



Report No. J1217/TS
September 2021

**PROPOSED EXPANSION OF THE
NURSERY CASSINO ROAD, HUYTON**

TRANSPORT STATEMENT

**CASSINO ROAD, HUYTON
TRANSPORT STATEMENT**

CONTROLLED DOCUMENT

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1. INTRODUCTION

DTPC has been appointed by **Philip Seddon Associates Ltd on behalf of T Tasker** to provide transport and highway advice for the traffic and transportation implications associated with the site for a proposed expansion of the existing nursery, Cassino Road, Huyton.

The application relates to a site located in the urban area.

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

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

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

2. NATIONAL AND LOCAL POLICY GUIDANCE

Future of Transport 2004

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

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

National Planning Policy Framework

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

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. **Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.**

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development.**

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

105. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. 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 would be severe.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to staff and visitors taking on board the location of the site.

The proposed development will incorporate linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

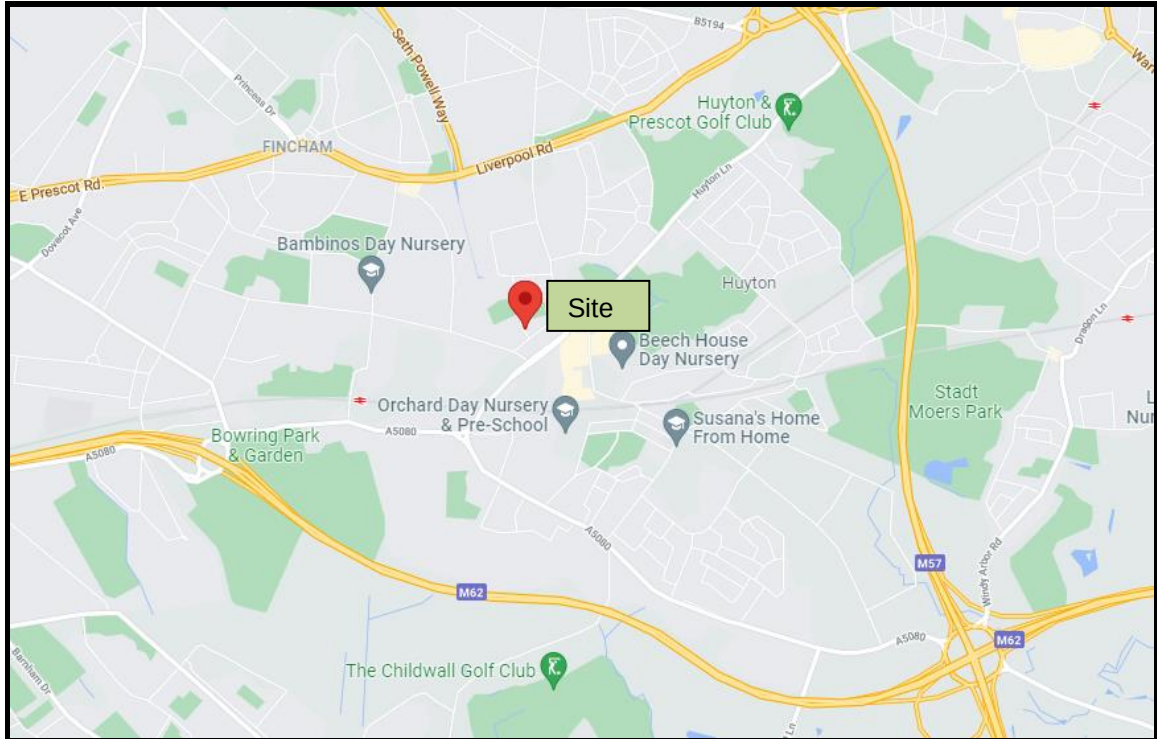
Furthermore there are:

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

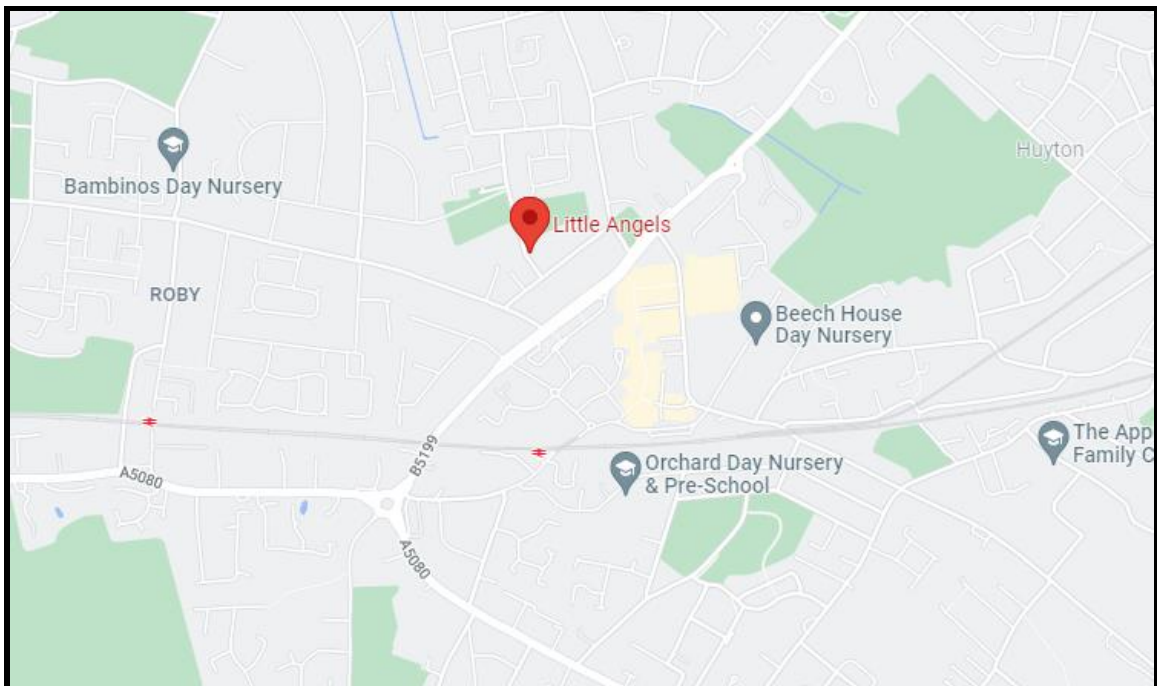
3. SITE DESCRIPTION

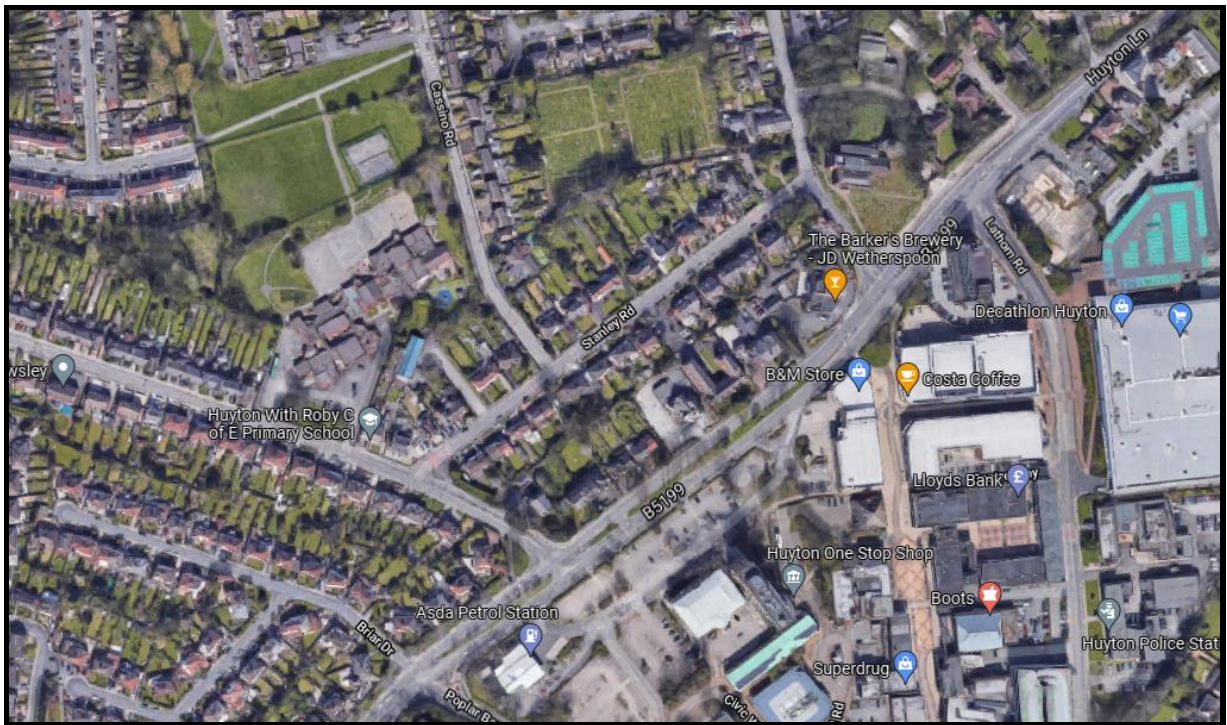
Site location context

The site is already used as a nursery in the urban area north west of the Huyton Shopping centre accessed between the Stanley Hill and Salemo Drive corridors.



Site location plan in relation to neighbouring settlements and locally below





The location of the site in a local setting is shown above; it is bounded by residential uses on all sides except the school to the west.

Local Highway Provision

Stanley Road and Cassino Road lie within a 20mph zone and are traffic calmed with speed cushions.

They are also subject to a 'permit holders parking only' restriction but no evidence of signing on Stanley Road and Cassino Road themselves to reinforce this restriction.

Stanley Road and Cassino Road are street lit and have footways on both sides of the carriageway.

There are double yellow lines on both sides of Cassino Road between the Stanley Road junction and the Little Angels site.

To the north of the double yellow lines, on the west side of Cassino Road there are extensive 'school keep clear' markings prohibiting parking Mon-Fri 8am-5pm outside the Huyton with Roby C of E primary school, whilst on the east side there are 'I bar' markings to protect the drives of the residential properties.

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



View to and from Stanley Road jct on Cassino Road highlighting the 20mph zone



View to nursery from south and north sides



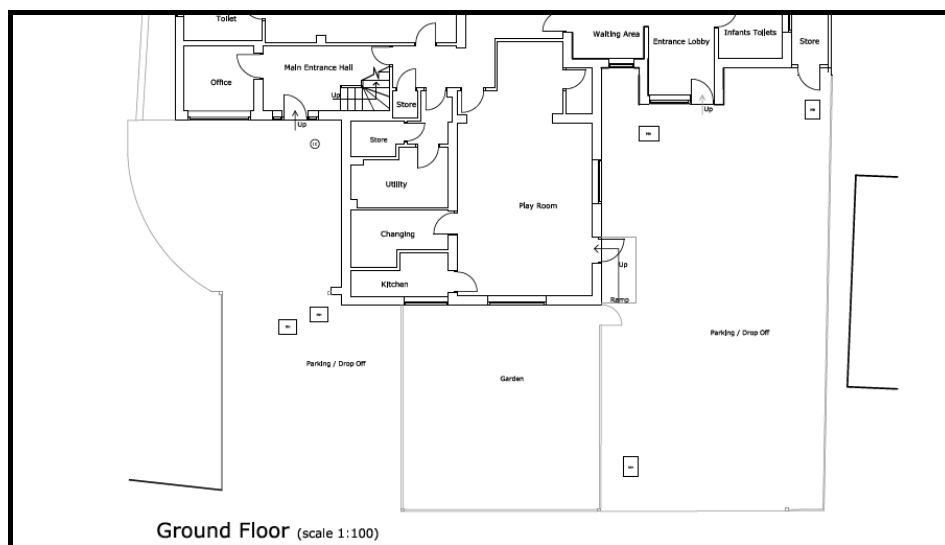
View into site north and south parking areas



View to and away from Nursery on north side.

Existing layout

The Nursery currently provides a local provision with two parking areas, on each side of the central garden area.



They can accommodate 8 parking spaces as shown with the 4 spaces on the northerly side having restricted space lengths.



Summary

The local area has a good standard of carriageway and footway provision, no observed capacity issues that would impact on a scheme coming forward.

There is an acceptance of parking on street in an uncontrolled manner for the school pick up and drop off.

4. TRAVEL SURVEY

Introduction

The site has been the subject of a pre application review and travel details were requested.

As the nursery use exists now the ability to review and assess the current impacts and travel modes has been undertaken to provide a local setting.

Travel mode survey

The parents and staff have been survey for the travel modes and where they park to minimise the impacts locally.

The parents return summary is set out below.

1 Full Home Postcode Town / Village 2 Gender Male 5 Female 44 3 Age Under 25 3 25-34 35 35-44 9 45-55 2 Over 55 1 4 Parent: Number of Children 1 22 2 23 3 1 4+ 3 5 Number of days per week attending and times Monday 25 Friday 27 Tuesday 22 Wednesday 31 Thursday 33 6 How far do you travel to the nursery Less than 1 mile 34 Over 20 miles 0 Between 2 and 5 miles 14 Between 5 and 10 miles 1 Between 10 and 20 miles 0 7 What mode of transport do you use to travel to the nursery Tick all that apply 0 Car (as driver on my own) 1 Car (as driver with other staff) 38 Car (as parent with child) 3 Car (as passenger with other parent) 3 Bus 0 Train 0 Motorbike 0 Bicycle 18 Walk Other (specify)	8 How often do you walk when travelling to the nursery 10 Most days 21 Occasionally 18 Never 9 How often do you use public transport when travelling to/from your home? 2 Most days 5 Occasionally 42 Never 10 How often do you cycle when traveling to/from your home? 0 Most days 0 Occasionally 49 Never 11 Would you be interested in joining a car sharing club such as 'Whizzgo'? 0 Yes 49 No 12 What time do you usually arrive and depart the nursery? <table border="0"> <tr> <td> 8 7.30-7.45</td> <td> 15 4.30-4.45</td> </tr> <tr> <td> 3 7.45-8.00</td> <td> 3 4.45-5.00</td> </tr> <tr> <td> 7 8.00-8.15</td> <td> 19 5.00-5.15</td> </tr> <tr> <td> 6 8.15-8.30</td> <td> 8 5.15-5.30</td> </tr> <tr> <td> 8 8.30-8.45</td> <td> 2 5.30-5.45</td> </tr> <tr> <td> 8 8.45-9.00</td> <td> 1 5.45-6.00</td> </tr> <tr> <td> 0 9.00-9.15</td> <td> 0 6.00-6.15</td> </tr> <tr> <td> 2 9.15-9.30</td> <td> 0 6.15-6.30</td> </tr> <tr> <td> 0 12.45-1.00</td> <td> 2 1-1.15</td> </tr> </table> Thank you for your co-operation Please fill in and return to the community hall.	8 7.30-7.45	15 4.30-4.45	3 7.45-8.00	3 4.45-5.00	7 8.00-8.15	19 5.00-5.15	6 8.15-8.30	8 5.15-5.30	8 8.30-8.45	2 5.30-5.45	8 8.45-9.00	1 5.45-6.00	0 9.00-9.15	0 6.00-6.15	2 9.15-9.30	0 6.15-6.30	0 12.45-1.00	2 1-1.15
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2 9.15-9.30	0 6.15-6.30																		
0 12.45-1.00	2 1-1.15																		

The parents results show the nursery has (38) 78% by car as drop off etc.

These occur on average 8 per 15 minutes from 7.30 to 9.00. Pick up occurs in largely two separate 15 minute periods where 19 occur.

The staff results below show that the staff have 5 cars per 17 staff or 29% by car.

Postcode		Distance to Work(Approx) Miles	
Do you Own a Car			
Yes	5	No	12
If you drive Where do you park?			
How do you travel to work (ring answer)	Walk	1	
	Cycle	0	
	Bus	9	
	Car share	1	
	Drive	5	
	taxi	2	
Staff shift full or Part time	Full time	Part time/shifts	
	16	1	

5. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

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

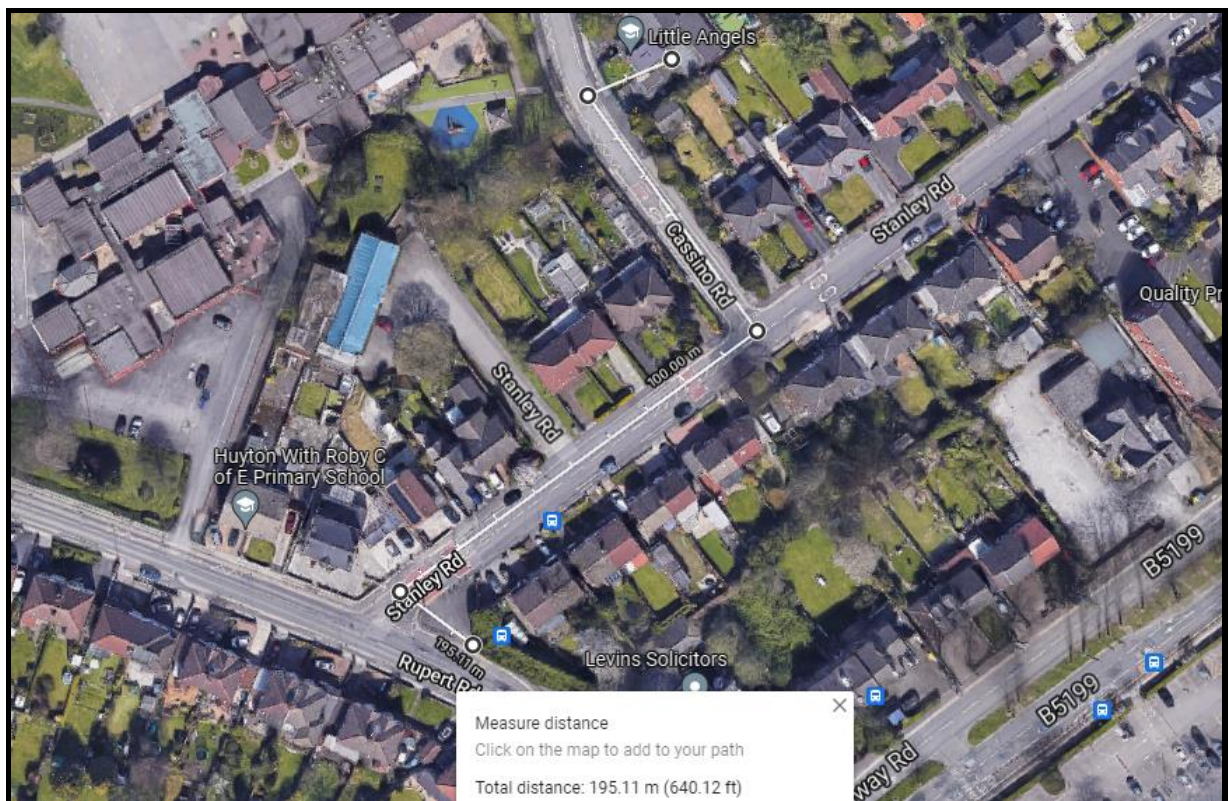
The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located within an existing urban area with a wide range of local land uses, services and facilities.

The site lies in the 200m/2.5min walk distance to a public transport facilities shown below.



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

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

The CIHT provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips, accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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

The pedestrian catchment area for the proposed development site extends to cover the whole centre indicated by the red 2km distance.



Walk Catchment

Importantly, the 2km distance covers a wide area. There are, therefore, opportunities for residents and staff to access the facilities on foot.

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

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

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

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

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

The 5 km distance is indicated by the red area on the figure below.



Cycle Catchment

The plan shows that all of Huyton and the surrounding areas are within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

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

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

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

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

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

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

The site lies in the 200m/2.5min walk distance to a public transport facility in this case the Rupert Road bus stop below.



The services provided are shown below:

3, 3A, 9, 15, 42, 217, 227, 245 and 258 call within 335m of Huyton station. Change at Huyton Bus Station for City Line trains towards Liverpool Lime Street or Warrington Bank Quay, Wigan North Western, Preston, Manchester and Blackpool North.

Route 239 calls within 450m of Whiston station. Change at the Cross Lane / Dragon Lane (stop B) bus stop for City Line trains towards Liverpool Lime Street or Warrington Bank Quay and Manchester.

3 To **Liverpool John Lennon Airport** From 22/06/2018
Via Huyton Bus Station, Archway Road, Roby Road, Bowring Park Road, Chelwood Avenue, Belle Vale, Halewood Road, Macclets Lane, Hillfoot Avenue, Halewood Shopping Centre, Speke Boulevard

3A Mondays to Fridays: 0618 0640 Saturdays: 0718 Sundays: No service

9 To **Huyton Bus Station** From 20/07/2018
Via Poplar Bank

15 To **Huyton Bus Station** From 26/01/2019

217 To **Huyton Bus Station** From 28/04/2019
Via Poplar Bank

227 To **Huyton/Halewood** From 28/04/2019
Via Huyton Bus Station, Huyton Hey Road, St Johns Road, Wheworth Road, Raylonsfield Drive, Belle Vale, Belle Vale Road, Halewood Road, Macclets Lane, Higher Road, Leathers Lane

15 To **Huyton Bus Station** From 26/01/2019

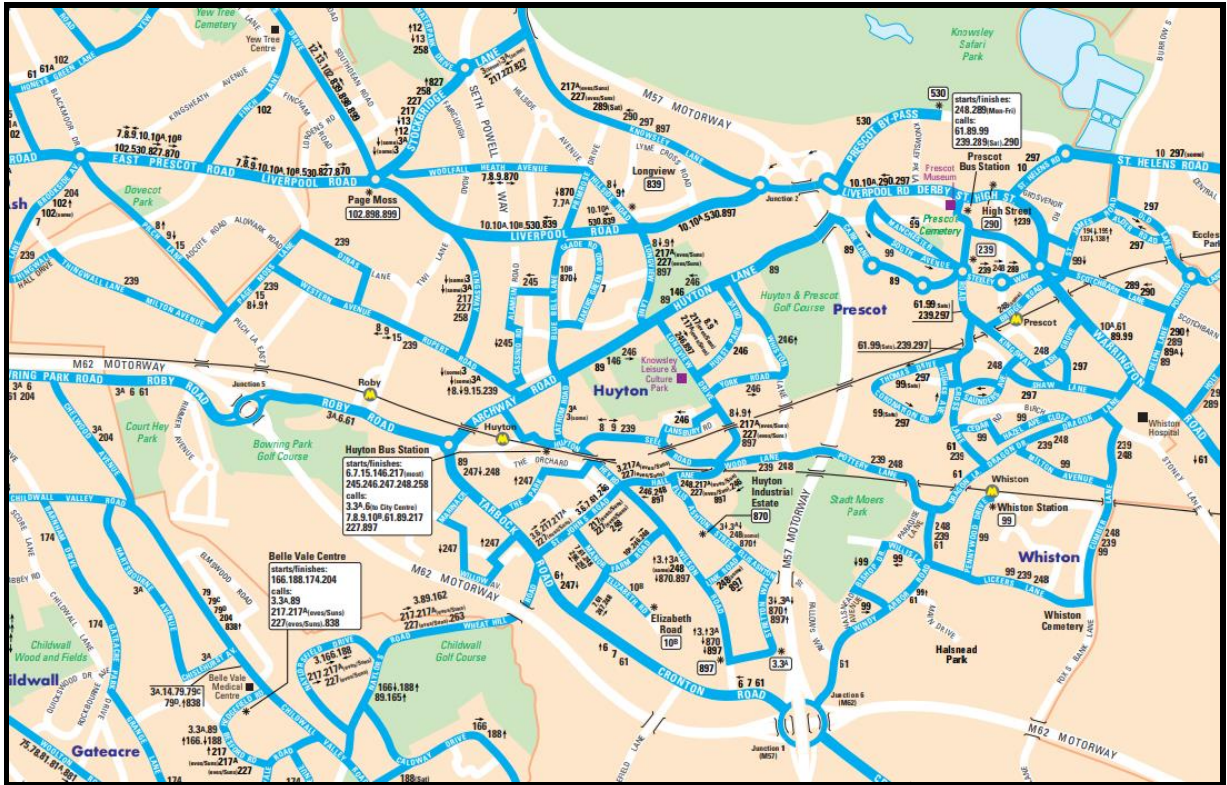
239 To **Prescot (Sewell Street)** From 23/11/2018
Via Archway Road, Litham Road, Seel Road, Wood Lane, Pottery Lane, Windy Arbor Road, Lickers Lane, Cumber Lane, Dragon Lane, Dragon Drive, Cross Lane, Steley Way, Warrington Road, High Street, Prescot Bus Station

245 **Huyton Circular** From 22/07/2018
Via Poplar Bank

258 To **Huyton Bus Station** From 30/10/2014
Via Poplar Bank

42 To **Riverside College** From 27/01/2020
Via Huyton Bus Station, St Johns Road, Meadow Drive, Cronton Road, Birchfield Road

Changes to bus services due to Coronavirus (COVID-19)
From Monday 23 March 2020 customers are advised that bus services will be running to temporary timetables until further notice.
For help planning your journey please



The proposed development site is therefore conveniently located close to bus stops that regularly serve a number of communities in the vicinity of the site. These services provide the opportunity for residents of the proposed development site to travel via public transport.

The proposed application site is therefore considered as being accessible by bus.

Summary

In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance.

6. THE DEVELOPMENT PROPOSALS, LAYOUT AND ASSESSMENT

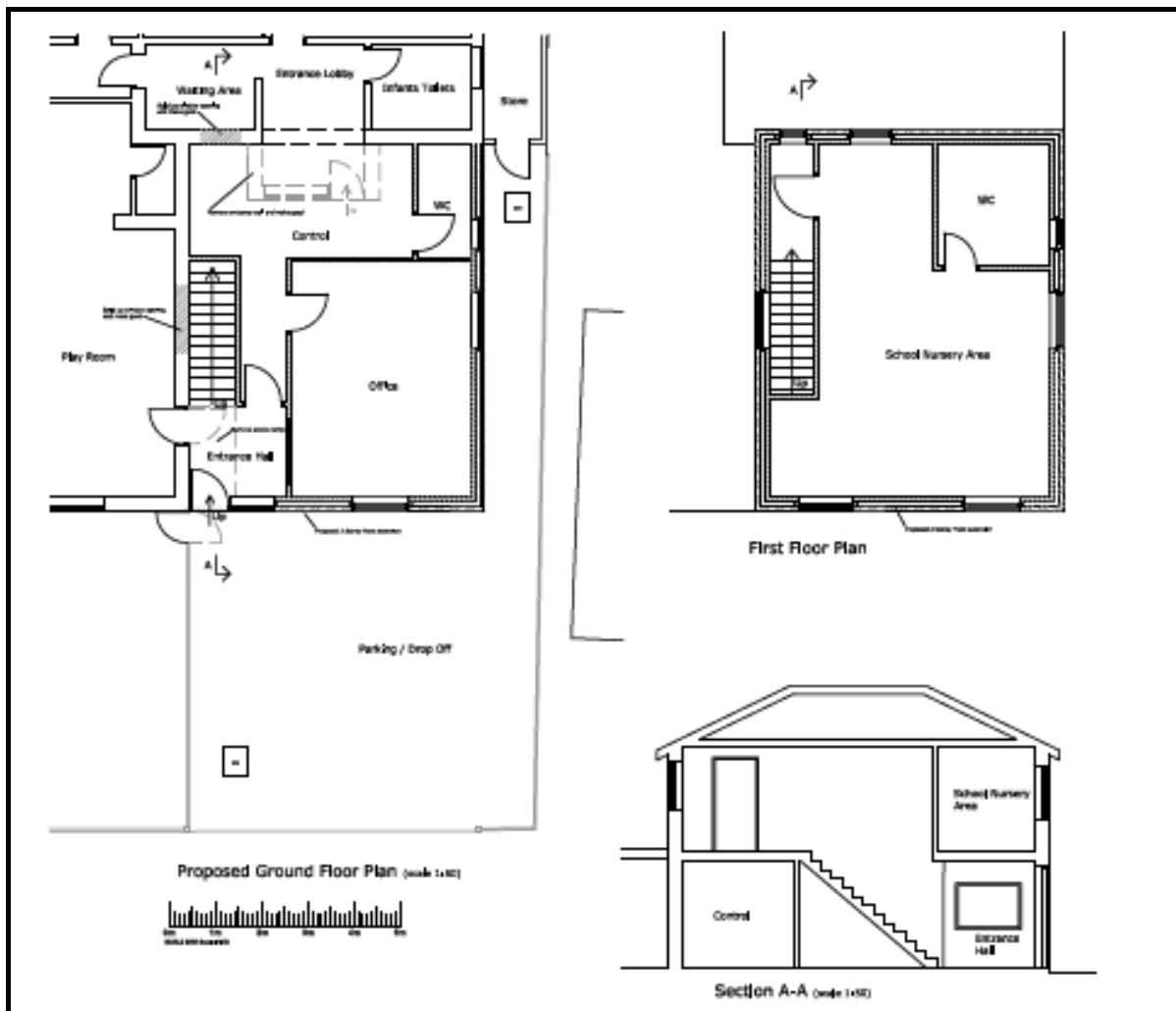
Development Proposals

The scheme set out in the pre application is to erect a two storey front and side extension to day nursery including relocation of car parking.

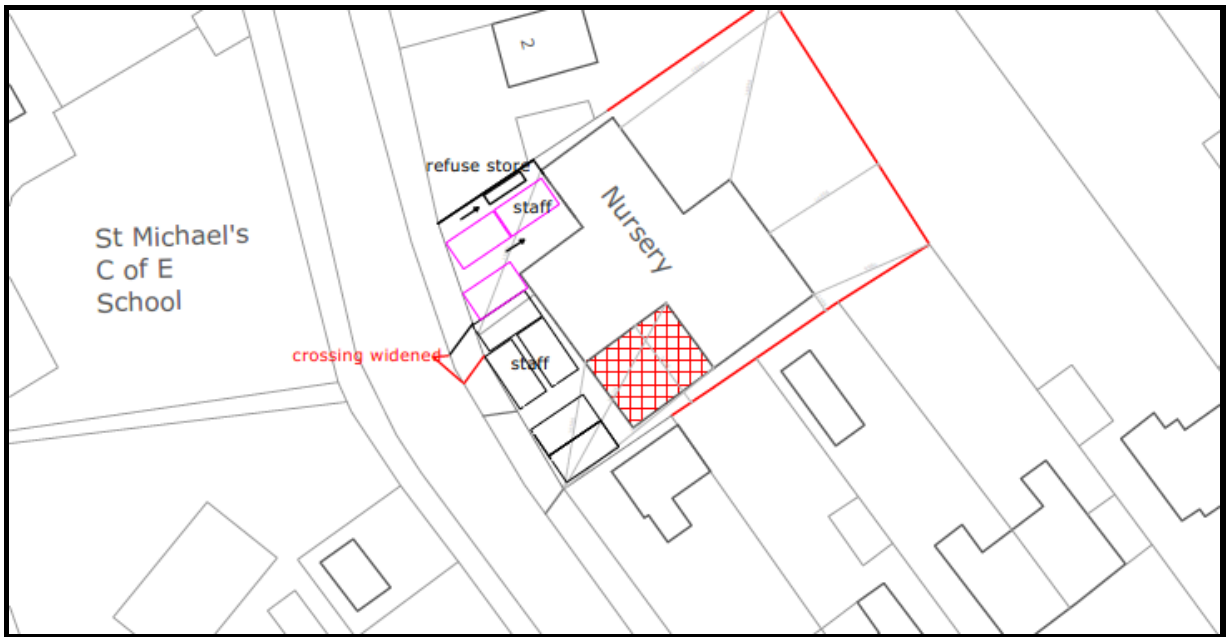
The staff and child spaces will remain the same, the only change is the car parking offer.

Layout

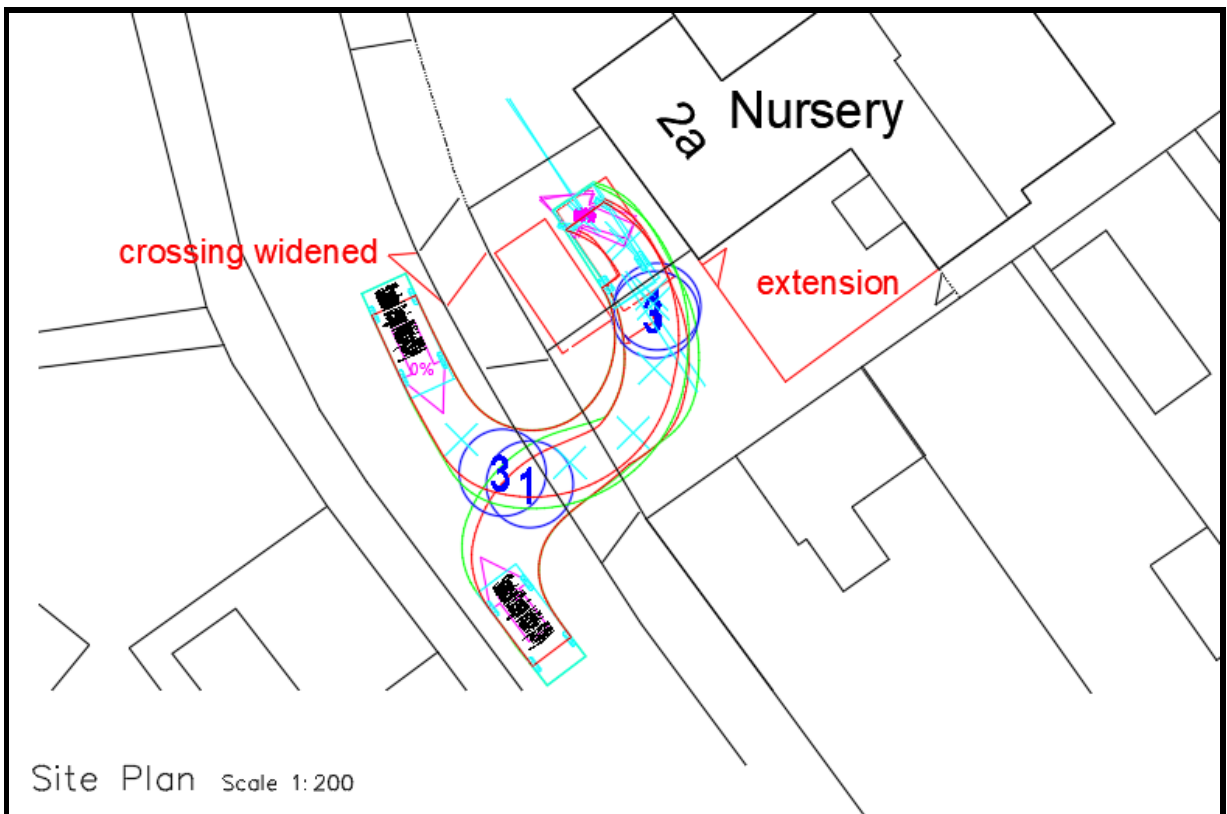
Full details via the architects submission but details below for review.



The new office in effect removes the parking spaces but is replaced with the removal of the garden area.



The 8 existing spaces are re-provided and two made parallel to the road for staff.



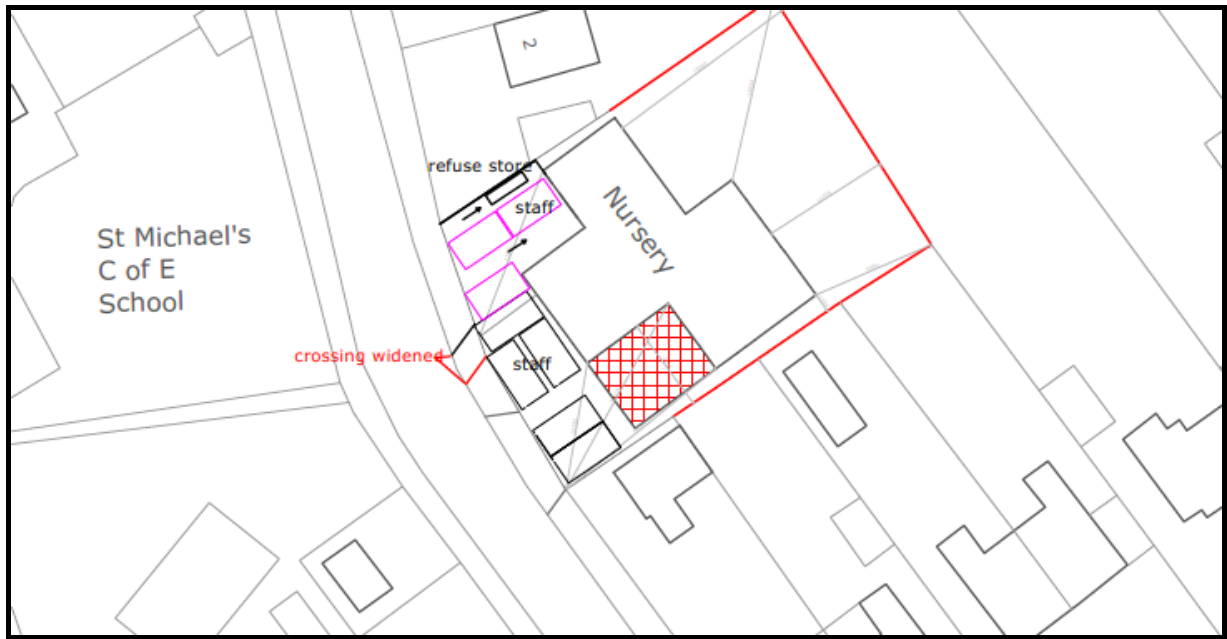
Local support

The scheme will have little or no noticeable additional impact locally across the peak periods, that said the nursery seeks to be good neighbours and sets out a willingness to ensure the parking management for pick up and drop off is undertaken with a little impact as possible.

Parking

Cassino Road and the adjacent road has a residents parking permit scheme and the nursery was initially given three permits that the staff used to park in the adjacent street, however, after the first year the council only issued one permit requiring the staff had to park on the nursery premises. If the council were to issue the agreed three permits per year, it would negate the removal of the two parking spaces on site.

That said the on site parking is shown to be 8 in total as shown below:



It is acknowledged that the spaces as they are now not fully compliant however all spaces are re-provided.

Refuse

The site currently operates with the refuse pick up from street and it anticipated that this would not change.

7. SUMMARY

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

The site has a sustainable location and the layout accords with good practice to accommodate car and non car users.

There are no local safety issues recorded which would affect the location of the site access.

As such the scheme would have little or no impact on the local network

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

