:00 - 14:00) | 15                          | 10         | 25    |

5.2.10. As set out in Table 5-4, the development is forecast to generate 25 two-way vehicle trips in the peak hour during weekend.

## 5.3 PARKING ACCUMULATION

5.3.1. A parking accumulation exercise has been undertaken to demonstrate that there is a sufficient number of additional 26 car parking spaces (an increase from 176 to 202 spaces) provided within the development based on the net increase in vehicle trips discussed in Section 5.1.1, the result is shown in Table 5-5.

**Table 5-5 – Parking Accumulation from Vehicle Trips**

| Time        | Weekday |           |                    | Weekend |           |                    |
|-------------|---------|-----------|--------------------|---------|-----------|--------------------|
|             | Arrival | Departure | Net space required | Arrival | Departure | Net space required |
| 07:00-08:00 |         |           |                    | 0       | 0         | 0                  |
| 08:00-09:00 | 0       | 0         | 2                  | 4       | 2         | 2                  |
| 09:00-10:00 | 0       | 1         | 1                  | 7       | 3         | 6                  |
| 10:00-11:00 | 0       | 0         | 1                  | 13      | 6         | 13                 |
| 11:00-12:00 | 0       | 0         | 1                  | 12      | 13        | 12                 |
| 12:00-13:00 | 0       | 0         | 1                  | 14      | 11        | 15                 |
| 13:00-14:00 | 1       | 0         | 2                  | 15      | 10        | 20                 |
| 14:00-15:00 | 0       | 0         | 2                  | 10      | 10        | 20                 |
| 15:00-16:00 | 2       | 1         | 3                  | 7       | 12        | 15                 |
| 16:00-17:00 | 11      | 2         | 12                 | 6       | 11        | 10                 |
| 17:00-18:00 | 19      | 5         | 26                 | 3       | 6         | 7                  |
| 18:00-19:00 | 20      | 11        | 35                 | 5       | 13        | 0                  |
| 19:00-20:00 | 10      | 13        | 32                 | 1       | 4         | 0                  |
| 20:00-21:00 | 11      | 25        | 18                 | 0       | 0         | 0                  |
| 21:00-22:00 | 1       | 21        | 0                  | 0       | 0         | 0                  |
| 22:00-23:00 | 0       | 2         | 0                  |         |           |                    |
| 23:00-24:00 | 0       | 0         | 0                  |         |           |                    |

5.3.2. As demonstrated above, the proposed level of parking provision has been established to ensure that an adequate number of spaces are available to provide for the needs of the development proposal



without resulting in on-street car parking. It is considered that the proposed parking levels would not have a severe impact on highway safety when compared to existing conditions.

- 5.3.3. The existing site currently has two 5-a-side pitches, and so whilst the new and improved facilities may increase use of the site and therefore the number of trips, there will only be a net increase of one 5-a-side pitch compared to current provision.

## **5.4 SUMMARY**

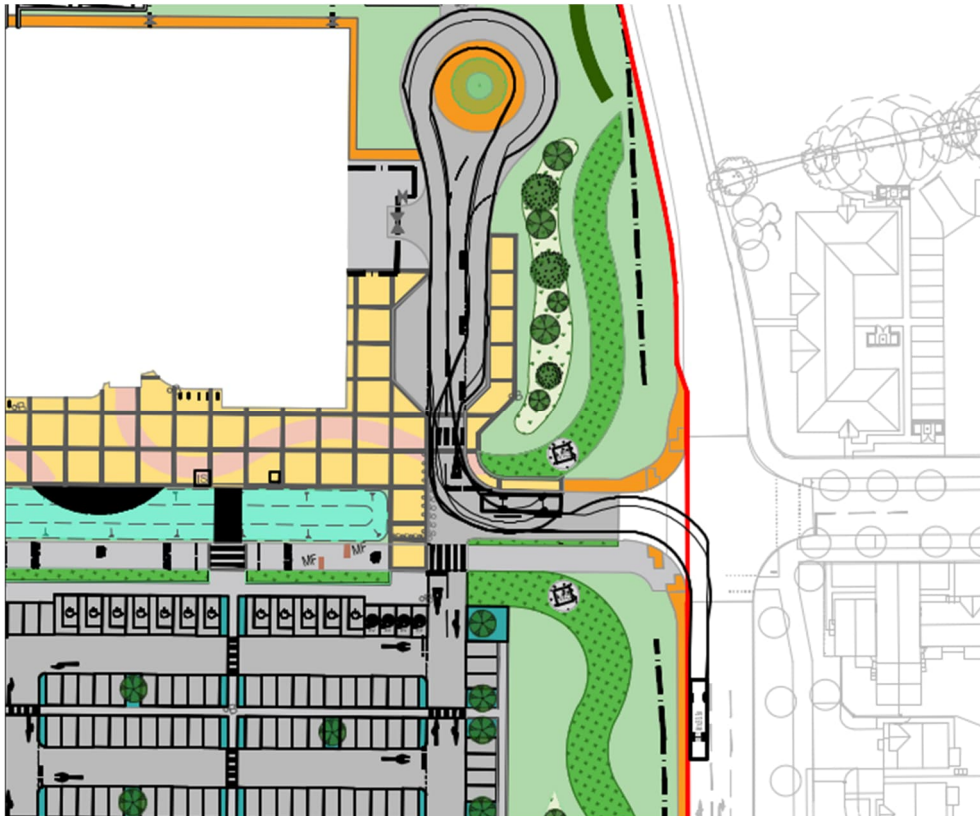
- 5.4.1. This section has assessed the likely impacts of the development on the local highway network and within the proposed car park, through a robust worst-case trip generation and parking accumulation exercise.
- 5.4.2. The existing site currently has two 5-a-side pitches, and so whilst the new and improved facilities may increase use of the site and therefore number of trips, there will only be a net increase of one 5-a-side pitch compared to current provisions.
- 5.4.3. It is assumed that the full size, all-weather pitch will not generate a significant number of additional trips, since the facility will be largely unchanged in the new development. While the number of users of this pitch should not change, it is recognised that use may increase slightly since the site as a whole will be a more attractive facility.
- 5.4.4. It can be concluded that the impact on the local highway network due to the proposed development will be minimal, primarily due to the low change in activity on site and the active travel implications of the proposals, and that any parking demand can be comfortably accommodated by the existing car parking with its additional spaces.

## 6 GROUP VISITS, EMERGENCY ACCESS AND SERVICING STRATEGY

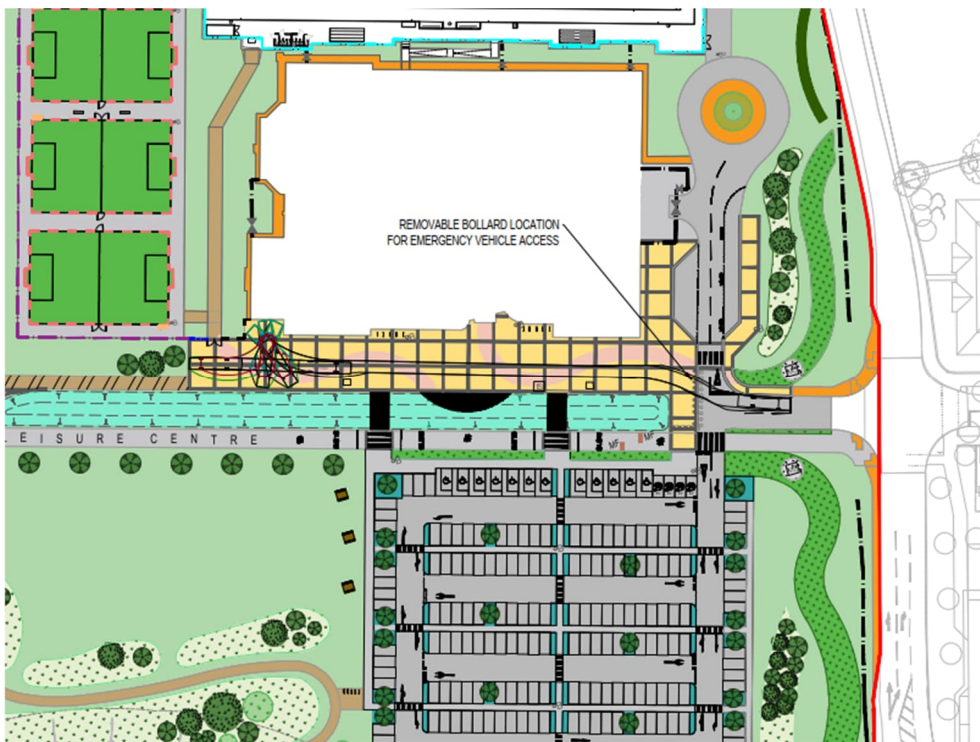
---

- 6.1.1. Vehicle access is proposed at Bailey's Lane via signalised junction. The layout plan is provided in Appendix C.
- 6.1.2. Coaches using the facilities such as school groups and sport teams are proposed to pick up and drop off at the loading bay on the eastern side of the Leisure Centre building, where coaches will use the turning space to egress the site via the same junction at Bailey's Lane. Tracking of a coach accessing the drop off area is shown in Figure 6-1.
- 6.1.3. Emergency vehicles are proposed to access using the same access point and the turning space will provide direct access to the football pitch.
- 6.1.4. Emergency vehicles will be able to manoeuvre through the removable bollards on the pavement to the south of the Leisure Centre building. This arrangement will allow access to the mini pitches, as well as the western portion of the site including the learn to cycle loop. Vehicle tracking of this movement is shown in Figure 6-2.
- 6.1.5. Servicing and refuse collection vehicles are proposed to turn right after entering via Bailey's Lane into the existing servicing access on the eastern side of the Leisure Centre building. Servicing vehicles will be able to turn around at the turning space and egress to Bailey's Lane.
- 6.1.6. Vehicle tracking drawings are provided in Appendix E.

**Figure 6-1 - Vehicle tracking of a coach at drop off area**



**Figure 6-2 - Vehicle tracking of an emergency vehicle**



## 7 SUMMARY AND CONCLUSION

---

### 7.1 SUMMARY

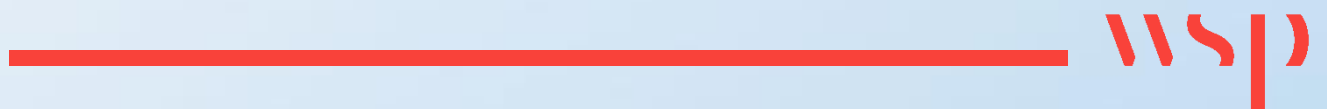
- 7.1.1. This Transport Statement (TS) has been produced by WSP on behalf of Knowsley Metropolitan Borough Council (KMBC) to accompany the full planning application of external landscape and public realm improvement to the existing Halewood Leisure Centre.
- 7.1.2. The site includes Halewood Leisure Centre, a community leisure centre owned by KMBC located on Bailey's Lane in Halewood in Knowsley. The site offers several community facilities such as a swimming pool, gym, activity studio, group exercise classes and sports hall amongst other uses.
- 7.1.3. The site is bound by Bailey's Lane and Barn Croft Road, and residential dwellings on Hornbeam Road and Roseheath Drive.
- 7.1.4. The development proposals accord with the national, regional and local transport policy of promoting sustainable development and facilitating means of travel by sustainable modes.
- 7.1.5. The existing sustainable and active travel conditions surrounding the site and the local area have been assessed, and the site has been shown to be in a highly sustainable location with access to frequent bus services. It is also within suitable walking and cycling distance to a range of local amenities including retail area, bus stops and Halewood Railway Station.
- 7.1.6. An analysis of accident data has shown a low number of collisions were recorded in the study area, and no significant risk regarding road safety has been identified. It is concluded that no off-site mitigation is required with respect to road safety.
- 7.1.7. The development proposals support the borough's policy through utilising the existing green space to better serve the borough's residents and enhancing the existing green space and ensuring the site is accessible for all. Since the proposed development is also located in a sustainable and accessible location, it is therefore in line with the principles of national, regional and local transport planning policy.
- 7.1.8. Trip generation and parking accumulation exercises have been analysed and demonstrated that the proposals are not expected to have significant traffic impacts on the highway network.
- 7.1.9. Coaches, emergency and servicing vehicles are proposed to access the site via the proposed car park and vehicles have been tracked to demonstrate the internal layout will accommodate the emergency and servicing vehicles.

### 7.2 CONCLUSION

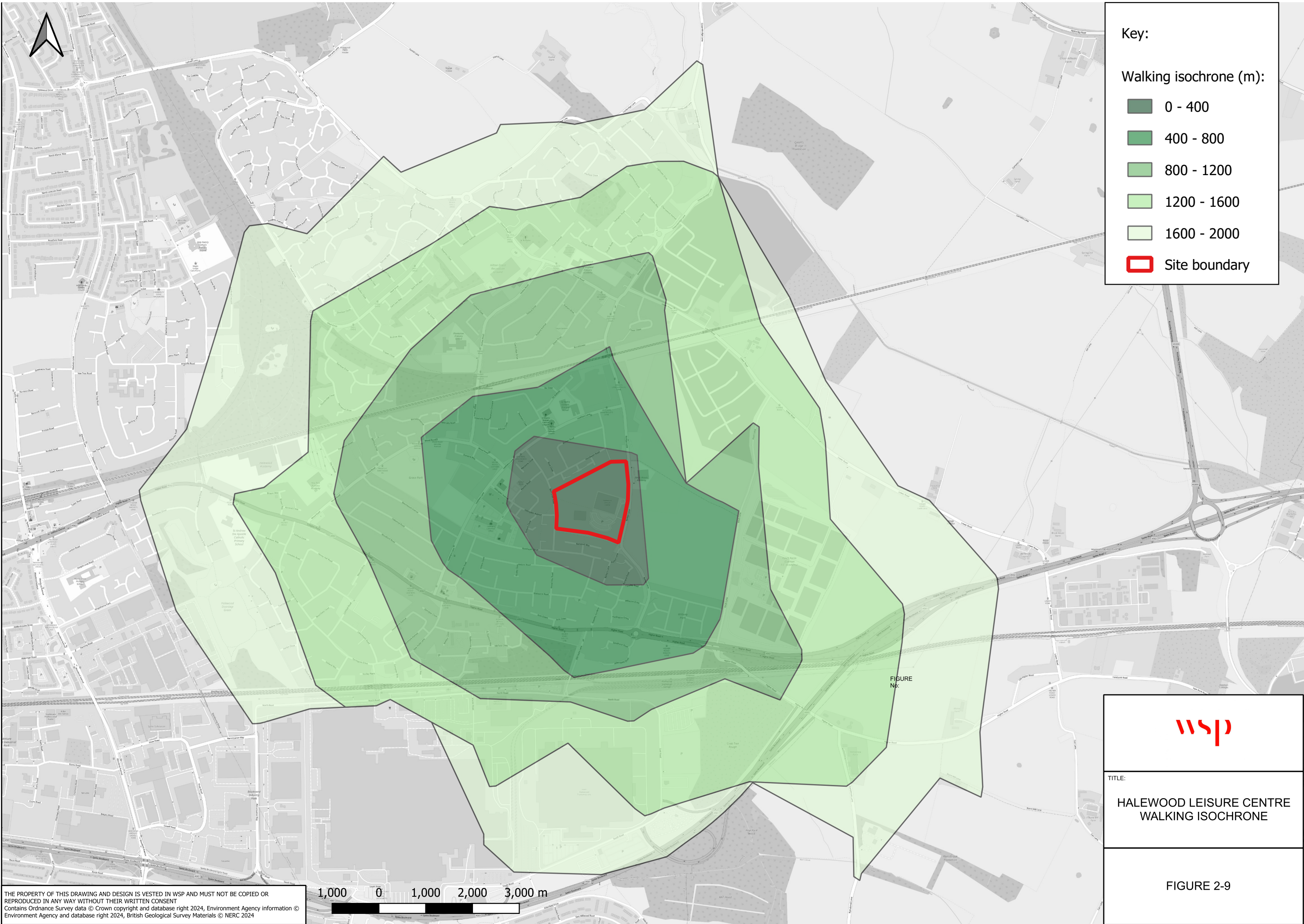
- 7.2.1. Paragraph 116 of the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.
- 7.2.2. As a result of the above assessment and conclusions, it has been demonstrated that the residual cumulative impacts of development are not severe and hence Knowsley Metropolitan Borough Council should recognise that the proposals are acceptable in transport terms.

# Appendix A

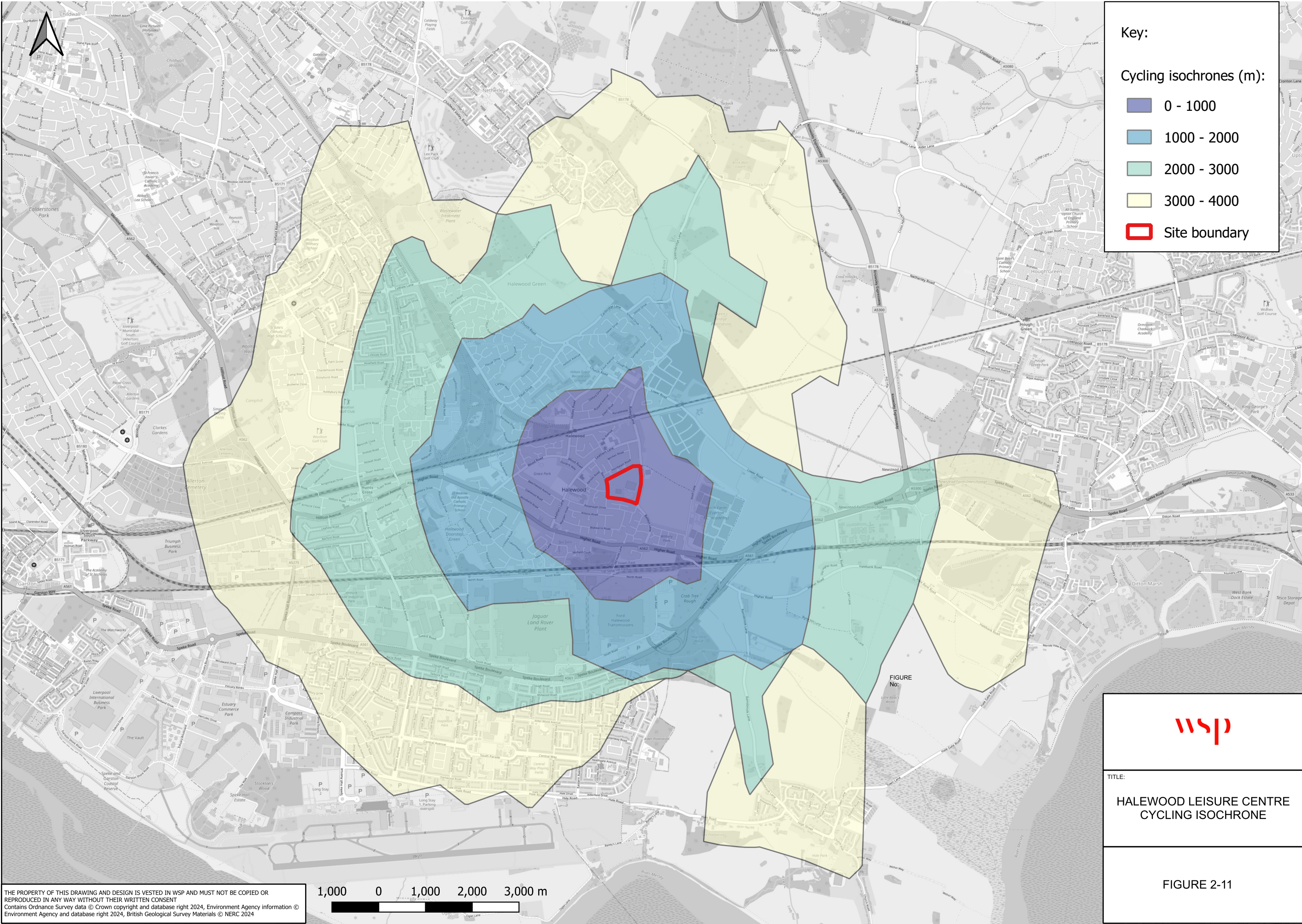
## **WALKING AND CYCLING ISOCHRONES**











Key:

Cycling isochrones (m):

- 0 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- Site boundary



TITLE:  
HALEWOOD LEISURE CENTRE  
CYCLING ISOCHRONE

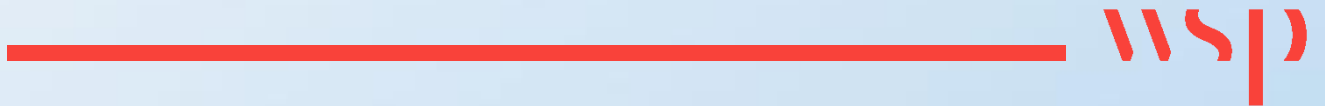
FIGURE 2-11





# Appendix B

## **PERSONAL INJURY ACCIDENT REPORT**



crashmap.co.uk

Validated Data

Highest Injury Severity:

Highway Authority:

Local Authority:

Weather Description:

Road Surface Description:

Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing:

Road Type:

Junction Control:

Slight

Knowsley

Knowsley

Fine without high winds

Dry

30

Darkness: street lights present and lit

None

Crossroads

Pedestrian phase at traffic signal junction

Single carriageway

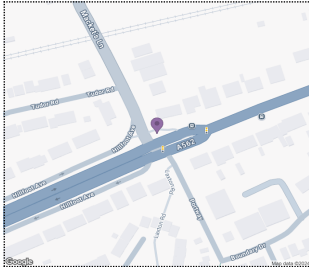
Auto traffic signal

Road Number: U0

Casualties: 1

Vehicles: 2

OS Grid Reference: 343440 385185



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | -1          | Unknown       | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown         | None                        | None                         |
| 2           | Car (excluding private hire) | 14          | Female        | 36 - 45         | Vehicle is waiting to proceed normally but is held up            | Back                  | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 36 - 45  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Highest Injury Severity:

Highway Authority:

Local Authority:

Weather Description:

Road Surface Description:

Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing:

Road Type:

Junction Control:

Sunday, October 21, 2018

Slight

Knowsley

Knowsley

Fine without high winds

Dry

30

Daylight: regardless of presence of streetlights

None

T or staggered junction

No physical crossing facility within 50 metres

Single carriageway

Give way or uncontrolled

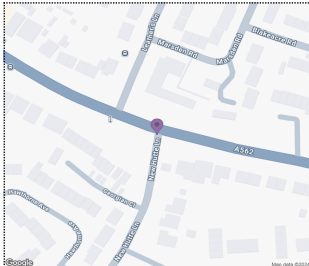
Time of Crash: 08:31:00

Road Number: A562

Casualties: 1

Vehicles: 2

OS Grid Reference: 344677 384802



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Highest Injury Severity:

Highway Authority:

Local Authority:

Weather Description:

Road Surface Description:

Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing:

Road Type:

Junction Control:

Sunday, October 21, 2018

Slight

Knowsley

Knowsley

Fine without high winds

Dry

30

Daylight: regardless of presence of streetlights

None

T or staggered junction

No physical crossing facility within 50 metres

Single carriageway

Give way or uncontrolled

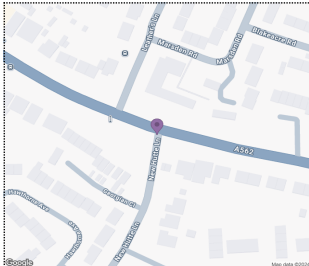
Time of Crash: 08:31:00

Road Number: A562

Casualties: 1

Vehicles: 2

OS Grid Reference: 344677 384802



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Highest Injury Severity:

Highway Authority:

Local Authority:

Weather Description:

Road Surface Description:

Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing:

Road Type:

Junction Control:

Slight

Knowsley

Knowsley

Raining without high winds

Wet or Damp

40

Darkness: street lights present and lit

None

T or staggered junction

Pedestrian phase at traffic signal junction

Single carriageway

Auto traffic signal

Road Number:

Casualties:

Vehicles:

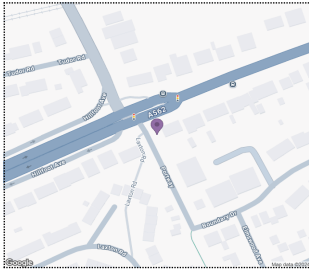
OS Grid Reference:

A562

1

2

343461 385158



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Validated Data

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                   | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|-------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 10          | Male          | 26 - 35         | Vehicle is slowing down or stopping | Back                  | Unknown                | Parked vehicle              | None                         |
| 2           | Car (excluding private hire) | 5           | Female        | 26 - 35         | Vehicle is waiting to turn right    | Back                  | Commuting to/from work | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 26 - 35  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Highest Injury Severity:

Highway Authority:

Local Authority:

Weather Description:

Road Surface Description:

Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing:

Road Type:

Junction Control:

Sunday, March 1, 2020

Slight

Knowsley

Knowsley

Fine without high winds

Dry

30

Daylight: regardless of presence of streetlights

None

Not at or within 20 metres of junction

No physical crossing facility within 50 metres

Single carriageway

Not Applicable

Time of Crash:

Road Number:

Casualties:

Vehicles:

OS Grid Reference:

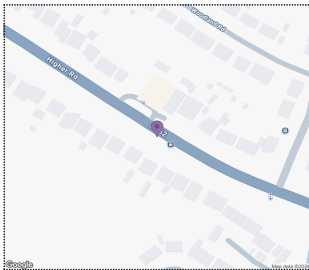
13:15:00

A562

1

2

344559 384864



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Validated Data

Crash Date:

Highest Injury Severity:

Highway Authority:

Local Authority:

Weather Description:

Road Surface Description:

Speed Limit:

Light Conditions:

Carriageway Hazards:

Junction Detail:

Junction Pedestrian Crossing:

Road Type:

Junction Control:

Sunday, March 1, 2020

Slight

Knowsley

Knowsley

Fine without high winds

Dry

30

Daylight: regardless of presence of streetlights

None

Not at or within 20 metres of junction

No physical crossing facility within 50 metres

Single carriageway

Not Applicable

Time of Crash:

Road Number:

Casualties:

Vehicles:

OS Grid Reference:

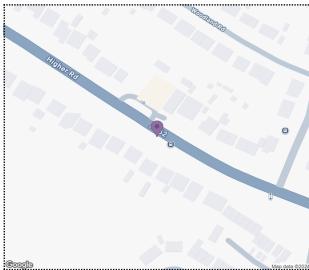
13:15:00

A562

1

2

344559 384864



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Validated Data

Crash Date:

Sunday, August 30, 2020

Highest Injury Severity:

Serious

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled

Time of Crash:

12:51:00

Road Number:

A562

Casualties:

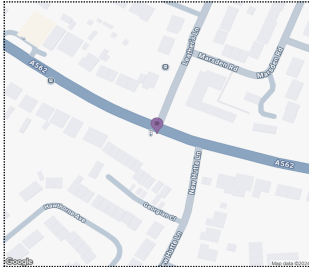
2

Vehicles:

2

OS Grid Reference:

344647 384814



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Validated Data

Highest Injury Severity:

Serious

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Road Number:

U0

Casualties:

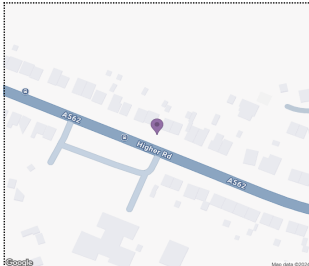
1

Vehicles:

2

OS Grid Reference:

343911 385202



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Validated Data

Crash Date:

Sunday, August 30, 2020

Time of Crash:

12:51:00

Crash Reference:

2020052001741

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 5           | Male          | 36 - 45         | Vehicle is in the act of turning right                           | Nearside              | Unknown         | None                        | None                         |
| 2           | Car (excluding private hire) | -1          | Male          | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown         | None                        | None                         |

#### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1           | 2            | Serious         | Driver or rider | Male   | 36 - 45  | Unknown or other    | Unknown or other    |
| 2           | 1            | Slight          | Driver or rider | Male   | 26 - 35  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | -1          | Male          | Unknown         | Vehicle is passing another moving vehicle on its offside         | Nearside              | Unknown                | None                        | None                         |
| 2           | Pedal cycle                  | -1          | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Offside               | Commuting to/from work | None                        | None                         |

#### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Serious         | Driver or rider | Male   | 36 - 45  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Tuesday, May 18, 2021

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

40

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Dual carriageway

Junction Control:

Give way or uncontrolled

Time of Crash:

18:20:00

Road Number:

A562

Casualties:

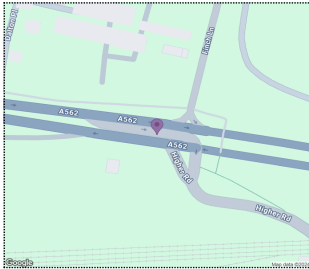
2

Vehicles:

2

OS Grid Reference:

345694 384622



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Validated Data

Crash Date:

Friday, December 17, 2021

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

17:40:00

Road Number:

A560

Casualties:

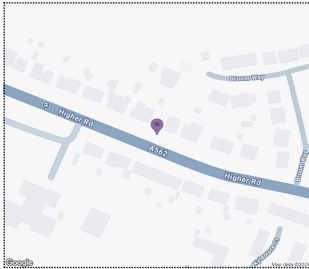
1

Vehicles:

2

OS Grid Reference:

343969 385175



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Tuesday, May 18, 2021

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

40

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Dual carriageway

Junction Control:

Give way or uncontrolled

Time of Crash:

18:20:00

Road Number:

A562

Casualties:

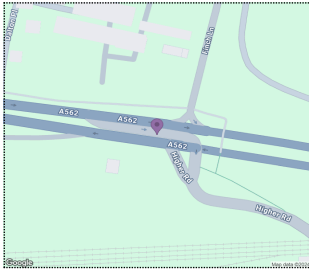
2

Vehicles:

2

OS Grid Reference:

345694 384622



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Validated Data

Crash Date:

Friday, December 17, 2021

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

17:40:00

Road Number:

A560

Casualties:

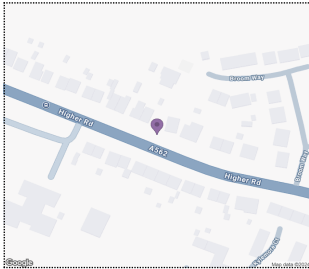
1

Vehicles:

2

OS Grid Reference:

343969 385175



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Validated Data

Crash Date:

Tuesday, January 25, 2022

Highest Injury Severity:

Serious

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

17:55:00

Crash Reference:

2022052200198

Road Number:

A562

Casualties:

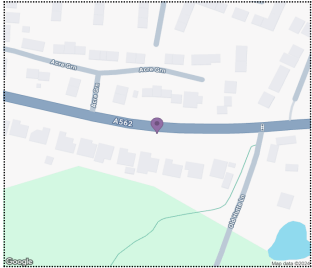
1

Vehicles:

1

OS Grid Reference:

345141 384684



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Validated Data

Crash Date:

Tuesday, January 25, 2022

Highest Injury Severity:

Serious

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

17:55:00

Crash Reference:

2022052200198

Road Number:

A562

Casualties:

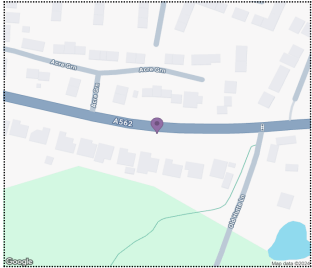
1

Vehicles:

1

OS Grid Reference:

345141 384684



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| Vehicle Ref | Vehicle Type                                  | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre    | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|-----------------------------------------------|-------------|---------------|-----------------|----------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Van or goods vehicle 3.5 tonnes mgw and under | 15          | Male          | 36 - 45         | Vehicle is reversing | Back                  | Unknown         | None                        | None                         |

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Serious         | Pedestrian     | Female | 36 - 45  | On footway or verge | Unknown or other    |



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Validated Data

Crash Date:

Monday, April 4, 2022

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Other

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Using private drive or entrance

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled

Time of Crash:

15:50:00

Crash Reference:

2022052200858

Road Number:

A562

Casualties:

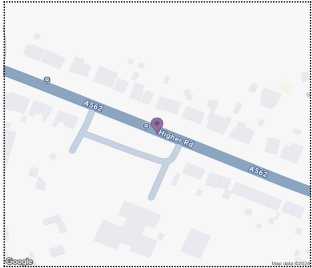
1

Vehicles:

2

OS Grid Reference:

343895 385195



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Validated Data

Crash Date:

Monday, April 4, 2022

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Other

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Using private drive or entrance

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled

Time of Crash:

15:50:00

Crash Reference:

2022052200858

Road Number:

A562

Casualties:

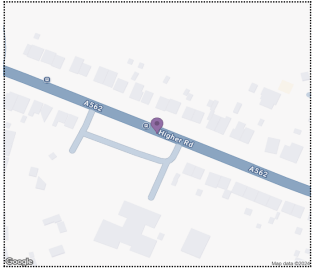
1

Vehicles:

2

OS Grid Reference:

343895 385195



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| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Pedal cycle                  | -1          | Male          | 11 - 15         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown                | None                        | None                         |
| 2           | Car (excluding private hire) | 8           | Female        | 26 - 35         | Vehicle is moving off                                            | Nearside              | Commuting to/from work | None                        | None                         |

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Driver or rider | Male   | 11 - 15  | Unknown or other    | Unknown or other    |

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Validated Data

Crash Date:

Saturday, April 9, 2022

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Crossroads

Junction Pedestrian Crossing:

Pedestrian phase at traffic signal junction

Road Type:

Dual carriageway

Junction Control:

Auto traffic signal

Time of Crash:

14:15:00

Crash Reference:

2022052200909

Road Number:

A562

Casualties:

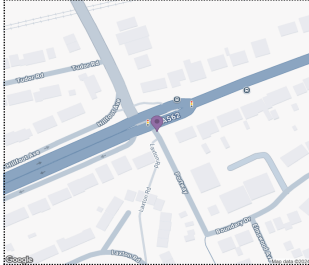
1

Vehicles:

1

OS Grid Reference:

343451 385167



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Validated Data

Crash Date:

Saturday, April 9, 2022

Time of Crash:

14:15:00

Crash Reference:

2022052200909

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 5           | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown         | None                        | None                         |

#### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                                      | Pedestrian Movement            |
|-------------|--------------|-----------------|----------------|--------|----------|----------------------------------------------------------|--------------------------------|
| 1           | 1            | Slight          | Pedestrian     | Male   | 16 - 20  | In carriageway, crossing on pedestrian crossing facility | Crossing from driver's offside |

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Validated Data

Crash Date:

Friday, May 20, 2022

Time of Crash:

17:15:00

Crash Reference:

2022052201236

Road Number:

A562

Casualties:

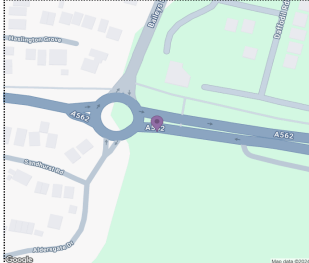
1

Vehicles:

3

OS Grid Reference:

345439 384659



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Validated Data

Crash Date:

Friday, May 20, 2022

Time of Crash:

17:15:00

Crash Reference:

2022052201236

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | -1          | Unknown       | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown         | None                        | None                         |
| 2           | Car (excluding private hire) | 12          | Female        | 66 - 75         | Vehicle is waiting to proceed normally but is held up            | Back                  | Unknown         | None                        | None                         |
| 3           | Car (excluding private hire) | 5           | Male          | 66 - 75         | Vehicle proceeding normally along the carriageway, not on a bend | Back                  | Unknown         | None                        | None                         |

#### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 66 - 75  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, June 17, 2022

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

40

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

16:45:00

Crash Reference:

2022052201469

Road Number:

A562

Casualties:

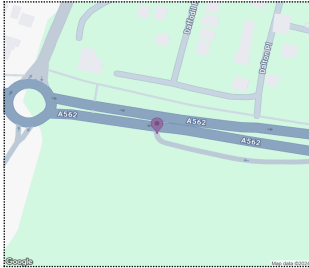
1

Vehicles:

2

OS Grid Reference:

345504 384646



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Validated Data

Crash Date:

Friday, June 17, 2022

Time of Crash:

16:45:00

Crash Reference:

2022052201469

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 16          | Male          | 21 - 25         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Commuting to/from work | None                        | None                         |
| 2           | Car (excluding private hire) | 3           | Female        | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Back                  | Commuting to/from work | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 26 - 35  | Unknown or other    | Unknown or other    |

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Validated Data

Crash Date:

Thursday, June 16, 2022

Time of Crash:

15:27:00

Crash Reference:

2022052201474

Road Number:

A562

Casualties:

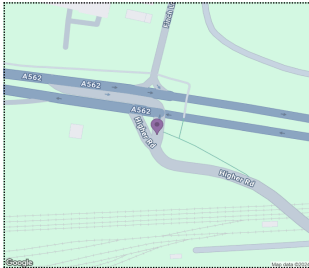
1

Vehicles:

2

OS Grid Reference:

345721 384595



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Validated Data

Crash Date:

Thursday, June 16, 2022

Time of Crash:

15:27:00

Crash Reference:

2022052201474

Vehicles Involved

| Vehicle Ref | Vehicle Type                          | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---------------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire)          | 1           | Male          | 26 - 35         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown         | None                        | None                         |
| 2           | Motorcycle over 125cc and up to 500cc | 21          | Male          | 56 - 65         | Vehicle is waiting to proceed normally but is held up            | Back                  | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Male   | 56 - 65  | Unknown or other    | Unknown or other    |

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Validated Data

Crash Date:

Wednesday, August 31, 2022

Time of Crash:

21:25:00

Crash Reference:

2022052202155

Highest Injury Severity:

Serious

Road Number:

A562

Casualties:

1

Highway Authority:

Knowsley

Vehicles:

2

Local Authority:

Knowsley

OS Grid Reference:

344405 384974

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lighting unknown

Carriageway Hazards:

None

Junction Detail:

Multiple junction

Junction Pedestrian Crossing:

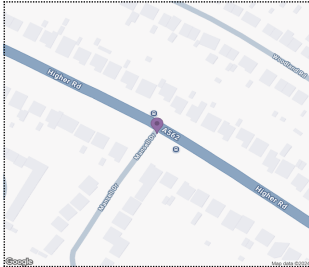
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Wednesday, August 31, 2022

Time of Crash:

21:25:00

Crash Reference:

2022052202155

Vehicles Involved

| Vehicle Ref | Vehicle Type                       | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                        | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------------|-------------|---------------|-----------------|----------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire)       | 19          | Male          | 21 - 25         | Vehicle is passing another moving vehicle on its offside | Front                 | Unknown                 | None                        | None                         |
| 2           | Bus or coach (17+ passenger seats) | 5           | Unknown       | Unknown         | Vehicle is parked in the carriageway                     | Did not impact        | Journey as part of work | None                        | None                         |

#### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement                                                      |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|--------------------------------------------------------------------------|
| 2           | 2            | Serious         | Pedestrian     | Male   | 11 - 15  | In carriageway, crossing elsewhere | Crossing from driver's nearside - masked by parked or stationary vehicle |

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Validated Data

Crash Date:

Tuesday, October 11, 2022

Time of Crash:

16:25:00

Crash Reference:

2022052202615

Highest Injury Severity:

Slight

Road Number:

A562

Casualties:

2

Highway Authority:

Knowsley

Vehicles:

3

Local Authority:

Knowsley

OS Grid Reference:

344211 385088

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

60

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

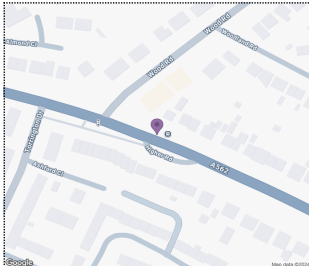
No physical crossing facility within 50 metres

Road Type:

Dual carriageway

Junction Control:

Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Tuesday, October 11, 2022

Time of Crash:

16:25:00

Crash Reference:

2022052202615

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 2           | Male          | 26 - 35         | Vehicle is changing lane to the left                             | Back                  | Unknown                | None                        | None                         |
| 2           | Car (excluding private hire) | 9           | Female        | 46 - 55         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Commuting to/from work | None                        | None                         |
| 3           | Car (excluding private hire) | 10          | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Commuting to/from work | None                        | None                         |

#### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class               | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider              | Female | 46 - 55  | Unknown or other    | Unknown or other    |
| 2           | 2            | Slight          | Vehicle or pillion passenger | Male   | 16 - 20  | Unknown or other    | Unknown or other    |

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Validated Data

Crash Date:

Sunday, June 14, 2020

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

18:24:00

Crash Reference:

2020052001169

Road Number:

U0

Casualties:

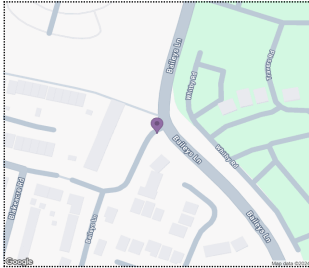
1

Vehicles:

2

OS Grid Reference:

345354 384988



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Sunday, June 14, 2020

Time of Crash:

18:24:00

Crash Reference:

2020052001169

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                       | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|-------------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | -1          | Unknown       | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend        | Nearside              | Unknown         | None                        | None                         |
| 2           | Car (excluding private hire) | 12          | Female        | 26 - 35         | Vehicle proceeding normally along the carriageway, on a right hand bend | Front                 | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 26 - 35  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Friday, March 2, 2018

Time of Crash:

21:50:00

Crash Reference:

2018051800579

Road Number:

U0

Casualties:

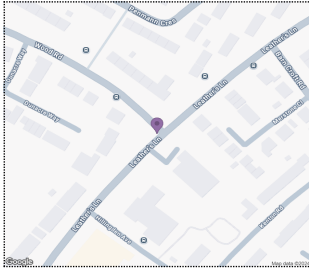
1

Vehicles:

1

OS Grid Reference:

344914 385303



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, March 2, 2018

Time of Crash:

21:50:00

Crash Reference:

2018051800579

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                      | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|----------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | -1          | Male          | Unknown         | Vehicle is in the act of turning right | Front                 | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Pedestrian     | Female | 11 - 15  | On footway or verge | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Friday, October 19, 2018

Highest Injury Severity:

Serious

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled

Time of Crash:

08:17:00

Crash Reference:

2018051840227

Road Number:

U0

Casualties:

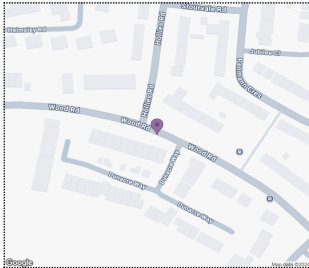
1

Vehicles:

2

OS Grid Reference:

344801 385385



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Friday, October 19, 2018

Time of Crash:

08:17:00

Crash Reference:

2018051840227

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 8           | Male          | 26 - 35         | Vehicle is moving off                                            | Front                 | Commuting to/from work | None                        | None                         |
| 2           | Pedal cycle                  | -1          | Male          | 21 - 25         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown                | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Serious         | Driver or rider | Male   | 21 - 25  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Wednesday, January 16, 2019

Highest Injury Severity:

Serious

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

08:30:00

Crash Reference:

2019051910150

Road Number:

U0

Casualties:

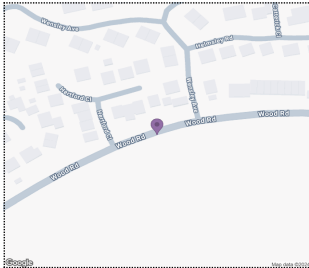
1

Vehicles:

1

OS Grid Reference:

344591 385394



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Wednesday, January 16, 2019

Time of Crash:

08:30:00

Crash Reference:

2019051910150

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 2           | Female        | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Nearside              | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement             |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|---------------------------------|
| 1           | 1            | Serious         | Pedestrian     | Male   | 36 - 45  | In carriageway, crossing elsewhere | Crossing from driver's nearside |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Thursday, July 7, 2022

Time of Crash:

08:10:00

Crash Reference:

2022052201656

Highest Injury Severity:

Slight

Road Number:

U0

Casualties:

1

Highway Authority:

Knowsley

Vehicles:

2

Local Authority:

Knowsley

OS Grid Reference:

344300 385206

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

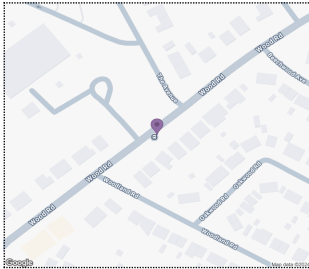
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

Report Generated: 12/19/2024 4:14:39 PM

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Validated Data

Crash Date:

Friday, March 2, 2018

Time of Crash:

21:50:00

Crash Reference:

2018051800579

Highest Injury Severity:

Slight

Road Number:

U0

Casualties:

1

Highway Authority:

Knowsley

Vehicles:

1

Local Authority:

Knowsley

OS Grid Reference:

344914 385303

Weather Description:

Snowing without high winds

Road Surface Description:

Wet or Damp

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Slip road

Junction Pedestrian Crossing:

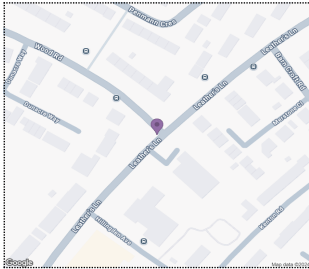
Zebra crossing

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Thursday, July 7, 2022

Time of Crash:

08:10:00

Crash Reference:

2022052201656

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose             | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 11          | Female        | 26 - 35         | Vehicle is in the act of turning left                            | Nearside              | Taking pupil to/from school | None                        | None                         |
| 2           | Pedal cycle                  | -1          | Female        | 11 - 15         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Pupil riding to/from school | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Female | 11 - 15  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, March 2, 2018

Time of Crash:

21:50:00

Crash Reference:

2018051800579

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                      | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|----------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | -1          | Male          | Unknown         | Vehicle is in the act of turning right | Front                 | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Slight          | Pedestrian     | Female | 11 - 15  | On footway or verge | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Tuesday, November 20, 2018

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Raining without high winds

Road Surface Description:

Wet or Damp

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

Zebra crossing

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

16:10:00

Crash Reference:

2018051840392

Road Number:

U0

Casualties:

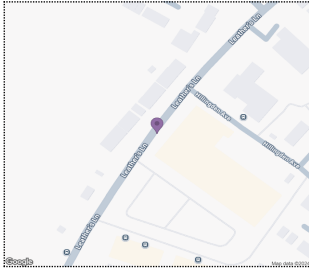
1

Vehicles:

1

OS Grid Reference:

344839 385205



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Tuesday, November 20, 2018

Time of Crash:

16:10:00

Crash Reference:

2018051840392

Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | -1          | Unknown       | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                                                | Pedestrian Movement             |
|-------------|--------------|-----------------|----------------|--------|----------|--------------------------------------------------------------------|---------------------------------|
| 1           | 1            | Slight          | Pedestrian     | Female | 16 - 20  | In carriageway, crossing within zig-zag lines at crossing approach | Crossing from driver's nearside |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, July 8, 2022

Time of Crash:

08:02:00

Crash Reference:

2022052201657

Highest Injury Severity:

Slight

Road Number:

U0

Casualties:

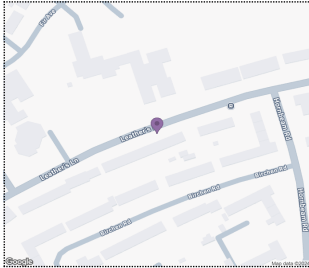
1

Vehicles:

1

OS Grid Reference:

345193 385476



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Friday, July 8, 2022

Time of Crash:

08:02:00

Crash Reference:

2022052201657

Vehicles Involved

| Vehicle Ref | Vehicle Type                                  | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|-----------------------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Van or goods vehicle 3.5 tonnes mgw and under | 1           | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Journey as part of work | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement                                                      |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|--------------------------------------------------------------------------|
| 1           | 1            | Slight          | Pedestrian     | Male   | 11 - 15  | In carriageway, crossing elsewhere | Crossing from driver's nearside - masked by parked or stationary vehicle |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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Validated Data

Crash Date:

Tuesday, July 14, 2020

Highest Injury Severity:

Slight

Highway Authority:

Knowsley

Local Authority:

Knowsley

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Not Applicable

Time of Crash:

16:10:00

Crash Reference:

2020052001392

Road Number:

U0

Casualties:

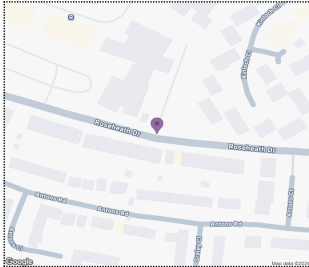
1

Vehicles:

1

OS Grid Reference:

344931 385009



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Tuesday, July 14, 2020

Time of Crash:

16:10:00

Crash Reference:

2020052001392

Vehicles Involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|--------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Pedal cycle  | -1          | Unknown       | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Unknown         | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|---------------------|
| 1           | 1            | Slight          | Pedestrian     | Female | 56 - 65  | In carriageway, crossing elsewhere | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Monday, March 1, 2021

Time of Crash:

06:55:00

Crash Reference:

2021052100300

Highest Injury Severity:

Serious

Road Number:

U0

Casualties:

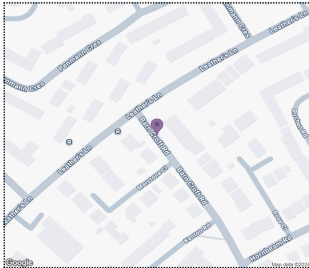
1

Vehicles:

1

OS Grid Reference:

345015 385354



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

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Validated Data

Crash Date:

Monday, March 1, 2021

Time of Crash:

06:55:00

Crash Reference:

2021052100300

Vehicles Involved

| Vehicle Ref | Vehicle Type                                  | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                      | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|-----------------------------------------------|-------------|---------------|-----------------|----------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Van or goods vehicle 3.5 tonnes mgw and under | -1          | Male          | 26 - 35         | Vehicle is in the act of turning right | Nearside              | Commuting to/from work | None                        | None                         |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement             |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|---------------------------------|
| 1           | 1            | Serious         | Pedestrian     | Male   | 66 - 75  | In carriageway, crossing elsewhere | Crossing from driver's nearside |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)

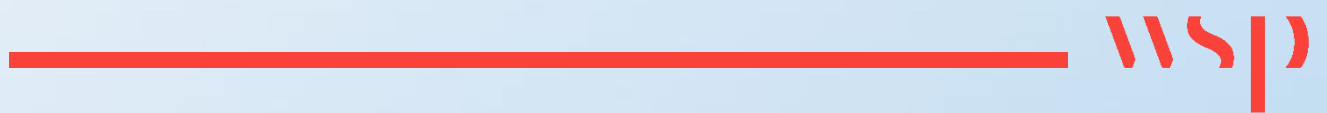
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# Appendix C

## PROPOSED SITE LAYOUT







- Note.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND DOCUMENTS.  
LOCATION PLAN  
70119719\_WSP\_LUD\_HLC\_DR\_LA\_0002  
EXISTING SITE PLAN  
70119719\_WSP\_LUD\_HLC\_DR\_LA\_0003  
HARD LANDSCAPE PLAN  
70119719\_WSP\_LUD\_HLC\_DR\_LA\_0005  
SOFT LANDSCAPE STRATEGY  
70119719\_WSP\_LUD\_HLC\_DR\_LA\_0006  
PROVIDED LEVELS SHALL BE VERIFIED AND CONFIRMED WITH DESIGNER PRIOR TO ANY WORKS COMMENCING.
  - ALL DIMENSIONS ARE METERS UNLESS STATED OTHERWISE.
  - FOR LIGHTING PROPOSALS REFER TO LIGHTING IMPACT ASSESSMENT  
HAL-WSP-XX-XX-RP-Y-0002
  - FOR ARBORICULTURAL TREE ROOT PROTECTION PLAN REFER TO DRAWING  
70119719-ARB-TRPP-HLC-1.0
  - FOR TRANSPORT DESIGN REFER TO DRAWINGS  
UK0029106.9719- SK02  
UK0029106.9719- VT04  
UK0029106.9719- VT05  
UK0029106.9719- VT06  
UK0029106.9719- VT07

ALL LAYOUTS ARE SUBJECT TO ADDITIONAL SURVEY WORKS AND DESIGN INCLUDING:

- GROUND INVESTIGATION
- DRAINAGE DESIGN
- MATERIAL MANAGEMENT PLAN

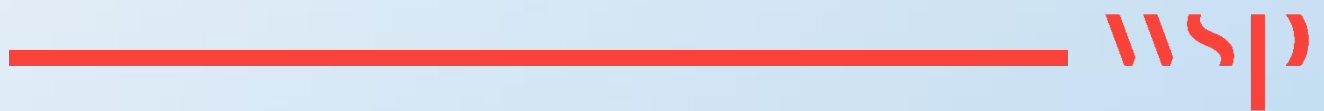
- DO NOT SCALE
- LEGEND:
- Application Site Boundary
- EXISTING:
- Main vehicular and pedestrian entrance from Bailey's Lane to be enhanced
  - Halewood Leisure Centre Building
  - Secondary pedestrian entrance from Barn Croft Lane to be enhanced
  - All Weather Pitch to be retained
- PROPOSED:
- Main cycle and pedestrian entrance from Barn Croft Lane
  - Shared cycle route with thermoplastic line-marking 'LEISURE CENTRE'
  - Flexible-use space with outdoor electricity access points
  - Car park with 186 standard bays, 12 accessible bays and 4 electric vehicle charging bays
  - Planted swale
  - Boardwalk & Viewing platform over planted swale for access from car park to entrance space
  - 3x Multi-use games areas, fenced sports pitch 30x20m with 3G synthetic turf
  - Amenity lawn grassed area for recreational use
  - Active loop with outdoor gym equipment
  - Future opportunity site for further sports developments subject to separate planning application
  - Future opportunity site for Community development subject to separate planning application

|                                                                                                                      |          |                  |             |                     |     |
|----------------------------------------------------------------------------------------------------------------------|----------|------------------|-------------|---------------------|-----|
| P01                                                                                                                  | 10/02/25 | JY               | First Issue | ER                  | RW  |
| REV                                                                                                                  | DATE     | BY               | DESCRIPTION | CHK                 | APP |
| DRAWING STATUS: S2 - FOR INFORMATION                                                                                 |          |                  |             |                     |     |
| <div></div>                     |          |                  |             |                     |     |
| 1st Floor Station House, Exchange Station, Tineham Street, Liverpool, L2 2QP, UK<br>T+44 (0) 151 600 5500<br>wsp.com |          |                  |             |                     |     |
| CLIENT: KMBC                                                                                                         |          |                  |             |                     |     |
| ARCHITECT: WSP                                                                                                       |          |                  |             |                     |     |
| PROJECT: Halewood LUF                                                                                                |          |                  |             |                     |     |
| TITLE: Halewood Leisure Centre<br>Proposed Site Plan                                                                 |          |                  |             |                     |     |
| SCALE @ A3<br>1:500                                                                                                  |          | CHECKED<br>ER    |             | APPROVED<br>RW      |     |
| PROJECT NO.<br>70119719                                                                                              |          | DESIGNED<br>JYER |             | DATE<br>February 25 |     |
| DRAWING NO.<br>70119719_WSP_LUD_HLC_DR_LA_0004                                                                       |          |                  |             | REV<br>P01          |     |
| © WSP UK Ltd                                                                                                         |          |                  |             |                     |     |



# Appendix D

## TRICS TRIP GENERATION DATA



Calculation Reference: AUDIT-100323-241205-1214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : L - FOOTBALL (5-a-side)  
TOTAL VEHICLES

|                                    |                                |        |
|------------------------------------|--------------------------------|--------|
| <u>Selected regions and areas:</u> |                                |        |
| 06                                 | WEST MIDLANDS                  |        |
|                                    | WM WEST MIDLANDS               | 1 days |
| 07                                 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|                                    | YO YORK                        | 1 days |

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

WSP Queen Street Manchester

Licence No: 100323

Primary Filtering selection:

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

Parameter: Number of pitches  
Actual Range: 5 to 7 (units: )  
Range Selected by User: 2 to 18 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

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

Selected survey days:

Tuesday 1 days  
Wednesday 1 days

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

Selected survey types:

Manual count 2 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2

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

Selected Location Sub Categories:

Industrial Zone 1  
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

WSP Queen Street Manchester

Licence No: 100323

Secondary Filtering selection (Cont.):

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 1.1 to 1.5 | 1 days |
| 1.6 to 2.0 | 1 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 2 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 2 days |
|-----------------|--------|

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

|   |                          |               |                     |
|---|--------------------------|---------------|---------------------|
| 1 | WM-07-L-01               | POWERLEAGUE   | WEST MIDLANDS       |
|   | PARK ROAD                |               |                     |
|   | HALESOWEN                |               |                     |
|   | Edge of Town             |               |                     |
|   | Industrial Zone          |               |                     |
|   | Total Number of pitches: | 7             |                     |
|   | Survey date: WEDNESDAY   | 29/11/17      | Survey Type: MANUAL |
| 2 | YO-07-L-01               | PLAY FOOTBALL | YORK                |
|   | STIRLING ROAD            |               |                     |
|   | YORK                     |               |                     |
|   | CLIFTON MOOR             |               |                     |
|   | Edge of Town             |               |                     |
|   | No Sub Category          |               |                     |
|   | Total Number of pitches: | 5             |                     |
|   | Survey date: TUESDAY     | 10/05/22      | Survey Type: MANUAL |

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

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)  
TOTAL VEHICLES  
Calculation factor: 1 PITCH  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 |          |            |           |            |            |           |          |            |           |
| 08:00 - 09:00 | 1        | 7          | 0.143     | 1          | 7          | 0.000     | 1        | 7          | 0.143     |
| 09:00 - 10:00 | 1        | 7          | 0.143     | 1          | 7          | 0.286     | 1        | 7          | 0.429     |
| 10:00 - 11:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 11:00 - 12:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 12:00 - 13:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 13:00 - 14:00 | 1        | 7          | 0.286     | 1          | 7          | 0.143     | 1        | 7          | 0.429     |
| 14:00 - 15:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 15:00 - 16:00 | 2        | 6          | 0.833     | 2          | 6          | 0.417     | 2        | 6          | 1.250     |
| 16:00 - 17:00 | 2        | 6          | 3.583     | 2          | 6          | 0.750     | 2        | 6          | 4.333     |
| 17:00 - 18:00 | 2        | 6          | 6.250     | 2          | 6          | 1.500     | 2        | 6          | 7.750     |
| 18:00 - 19:00 | 2        | 6          | 6.750     | 2          | 6          | 3.667     | 2        | 6          | 10.417    |
| 19:00 - 20:00 | 2        | 6          | 3.250     | 2          | 6          | 4.250     | 2        | 6          | 7.500     |
| 20:00 - 21:00 | 2        | 6          | 3.833     | 2          | 6          | 8.333     | 2        | 6          | 12.166    |
| 21:00 - 22:00 | 2        | 6          | 0.250     | 2          | 6          | 7.000     | 2        | 6          | 7.250     |
| 22:00 - 23:00 | 2        | 6          | 0.000     | 2          | 6          | 0.583     | 2        | 6          | 0.583     |
| 23:00 - 24:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| Total Rates:  |          |            | 25.750    |            |            | 27.358    |          |            | 53.108    |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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### Parameter summary

Trip rate parameter range selected:

5 - 7 (units: )

Survey date date range:

01/01/16 - 24/09/22

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)  
TAXIS  
Calculation factor: 1 PITCH  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 |          |            |           |            |            |           |          |            |           |
| 08:00 - 09:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 09:00 - 10:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 10:00 - 11:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 11:00 - 12:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 12:00 - 13:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 13:00 - 14:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 14:00 - 15:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 15:00 - 16:00 | 2        | 6          | 0.083     | 2          | 6          | 0.083     | 2        | 6          | 0.166     |
| 16:00 - 17:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 17:00 - 18:00 | 2        | 6          | 0.083     | 2          | 6          | 0.083     | 2        | 6          | 0.166     |
| 18:00 - 19:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 19:00 - 20:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 20:00 - 21:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 21:00 - 22:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 22:00 - 23:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 23:00 - 24:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| Total Rates:  |          |            | 0.309     |            |            | 0.309     |          |            | 0.618     |

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)  
OGVS  
Calculation factor: 1 PITCH  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 |          |            |           |            |            |           |          |            |           |
| 08:00 - 09:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 09:00 - 10:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 10:00 - 11:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 11:00 - 12:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 12:00 - 13:00 | 1        | 7          | 0.000     | 1          | 7          | 0.143     | 1        | 7          | 0.143     |
| 13:00 - 14:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 14:00 - 15:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 15:00 - 16:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 16:00 - 17:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 17:00 - 18:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 18:00 - 19:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 19:00 - 20:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 20:00 - 21:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 21:00 - 22:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 22:00 - 23:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 23:00 - 24:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| Total Rates:  |          |            | 0.143     |            |            | 0.286     |          |            | 0.429     |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)  
CYCLISTS  
Calculation factor: 1 PITCH  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 |          |            |           |            |            |           |          |            |           |
| 08:00 - 09:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 09:00 - 10:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 10:00 - 11:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 11:00 - 12:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 12:00 - 13:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 13:00 - 14:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 14:00 - 15:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 15:00 - 16:00 | 2        | 6          | 0.083     | 2          | 6          | 0.000     | 2        | 6          | 0.083     |
| 16:00 - 17:00 | 2        | 6          | 0.000     | 2          | 6          | 0.083     | 2        | 6          | 0.083     |
| 17:00 - 18:00 | 2        | 6          | 0.083     | 2          | 6          | 0.000     | 2        | 6          | 0.083     |
| 18:00 - 19:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 19:00 - 20:00 | 2        | 6          | 0.083     | 2          | 6          | 0.167     | 2        | 6          | 0.250     |
| 20:00 - 21:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 21:00 - 22:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 22:00 - 23:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 23:00 - 24:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| Total Rates:  |          |            | 0.249     |            |            | 0.250     |          |            | 0.499     |

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*



WSP Queen Street Manchester

Licence No: 100323

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

CARS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 |          |            |           |            |            |           |          |            |           |
| 08:00 - 09:00 | 1        | 7          | 0.143     | 1          | 7          | 0.000     | 1        | 7          | 0.143     |
| 09:00 - 10:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 10:00 - 11:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 11:00 - 12:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 12:00 - 13:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 13:00 - 14:00 | 1        | 7          | 0.143     | 1          | 7          | 0.000     | 1        | 7          | 0.143     |
| 14:00 - 15:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 15:00 - 16:00 | 2        | 6          | 0.667     | 2          | 6          | 0.333     | 2        | 6          | 1.000     |
| 16:00 - 17:00 | 2        | 6          | 3.250     | 2          | 6          | 0.667     | 2        | 6          | 3.917     |
| 17:00 - 18:00 | 2        | 6          | 5.583     | 2          | 6          | 1.250     | 2        | 6          | 6.833     |
| 18:00 - 19:00 | 2        | 6          | 6.083     | 2          | 6          | 3.333     | 2        | 6          | 9.416     |
| 19:00 - 20:00 | 2        | 6          | 2.750     | 2          | 6          | 3.583     | 2        | 6          | 6.333     |
| 20:00 - 21:00 | 2        | 6          | 3.583     | 2          | 6          | 7.583     | 2        | 6          | 11.166    |
| 21:00 - 22:00 | 2        | 6          | 0.250     | 2          | 6          | 6.500     | 2        | 6          | 6.750     |
| 22:00 - 23:00 | 2        | 6          | 0.000     | 2          | 6          | 0.583     | 2        | 6          | 0.583     |
| 23:00 - 24:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| Total Rates:  |          |            | 22.738    |            |            | 24.118    |          |            | 46.856    |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)  
 LGVS  
 Calculation factor: 1 PITCH  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 |          |            |           |            |            |           |          |            |           |
| 08:00 - 09:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 09:00 - 10:00 | 1        | 7          | 0.000     | 1          | 7          | 0.143     | 1        | 7          | 0.143     |
| 10:00 - 11:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 11:00 - 12:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 12:00 - 13:00 | 1        | 7          | 0.143     | 1          | 7          | 0.000     | 1        | 7          | 0.143     |
| 13:00 - 14:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 14:00 - 15:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 15:00 - 16:00 | 2        | 6          | 0.083     | 2          | 6          | 0.000     | 2        | 6          | 0.083     |
| 16:00 - 17:00 | 2        | 6          | 0.333     | 2          | 6          | 0.083     | 2        | 6          | 0.416     |
| 17:00 - 18:00 | 2        | 6          | 0.500     | 2          | 6          | 0.167     | 2        | 6          | 0.667     |
| 18:00 - 19:00 | 2        | 6          | 0.583     | 2          | 6          | 0.167     | 2        | 6          | 0.750     |
| 19:00 - 20:00 | 2        | 6          | 0.500     | 2          | 6          | 0.667     | 2        | 6          | 1.167     |
| 20:00 - 21:00 | 2        | 6          | 0.250     | 2          | 6          | 0.750     | 2        | 6          | 1.000     |
| 21:00 - 22:00 | 2        | 6          | 0.000     | 2          | 6          | 0.500     | 2        | 6          | 0.500     |
| 22:00 - 23:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 23:00 - 24:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| Total Rates:  |          |            | 2.392     |            |            | 2.477     |          |            | 4.869     |

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)  
**MOTOR CYCLES**  
 Calculation factor: 1 PITCH  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 |          |            |           |            |            |           |          |            |           |
| 08:00 - 09:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 09:00 - 10:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 10:00 - 11:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 11:00 - 12:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 12:00 - 13:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 13:00 - 14:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 14:00 - 15:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| 15:00 - 16:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 16:00 - 17:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 17:00 - 18:00 | 2        | 6          | 0.083     | 2          | 6          | 0.000     | 2        | 6          | 0.083     |
| 18:00 - 19:00 | 2        | 6          | 0.083     | 2          | 6          | 0.167     | 2        | 6          | 0.250     |
| 19:00 - 20:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 20:00 - 21:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 21:00 - 22:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 22:00 - 23:00 | 2        | 6          | 0.000     | 2          | 6          | 0.000     | 2        | 6          | 0.000     |
| 23:00 - 24:00 | 1        | 7          | 0.000     | 1          | 7          | 0.000     | 1        | 7          | 0.000     |
| Total Rates:  |          |            | 0.166     |            |            | 0.167     |          |            | 0.333     |

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-100323-250219-0223

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : L - FOOTBALL (5-a-side)  
TOTAL VEHICLES

|                                    |                 |        |
|------------------------------------|-----------------|--------|
| <u>Selected regions and areas:</u> |                 |        |
| 03                                 | SOUTH WEST      |        |
|                                    | BR BRISTOL CITY | 1 days |
| 05                                 | EAST MIDLANDS   |        |
|                                    | NG NOTTINGHAM   | 1 days |

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

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Primary Filtering selection:

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

Parameter: Number of pitches  
Actual Range: 6 to 7 (units: )  
Range Selected by User: 2 to 18 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days  
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

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



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Secondary Filtering selection (Cont.):

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 250,001 to 500,000 | 1 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 1 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 2 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 2 days |
|-----------------|--------|

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

|   |                                    |                     |                     |
|---|------------------------------------|---------------------|---------------------|
| 1 | BR-07-L-01                         | FIVES SOCCER CENTRE | BRISTOL CITY        |
|   | WEST TOWN LANE                     |                     |                     |
|   | BRISTOL                            |                     |                     |
|   | BRISLINGTON                        |                     |                     |
|   | Suburban Area (PPS6 Out of Centre) |                     |                     |
|   | Residential Zone                   |                     |                     |
|   | Total Number of pitches:           | 7                   |                     |
|   | Survey date: SATURDAY              | 24/09/22            | Survey Type: MANUAL |
| 2 | NG-07-L-01                         | ASTRO KINGS         | NOTTINGHAM          |
|   | WIGMAN ROAD                        |                     |                     |
|   | NOTTINGHAM                         |                     |                     |
|   | BILBOROUGH                         |                     |                     |
|   | Edge of Town                       |                     |                     |
|   | Residential Zone                   |                     |                     |
|   | Total Number of pitches:           | 6                   |                     |
|   | Survey date: SATURDAY              | 14/07/18            | Survey Type: MANUAL |

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|               | No. Days | Ave. PITCH | Trip Rate | No. Days   | Ave. PITCH | Trip Rate | No. Days | Ave. PITCH | Trip Rate |
| 00:00 - 01:00 |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00 |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00 |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00 |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00 |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00 |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00 |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00 | 1        | 7          | 0.143     | 1          | 7          | 0.143     | 1        | 7          | 0.286     |
| 08:00 - 09:00 | 1        | 7          | 1.429     | 1          | 7          | 0.571     | 1        | 7          | 2.000     |
| 09:00 - 10:00 | 1        | 7          | 2.429     | 1          | 7          | 0.857     | 1        | 7          | 3.286     |
| 10:00 - 11:00 | 2        | 7          | 4.308     | 2          | 7          | 2.154     | 2        | 7          | 6.462     |
| 11:00 - 12:00 | 2        | 7          | 4.077     | 2          | 7          | 4.231     | 2        | 7          | 8.308     |
| 12:00 - 13:00 | 2        | 7          | 4.538     | 2          | 7          | 3.692     | 2        | 7          | 8.230     |
| 13:00 - 14:00 | 2        | 7          | 4.846     | 2          | 7          | 3.462     | 2        | 7          | 8.308     |
| 14:00 - 15:00 | 2        | 7          | 3.385     | 2          | 7          | 3.231     | 2        | 7          | 6.616     |
| 15:00 - 16:00 | 2        | 7          | 2.462     | 2          | 7          | 4.077     | 2        | 7          | 6.539     |
| 16:00 - 17:00 | 2        | 7          | 2.154     | 2          | 7          | 3.692     | 2        | 7          | 5.846     |
| 17:00 - 18:00 | 2        | 7          | 1.077     | 2          | 7          | 1.923     | 2        | 7          | 3.000     |
| 18:00 - 19:00 | 1        | 6          | 1.667     | 1          | 6          | 4.167     | 1        | 6          | 5.834     |
| 19:00 - 20:00 | 1        | 6          | 0.167     | 1          | 6          | 1.333     | 1        | 6          | 1.500     |
| 20:00 - 21:00 | 1        | 6          | 0.000     | 1          | 6          | 0.000     | 1        | 6          | 0.000     |
| 21:00 - 22:00 | 1        | 6          | 0.000     | 1          | 6          | 0.000     | 1        | 6          | 0.000     |
| 22:00 - 23:00 |          |            |           |            |            |           |          |            |           |
| 23:00 - 24:00 |          |            |           |            |            |           |          |            |           |
| Total Rates:  |          |            | 32.682    |            |            | 33.533    |          |            | 66.215    |

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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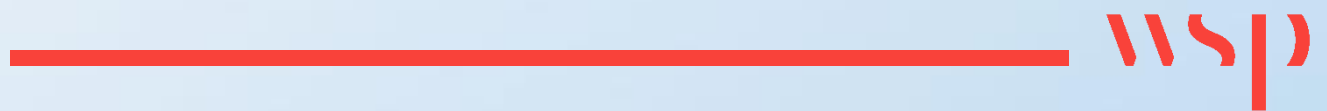
#### Parameter summary

Trip rate parameter range selected: 6 - 7 (units: )  
Survey date range: 01/01/16 - 24/09/22  
Number of weekdays (Monday-Friday): 0  
Number of Saturdays: 2  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

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

# Appendix E

## **SWEPT PATH ANALYSIS**







DO NOT SCALE

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DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT:

ARCHITECT:

PROJECT:

HALEWOOD LUF

TITLE:  
JUNCTION AND CAR PARK DESIGN  
FOR LEISURE CENTRE SCHEME

SCALE @ A3: 1:500

DESIGNED: PN  
DRAWN: PN  
DATE: MAR 25

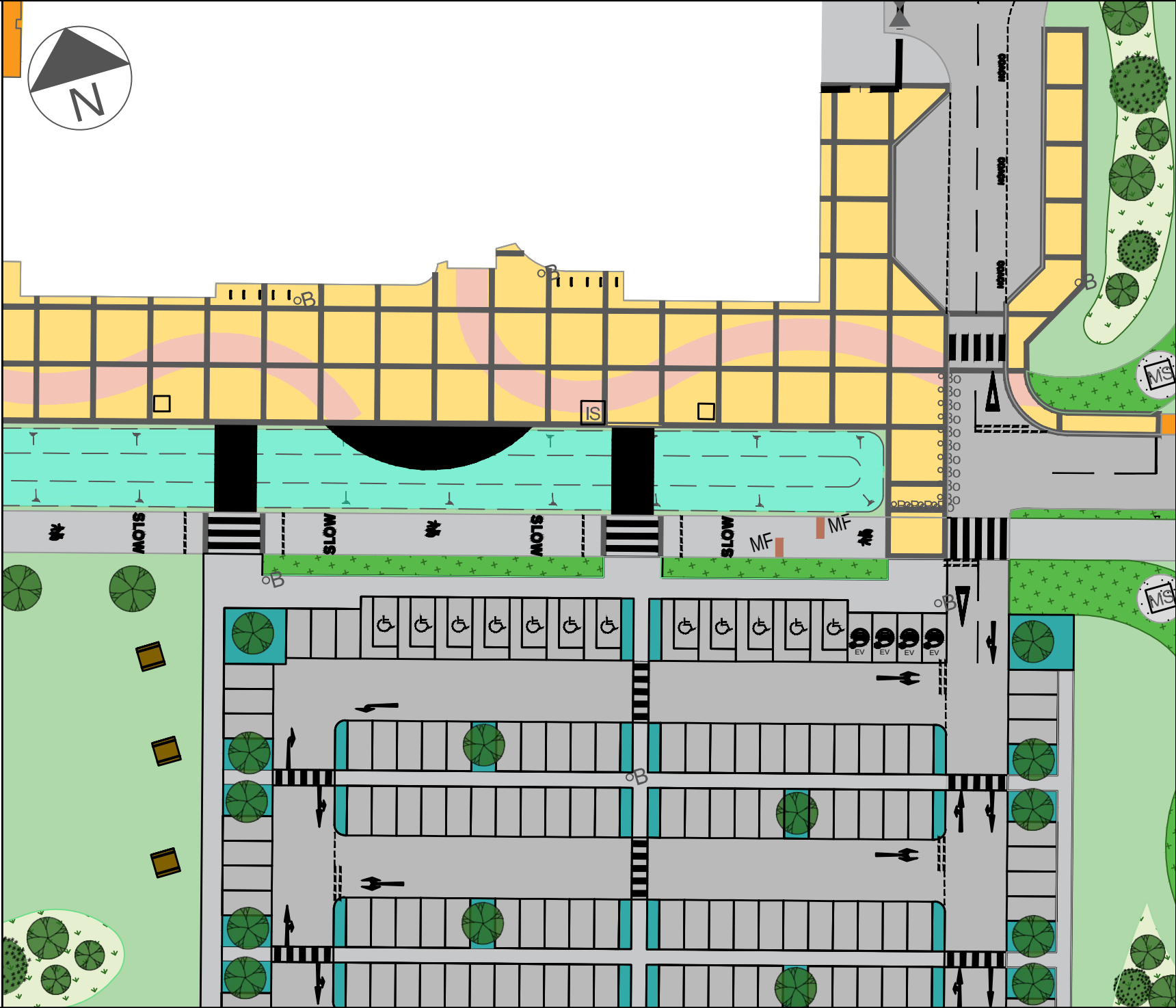
PROJECT NO: UK0029106.9719

DRAWING NO: UK0029106.0719 SK01

REV: P01

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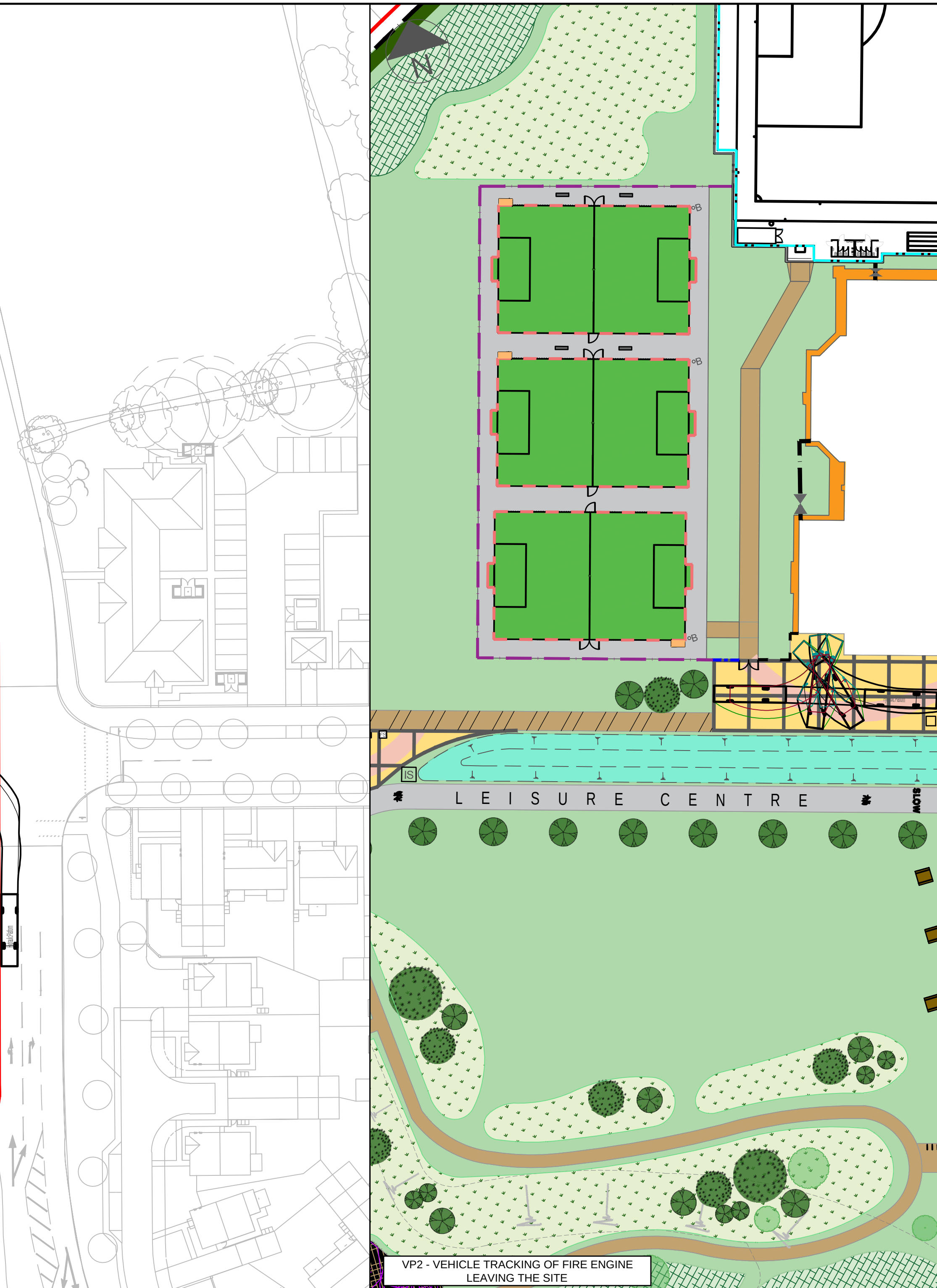
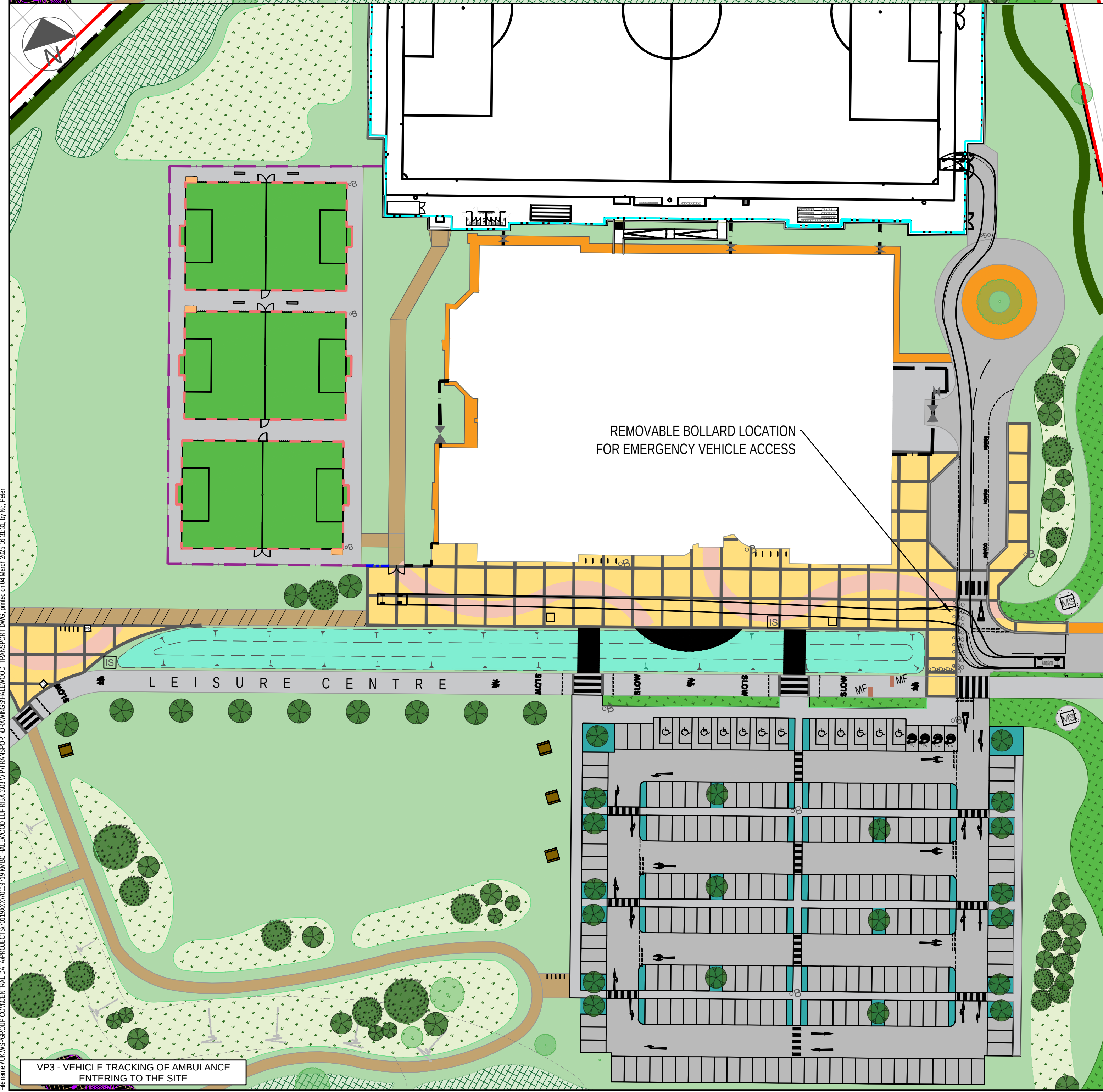
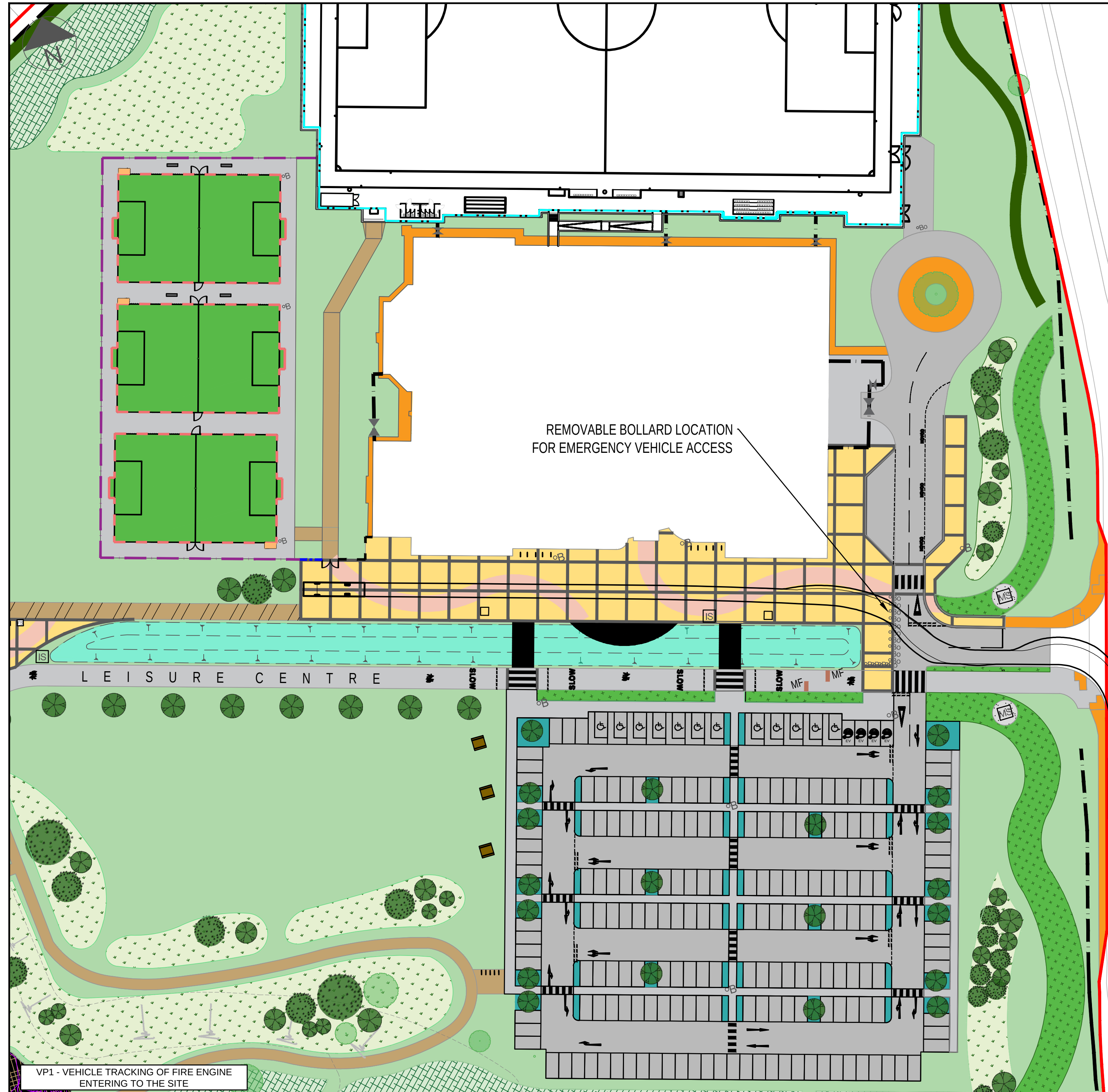
PROJECT: HALEWOOD LUF

TITLE: SHARED CYCLE ROUTE LINEMARKINGS FOR LEISURE CENTRE SCHEME

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| PROJECT No:<br>UK0029106.9719      | DESIGNED:<br>PN | DRAWN:<br>PN |
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CLIENT:

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PROJECT: HALEWOOD LUF

TITLE: VEHICLE TRACKING OF EMERGENCY VEHICLES FOR LEISURE CENTRE SCHEME

SCALE: A3 1:500

DESIGNED: PN

DATE: MAR 25

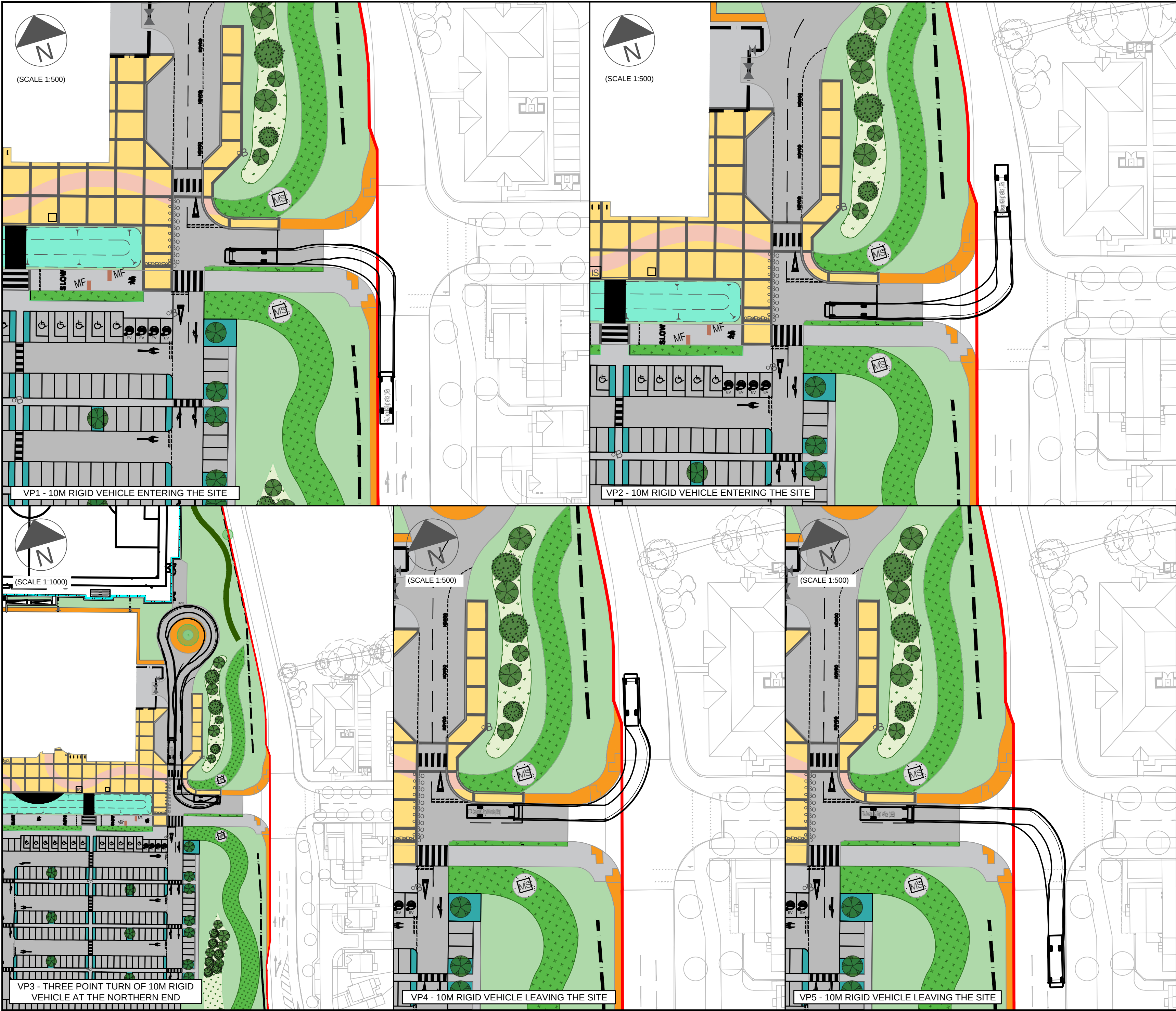
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TITLE:  
VEHICLE TRACKING OF 10M RIGID VEHICLE  
FOR LEISURE CENTRE SCHEME

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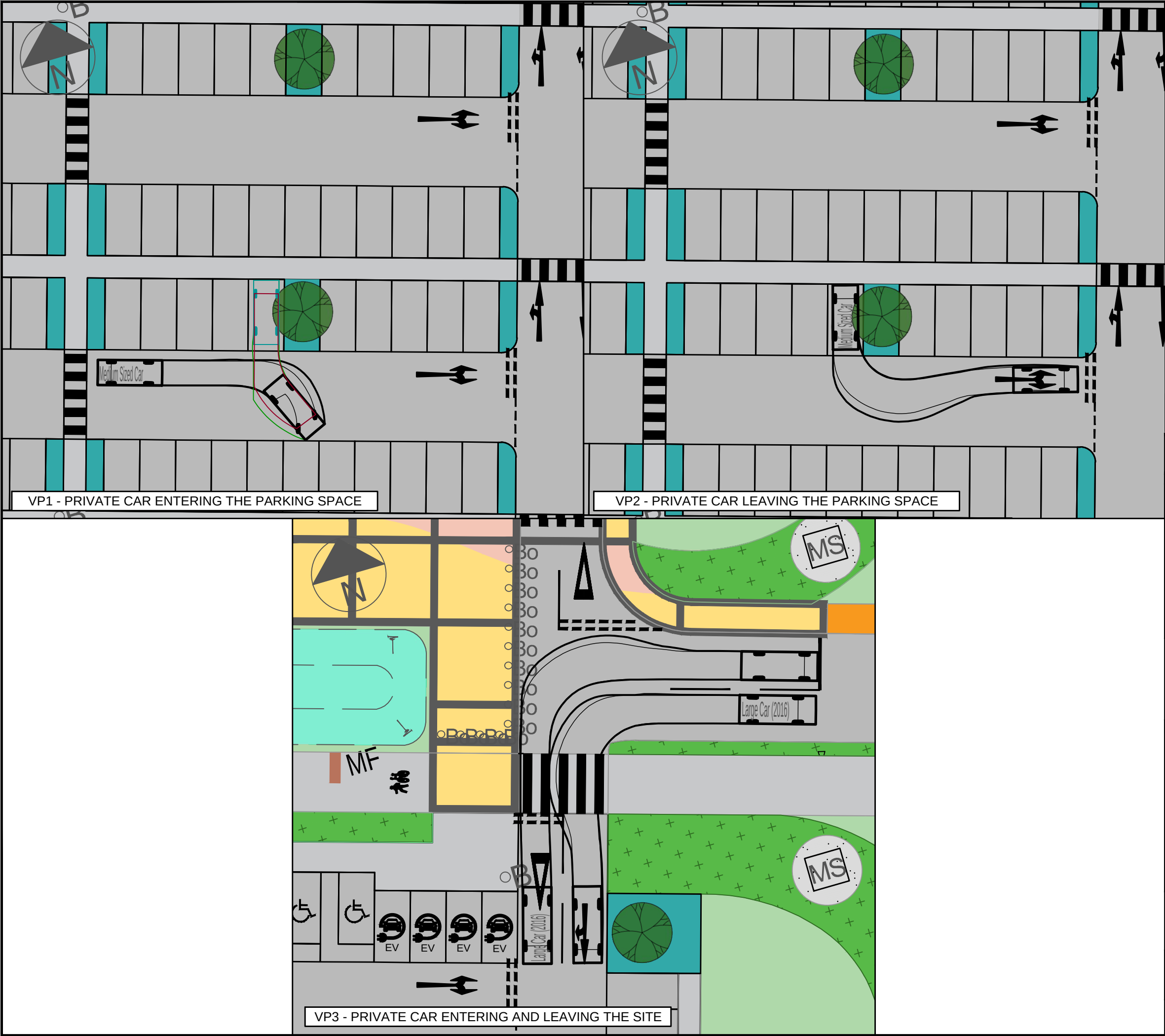
TITLE:  
VEHICLE TRACKING OF 12M COACH  
FOR LEISURE CENTRE SCHEME

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PROJECT: HALEWOOD LUF

TITLE: VEHICLE TRACKING OF PRIVATE CAR FOR LEISURE CENTRE SCHEME

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