



TRANSPORT STATEMENT
AGP INFRASTRUCTURE
IMPROVEMENTS, HALEWOOD
LEISURE CENTRE, LIVERPOOL

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Steve Wells Associates to prepare a Transport Statement to support a planning application for infrastructure improvements associated with the existing artificial grass pitch (AGP) on land at Halewood Leisure Centre, Liverpool.

Site Location and Development Proposals

- 1.2 The site is located in Halewood, approximately 7.5km west of Widnes town centre and 14.1km southeast of Liverpool city centre. The AGP forms part of Halewood Leisure Centre which is bound by residential dwellings to the north and south, Baileys Lane to the east and Barn Croft Road to the west. The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The development proposals comprise infrastructure improvements associated with the existing AGP, to meet FA Ground Grading Criteria, for use by Halewood Apollo FC, the anchor club for the AGP. The upgrade of facilities include:
- 1 no. 50 person standing spectator stand;
 - 1 no. 50 person seated spectator stand;
 - 2 no. 8 person dugouts including technical area;
 - Extended spectator strip(s) for pitch side viewing;
 - Gate for emergency vehicles; and
 - Amended and improved spectator facilities (including toilets, new turnstile booth and a dedicated area for a mobile catering unit).
- 1.4 Vehicular access to the AGP is taken from Baileys Lane, on the eastern boundary, which gives access to a car park comprising 168 spaces and supports the wider Halewood Leisure Centre. It should be noted that Halewood Apollo already attract spectators at the site and it is not expected that by introducing additional standing and seating areas will necessarily result in an increase in more spectators. Spectators already watch from the hardstanding which runs along $\frac{3}{4}$ of the southern edge of the AGP; the development proposals would seek to provide more formal facilities.

REPORT STRUCTURE

- 1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the anticipated vehicle trip generation associated with the development proposals;

Section 6 considers the access, parking and servicing arrangements; and

Section 7 offers a summary and conclusion.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – DCLG, December 2023)

- 2.2 The revised National Planning Policy Framework was published in December 2023 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. Paragraph 114 states that "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;
 - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and National Model Design Code; and
 - d) 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."

"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. (Paragraph 115)." Paragraph 116 sets out that 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;
- 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

2.3 Paragraph 117 suggests that “all developments that will generate significant amounts of movements 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 impact of the proposal can be assessed.”

2.4 This Transport Statement sets out the potential impact of the development and demonstrates that it is well located to encourage trips on foot from surrounding residential areas as well as by public transport, should people travel from further afield.

LOCAL POLICY

Liverpool City Region Combined Authority Transport Plan (June 2019)

2.5 The Combined Authority Transport Plan articulates the Liverpool City Region Combined Authority's (LCRCA's) vision for transport. It focuses on delivery over the short term. The plan provides a single source of information on adopted transport policy, based on current plans and priorities and the Combined Authority's investment priorities.

2.6 The core vision of the Combined Authority Transport Plan is to develop a transport system which:

- Is comprehensive, affordable, and reliable;
- Is integrated and easy to use;
- Supports the development of new and existing communities; and
- Is green and is healthy.

2.7 A number of strategic objectives are also outlined within the plan, the most relevant have been identified as:

- To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses, and visitors, and in a way that is fully integrated with wider policy objectives;
- To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy, and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice; and
- To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040.

Knowsley Local Plan Core Strategy (January 2016)

2.8 The Core Strategy part of the Local Plan sets out the strategic framework for the growth and development of Knowsley up to 2028 and beyond. It sets out how and where new development and regeneration should take place and, therefore, promotes, guides and manages the future development of the borough.

2.9 The Strategy for Knowsley aims to make Knowsley 'The Borough of Choice', with a sustainable and diverse population, living in successful suburban townships that provide a sense of place and community. The vision states that: 'By 2023, Knowsley will have:

- Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities;
- Vibrant and welcoming town centres;
- Residents and local communities who are able to make positive lifestyle choices;
- High quality employment areas which help to drive economic growth in the Liverpool City Region; and
- Narrowed the gap in deprivation levels both between different parts of the borough and between Knowsley and elsewhere.'

2.10 The vision is supported by a number of strategic objectives. Those relevant to this application include:

- **Strategic Objective 1** - Sustainable Economic and Employment Growth;

- **Strategic Objective 3** - Regenerate and Transform;
- **Strategic Objective 5** - Quality of Place;
- **Strategic Objective 6** - Sustainable Transport; and
- **Strategic Objective 9** - Promoting Health and Wellbeing in Knowsley.

2.11 The following policies have been identified as relevant to this application and the development proposals:

- **Policy SD1: Sustainable Development** - When considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Work will be undertaken proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- **Policy CS2: Development Principles** - New development in Knowsley and the preparation of subsequent stages of the Local Plan will be expected to support the following development principle:
 - **Principle 3:** Reduce the need to travel and increase accessibility by: a) Selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally; b) Assisting the Council in achieving a shift towards more sustainable modes of transport for people, goods and freight; c) Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and employment; and d) Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses and places of worship).
- **Policy CS7: Transport Networks** - New development will be required to be:
 - Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
 - Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;

- Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
 - In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development; and
 - Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate.
- **Policy CS27: Planning and Paying for New Infrastructure** - Infrastructure Provision Principles:
 - Knowsley's communities will be supported by an appropriate range of infrastructure, including any additional infrastructure which is required as a result of new development. New development will be required to support, as appropriate:
 - a) Safeguarding of existing infrastructure;
 - b) Maintenance and improvement of existing infrastructure;
 - c) Replacement of inadequate infrastructure; and
 - d) Provision of new infrastructure.
 - Proposals for new development will be required to demonstrate that any negative impacts that the development may have on the improvement, replacement or provision of new infrastructure will be avoided and/or appropriately mitigated as part of the planning process; and
 - Proposals for new development must have regard to the Knowsley Infrastructure Delivery Plan, insofar as this is appropriate to the scale and nature of the development.

2.12 This Transport Statement has been produced taking into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car, and to enhance this.

3. ACCESSIBILITY

INTRODUCTION

- 3.1 This section of the Transport Assessment describes the existing infrastructure that will facilitate and encourage site users to walk, cycle or use public transport, rather than to travel by car. This is of particular relevance to spectators coming to watch matches at the pitch, however they are equally applicable to players, staff/volunteers and match officials.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

- 3.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

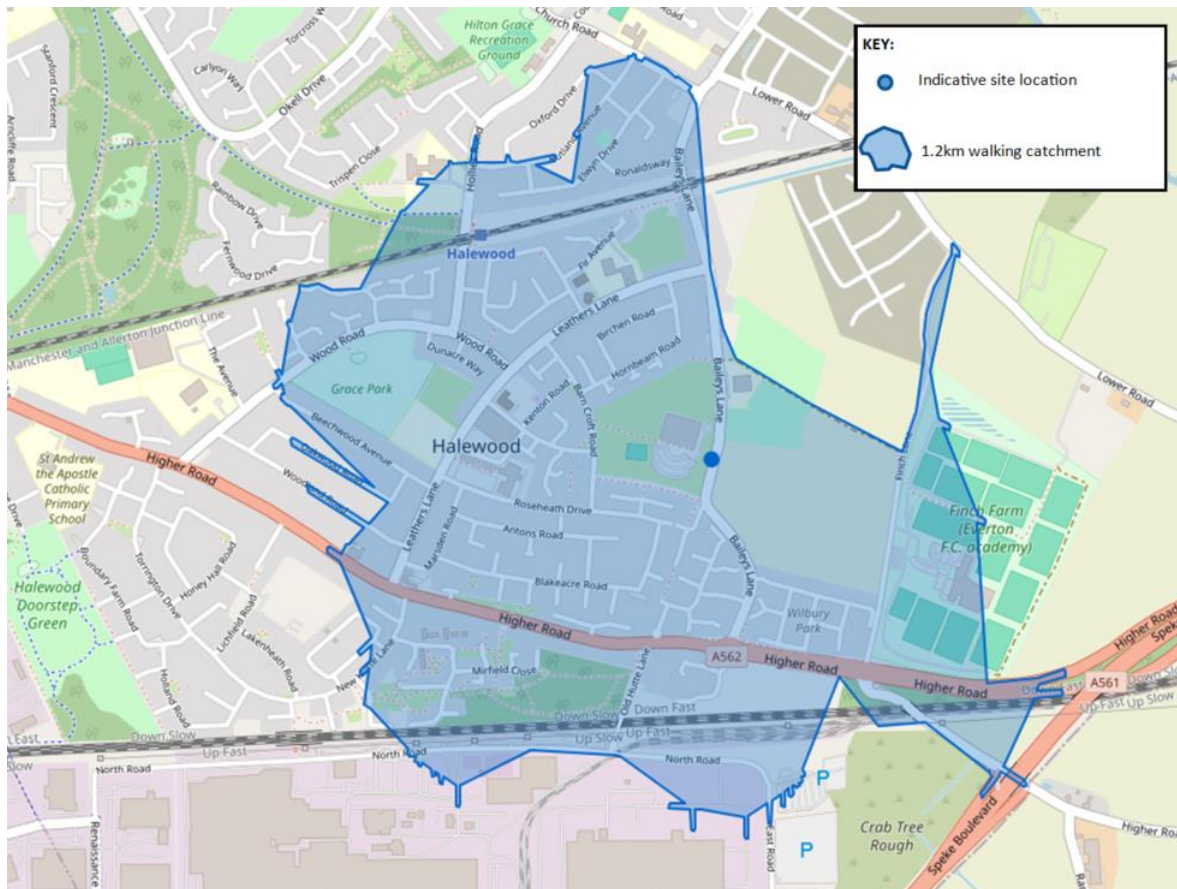
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes Halewood and the surrounding residential areas to the north, south and west and is demonstrated on **Figure 3.1** overleaf.

Figure 3.1: 1.2km Walking Catchment



(Source: Open Street Map)

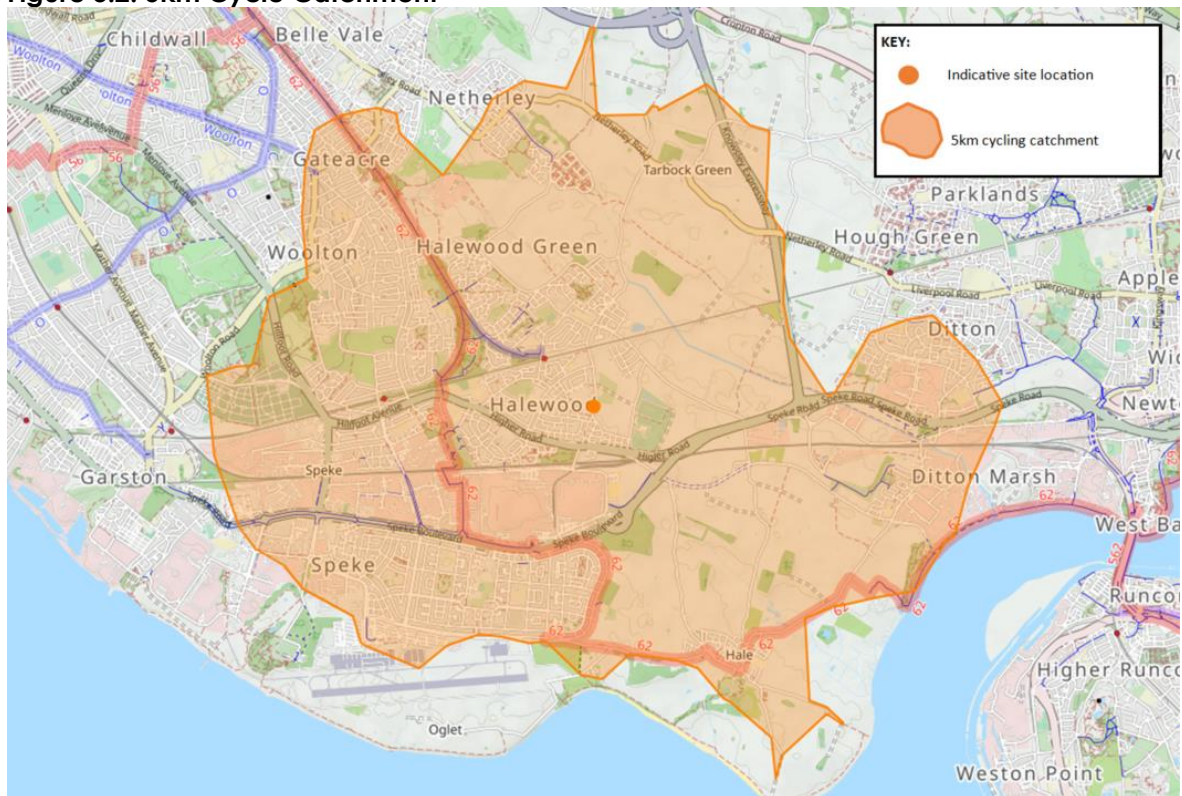
- 3.4 The existing AGP is located to the rear of Halewood Leisure Centre, accessible on foot from Baileys Lane to the east and Barn Croft Road to the west. To the east, the vehicular access is bound by gated pedestrian access points on both sides, extending north internally towards the AGP and south towards the car park.
- 3.5 The access forms the minor arm of a signalised crossroads junction which gives access north/south along Baileys Lane and east, onto Dacre Avenue, a residential estate road. The signal junction provides signalised crossing points across all arms of the junction. Past this point, Baileys Lane is bound by a footway and street lighting on the west side of the carriageway and Dacre Avenue is bound by footways on both sides, with residential dwellings taking direct frontage access to the north and south.
- 3.6 Pedestrian access on the western boundary, from Barn Croft Road, is supported by a gated footpath which benefits from street lighting along its length. Barn Croft Road is bound by footways and streetlighting on both sides, with residential dwellings taking direct frontage access to the east and west and a number of residential access roads forming priority T-

junctions along its length. Pedestrian movement across these junctions is supported by dropped kerbs. Given the site is located within a largely residential area it is expected that a large majority of match spectators would originate from the surrounding and be able to make use of the existing infrastructure in the vicinity of the site.

Cycle Access

- 3.7 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Halewood, Halewood Green, Speke and parts of Ditton, Woolton, Gateacre and Netherley. **Figure 3.2**, below, illustrates a 5km cycle catchment from the site.

Figure 3.2: 5km Cycle Catchment



(Source: Open Cycle Map)

- 3.8 As can be seen in **Figure 3.2**, the closest National Cycle Network (NCN) Route is NCN Route 62, accessible in an 1km (3-minute) cycle via Barn Croft Road. NCN Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. Locally, this route runs along the coast between Southport and Liverpool, and southeast towards Hale and Widnes. **Figure 3.3**, overleaf, illustrates in more detail the local cycle routes which can be accessed within proximity of the site.

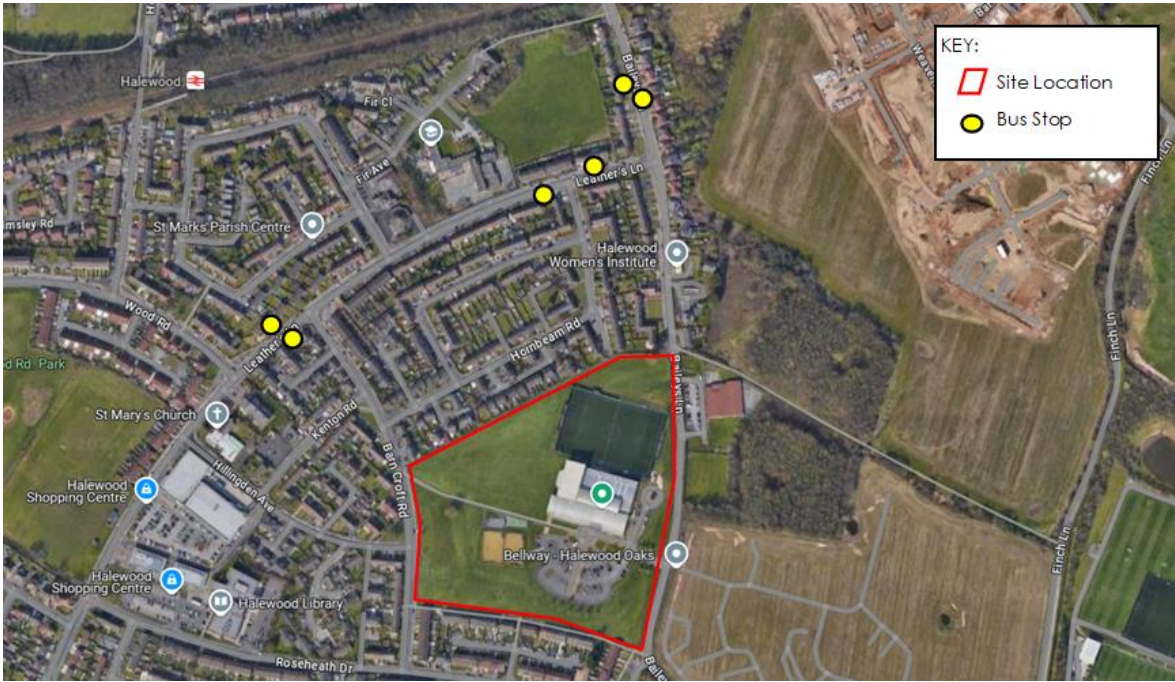
As can be seen in **Figure 3.3**, there are a network of advisory cycle routes in the vicinity of the site, accessible via Baileys Lane. To the west, there are a number of traffic-calmed roads extending through Halewood and its associated residential areas, with traffic free cycle routes giving access to NCN Route 62. Given this, it is therefore anticipated that cycling would represent an attractive travel option for future visitors of the site.

Bus Services

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information and bus cage markings. **Figure 3.4**, below, illustrates the location of the closest bus stops whereas **Table 3.2** provides a breakdown of the bus services available. The same bus services operate along both Leather's Lane and Baileys Lane.

Figure 3.4: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Service Summary

Service	Bus Route	Approximate Headway		
		Weekday	Saturday	Sunday
Leather's Lane / Baileys Lane				
44/C44	Wavertree – Widnes	1 service daily	-	-
79	Halewood – Liverpool	10 mins	10 mins	20 mins
166	Bell Vale – Halewood – Speke	60 mins	60 mins	60 mins
188	Bell Vale – Speke - Halewood	60 mins	60 mins	60 mins

(Source: PT Operators)

3.12 As can be seen in **Table 3.2**, there are frequent services available Monday-Sunday, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be a viable option for those accessing the site from further afield.

Rail Services

- 3.13 The closest railway station is Halewood, which is located approximately 950m northwest of the site and can be accessed in a 13-minute walk via Barn Croft Road. Operating over 2 platforms, this station benefits from ramped, level access and supports hourly services to both Warrington Central and Liverpool Lime Street, via Widnes and Liverpool South Parkway.

Summary

- 3.14 Overall, the site is within easy reach of surrounding residential areas on foot, by bike or public transport. It is considered that there is excellent sustainable transport infrastructure within the vicinity of the site and, as such, the proposals are consistent with national and local policy objectives.

4. LOCAL HIGHWAY NETWORK

INTRODUCTION

- 4.1 This section of the Transport Statement considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

HIGHWAY NETWORK

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**, below.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 Vehicular access is taken from Baileys Lane, on the eastern boundary, via a signalised crossroads junctions which benefits from dropped kerbs and tactile paving on all approaches; advanced stop lines are in place on all arms. To the north and south, Baileys Lane widens to two lanes on approach, with dedicated right-turn lanes supporting vehicular access into the site and onto Dacre Avenue, respectively.
- 4.4 From this point, Baileys Lane extends north for approximately 450m before giving access west, through the surrounding residential area, via Leather's Lane. On approach to this junction, the carriageway is bound by footways and street lighting on both sides, with

residential dwellings taking direct frontage access to the east and west. In the vicinity of the residential dwellings, and on approach to Finch Woods Academy (from the north), the carriageway has speed cushions, to reduce vehicle speeds.

- 4.5 For vehicles approaching from the north, a right-turn ghost island supports access onto Leather's Lane. To the south, a pedestrian refuge island comprising dropped kerbs and tactile paving supports pedestrian movement east-west, across Baileys Lane. In the vicinity of the junction, the carriageway is bound by double yellow line parking restrictions with dwellings taking direct frontage access on both sides.
- 4.6 From the site access, Baileys Lane extends south for approximately 450m before forming the minor arm of a 4-arm roundabout junction which gives access east-west along the A562 Higher Road, and south onto Sandhurst Road. In the vicinity of the roundabout junction, Higher Road is bound by footways and street lighting on both sides and is subject to a 40mph speed limit. To the east, opposing lanes of traffic are separated by a kerbed central reserve, with dropped kerbs and tactile paving supporting pedestrian access north-south, via a refuge island.

ROAD SAFETY

- 4.7 Accident data for the most recent 5-year period (2018 – 2022) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The accident study area is shown overleaf in **Figure 4.2**, overleaf.

Figure 4.2: Accident Locations



(Source: Crashmap)

- 4.8 As can be seen from **Figure 4.2**, three accidents have been recorded within the vicinity of the site in the most recent 5-year period. To the south, one accident was recorded on Baileys Lane in 2020 and involved two cars, resulting in one casualty suffering slight injuries. In 2021, an accident involving one pedestrian and one goods vehicle occurred at the Barn Croft Road / Leather's Lane junction, resulting in one casualty suffering serious injuries. The other accident was recorded on Leather's Lane in 2022 and involved one pedestrian and one goods vehicle; this accident was slight in nature and resulted in one casualty.
- 4.9 Overall, this equates to average of 0.6 accidents per year and, therefore, it is considered there are no existing road safety issues that the development would exacerbate. Furthermore, the site is already where Halewood Apollo matches take place and, therefore, there are already people travelling to/from the site on matchdays.

5. TRIP GENERATION

INTRODUCTION

5.1 As has been discussed, the development proposals comprise infrastructure improvements associated with the existing AGP, to meet FA Ground Grading Criteria, for use by Halewood Apollo FC. This will not necessarily result in an increase in spectators to the site, rather these improvements are required to meet the grading the criteria. The upgrade of facilities include:

- 1 no. 50 person standing spectator stand;
- 1 no. 50 person seated spectator stand;
- 2 no. 8 person dugouts including technical area;
- Extended spectator strip(s) for pitch side viewing;
- Gate for emergency vehicle; and
- Amended and improved spectator facilities (including toilets. New turnstile booth and a dedicated area for a mobile catering unit).

5.2 This section of the Transport Statement will consider the trip generation associated with the development proposals.

TRIP GENERATION

5.3 Typically, trip rates for the proposed development would be obtained from the TRICS database, or through counts of existing movements at the site. However, in this instance pitch usage information has been based on extensive experience of similar developments and information provided by Apollo Active & Halewood Apollo FC, who currently utilise Halewood Leisure Centre's facilities.

5.4 During the daytime Monday-Friday, the use of the AGP will remain as it does at present and will be unaffected by the proposed infrastructure improvements. Any increase would be associated with additional spectators associated with Halewood Apollo matchdays only.

5.5 It should be noted that use of the AGP during the week is likely to have a limited impact on the operation of the local highway network, as trips to/from the site would be outside the peak hours of the local highway network. Based on information provided by the client, the AGP is expected to be used more intensely on a Thursday compared to other weekdays,

and on a Saturday compared to a Sunday. As such, the tables in this section include for these days, to demonstrate a worst-case scenario.

- 5.6 **Table 5.1**, below, provides a breakdown of the expected participant numbers across the day, during a typical week, in each single hour period. With regard to activities involving children, it has been assumed that children will be dropped off by their parents, who will remain on site for the duration of the activity, and then leave in the time period following the activity finishing.

Table 5.1: Participant Numbers

Time Period	Weekday (Thursday)	Weekend (Saturday)
08:00-09:00	0	0
09:00-10:00	0	40
10:00-11:00	0	40
11:00-12:00	0	40
12:00-13:00	0	40
13:00-14:00	0	40
14:00-15:00	0	40
15:00-16:00	0	40
16:00-17:00	60	0
17:00-18:00	60	0
18:00-19:00	60	0
19:00-20:00	60	0
20:00-21:00	0	0

(Source: Consultant Calculation)

- 5.7 As can be seen in **Table 5.1**, the maximum number of participants in a single hour period during the week, if the AGP is split into thirds, is 60. During the weekend, the maximum number of participants is typically 40, owing to the scheduling of 11v11 games and each squad having roughly 16-20 players.
- 5.8 Based on information provided by the client, allowance has been made for officials/staff, with a typical Halewood Apollo 11v11 game comprising of 5 staff per team (10 total) and 8 matchday volunteers. Furthermore, Halewood Apollo FC (who play their 1st team games on a Saturday afternoon) are currently watched by 50-100 spectators, with the majority living in the local community.

5.9 A 1.2km catchment is the preferred maximum walking distance for 'elsewhere' and, as shown in **Figure 3.1**, this catchment includes Halewood and the surrounding residential areas to the north, south and west of the site. Reflecting the anticipated growth of Halewood Apollo FC and the proposed AGP infrastructure improvements, the number of spectators has been increased to 200 to demonstrate a worst-case scenario.

5.10 Based on the total number of participants expected for each hour period across a typical operating day, it is possible to predict the person trip generation of the site. It has been assumed that participants and spectators will arrive in the hour period before their activity and depart in the hour period following their activity. **Table 5.2**, below, outlines the likely two-way person trip generation of the AGP during the weekday and weekend peak periods.

Table 5.2: Total Person Trip Generation

Time Period	Weekday (Thursday)			Weekend (Saturday)		
	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	0	0	0	40	0	40
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	40	0	40
12:00-13:00	0	0	0	0	40	40
13:00-14:00	0	0	0	258	0	258
14:00-15:00	0	0	0	0	40	40
15:00-16:00	60	0	60	0	0	0
16:00-17:00	60	0	60	0	0	0
17:00-18:00	60	60	120	0	258	258
18:00-19:00	60	60	120	0	0	0
19:00-20:00	60	60	120	0	0	0
20:00-21:00	0	60	60	0	0	0
21:00-22:00	0	60	60	0	0	0
22:00-23:00	0	0	0	0	0	0

(Source: Consultant Calculation)

5.11 The information in **Table 5.2** demonstrates that the peak two-way person trip generation of the site will be between 17:00-20:00 on a weekday, and between 13:00-14:00 and 17:00-18:00 on a weekend. On the basis that there are 40 players, 10 staff, 8 volunteers and 200 spectators, this results in 258 two-way trips.

- 5.12 Not all those travelling by car to the pitches will do so as a single occupant. To provide further assurance, interrogation of the TRICS database has been carried out to corroborate the likely number of trips generated by the development proposals and the resultant demand for parking. While no full-size football pitches are included within the TRICS database, there are three surveys for 5-a-side pitches, which represent sites most comparable to the development proposals. **Table 5.3**, below, shows the PM weekday peak hour trip rates (per pitch). The full TRICS output is attached at **Appendix B**.

Table 5.3: TRICS Vehicle Trip Rates – 5-a-side Pitch – Development Peak Hour

Weekday PM (17:00 – 18:00)		
Arrival	Departure	Two-Way
4.130	1.696	5.826

(Source: TRICS Database)

- 5.13 The trip rates shown in **Table 5.3** illustrate that a typical 5-a-side pitch would generate some 6 two-way vehicle trips in the weekday peak hour. On the assumption that a typical 5-a-side team arrives with 6 players, which includes for 1 substitute, a likely multi-occupancy rate of 2 persons per car can be calculated.
- 5.14 This calculation does not account for spectator trips, however, the majority of the weekday activities at the site are anticipated to be related to junior sport where it would be expected that parents/guardians would make up the majority of spectators and may have already brought their child by car. Therefore, them staying to watch their child and utilising a space in the car park has already been taken account of in the assessment.
- 5.15 Regarding the weekend activities, which includes a Halewood Apollo 1st team match where up to 258 people may be on site at one time, it has been outlined that a considerable number of spectators are likely to live in the local community. Highlighting the 1.2km walking catchment of Halewood Leisure Centre, which encompasses Halewood and its associated residential areas, it is considered reasonable to assume that approximately 20% of spectators would arrive by active/sustainable modes of travel. This is considered to be a conservative assessment of the number of people who would travel to the site on foot and, therefore, the assessment undertaken is considered particularly robust.
- 5.16 With this in mind, and utilising the multi-occupancy rate of 2 persons per car, **Table 5.4**, overleaf, summarises the total vehicle trips (two-way) by hour/day as a consequence of the development proposals, taking into account that approximately 40 spectators would arrive by active/sustainable modes of travel (160 by car) and away players/staff would arrive by coach, rather than private car.

Table 5.4: Proposed Two-Way Vehicle Trip Generation

Time Period	Weekday			Weekend		
	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	0	0	0	20	0	20
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	20	0	20
12:00-13:00	0	0	0	0	20	20
13:00-14:00	0	0	0	98	0	98
14:00-15:00	0	0	0	0	20	20
15:00-16:00	30	0	30	0	0	0
16:00-17:00	30	0	30	0	0	0
17:00-18:00	30	30	60	0	98	98
18:00-19:00	30	30	60	0	0	0
19:00-20:00	30	30	60	0	0	0
20:00-21:00	0	30	30	0	0	0
21:00-22:00	0	30	30	0	0	0
22:00-23:00	0	0	0	0	0	0

(Source: Consultant Calculation)

- 5.17 As can be seen in **Table 5.4** the peak two-way vehicle trip generation of the site is expected to occur between 17:00-20:00 on a weekday and between 13:00-14:00 and 17:00-18:00 on a weekend, where the AGP is expected to generate a maximum of 98 two-way vehicle trips. It should be noted that the weekday operations set out above are existing arrangements, not affected by the improvements to the facilities.
- 5.18 For clarity, **Table 5.5**, overleaf, summarises the total person trips and total vehicle trips during the weekend peak period (Halewood Apollo FC 1st team game), taking into account a multi-occupancy rate of 2 persons per car, the proximity to the surrounding residential areas and the fact that the away players/staff all arrive by coach.

Table 5.5: Weekend Peak Period Person/Trip Generation

Role	Total Person Trips	Total Vehicle Trips
Player (Home Team)	20	10
Player (Away Team)	20	1 (all arrive on coach)
Staff (Home Team)	5	3
Staff (Away Team)	5	0 (all arrive on coach)
Volunteer	8	4
Spectator	200	80 (20% arrive by active/ sustainable modes of travel)
Total	258	98

(Source: Consultant Calculation)

6. ACCESS, PARKING AND SERVICING

INTRODUCTION

- 6.1 This section of the Transport Statement considers the proposed access arrangements, parking demand and likely car park accumulation associated with the development proposals, during the peak period of use and servicing of the development.

ACCESS

- 6.2 Vehicular access will continue to be taken from Baileys Lane, on the eastern boundary, via an existing gated access. From this point, vehicles will route west into the existing car park, and the AGP is located to the rear of Halewood Leisure Centre.

PARKING DEMAND

- 6.3 As previously discussed, pitch usage information has been based on extensive experience of similar developments and this has been translated into two-way vehicle movements across the day, utilising the multi-occupancy rate of 2 persons per car.
- 6.4 Based on the information in Section 5, it is anticipated that at the busiest time, there may be a cross-over between bookings, with players arriving for the start of one booking, before players of the preceding booking will depart. It is likely that players will arrive between 5-10 minutes before each booking and depart between 5-10 minutes after each book and, therefore, the period of cross-over and maximum demand is limited in each single hour period.
- 6.5 **Table 6.1**, overleaf, provides a breakdown for arrivals and departures for the use of the AGP, and subsequent parking accumulation based on timetable information provided earlier in this report.

Table 6.1: Parking Accumulation – AGP

Time Period	Weekday			Weekend		
	Arrival	Departure	Total	Arrival	Departure	Total
08:00 – 09:00	0	0	0	20	0	20
09:00 - 10:00	0	0	0	0	0	20
10:00 - 11:00	0	0	0	0	0	20
11:00 - 12:00	0	0	0	20	0	40
12:00 - 13:00	0	0	0	0	20	20
13:00 - 14:00	0	0	0	98	0	118
14:00 - 15:00	0	0	0	0	20	98
15:00 - 16:00	30	0	30	0	0	98
16:00 - 17:00	30	0	60	0	0	98
17:00 - 18:00	30	30	60	0	98	0
18:00 - 19:00	30	30	60	0	0	0
19:00 - 20:00	30	30	60	0	0	0
20:00 - 21:00	0	30	30	0	0	0
21:00 - 22:00	0	30	0	0	0	0

(Source: Consultant Calculation)

- 6.6 As can be seen in the parking accumulation provided in **Table 6.1**, the greatest demand for parking during a period of maximum demand, which includes for cross-over between sequential bookings, occurs between the hours of 16:00-20:00 on a weekday evening and 13:00-14:00 on a weekend, with a demand for 118 car parking spaces.
- 6.7 With the above in mind, and considering the existing on-site capacity of 168 spaces at Halewood Leisure Centre, it has been demonstrated that there is sufficient capacity to accommodate the expected increase in demand, without resulting in overspill onto the surrounding highway network. During peak usage, the greatest demand for parking during a period of maximum demand, which includes for cross-over between sequential bookings, occurs between the hours of 13:00-14:00 on a weekend, with a demand for 118 car parking spaces.
- 6.8 Even at the busiest time, therefore, there would be 50 spaces free within the car park. As such, the proposed level of car parking is sufficient to cater for the development proposals and accommodated expected usage of the adjacent Leisure Centre. This allows sufficient capacity for the AGP to operate at maximum capacity and for all participants to park at the site.

- 6.9 The existing car park comprises 159 standard car parking spaces and 9 disabled bays (168 total spaces).

SERVICING

- 6.10 Refuse collection and servicing of the site will not be impacted by the proposed infrastructure improvements and will continue to take place as existing, with refuse vehicles entering the site from Baileys Lane, on the eastern boundary.

7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 This Transport Statement has been prepared on behalf of Steve Wells Associates Ltd, to accompany a planning application for infrastructure improvements associated with the existing AGP, to meet FA Ground Grading Criteria, for use by Halewood Apollo FC. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the development would generate a maximum parking accumulation of 118 vehicles during weekend peak period;
- The assessment is particularly robust as it considers the most intensive use of the AGP and demonstrates a worst-case scenario; and
- It has been demonstrated that the parking provision at the development is sufficient to cater for the forecast demand associated with the proposed AGP.

CONCLUSION

7.2 It has been demonstrated that operational parking has been provided to accommodate the peak demand for the site. Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda.



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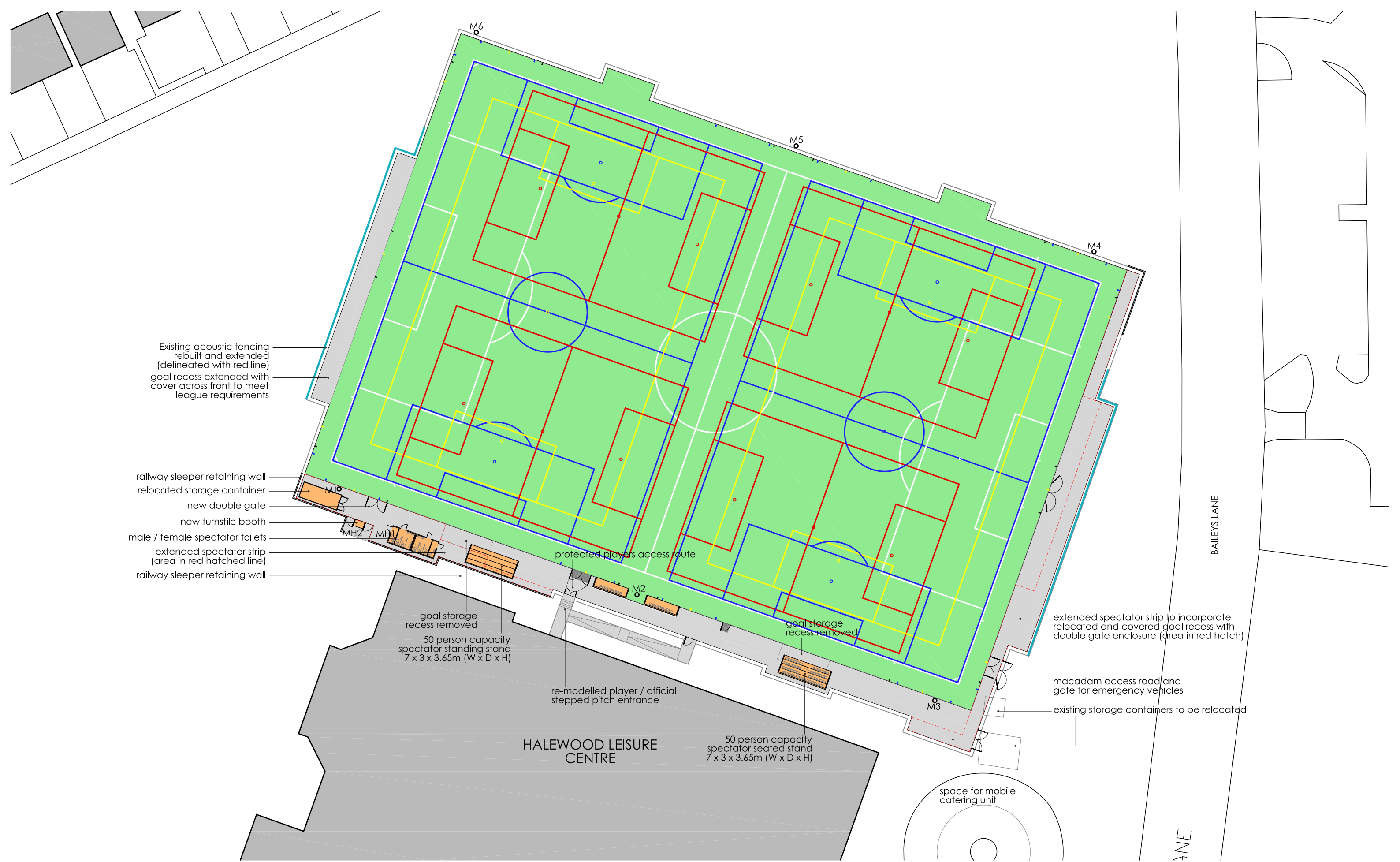
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REPORT APPENDICES

Appendix A

Indicative Site Layout



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Dwg. Purpose **Planning**

No.	Revision / Issue	Date

Project Proposed AGP Alterations at Halewood Apollo FC Baileys Lane, Halewood Liverpool, L26 0TY	Client Knowsley Council
	Dwg. Title Proposed Site Plan

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making sport happen

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Dwg. No. 205-104-1003	Rev.
Scale 1:500 @ A3	Date October 2024
Drawn by GSB	Checked DKW

Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-240617-0646

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
10	WALES	
	CF CARDIFF	1 days

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

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 11 (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

Friday

1 days

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

Selected survey types:

Manual count

3 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 3

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

Residential 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

3 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 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	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	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
3	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	2	9	0.611	2	9	0.111	2	9	0.722
09:00 - 10:00	2	9	3.500	2	9	0.556	2	9	4.056
10:00 - 11:00	2	9	0.333	2	9	0.222	2	9	0.555
11:00 - 12:00	2	9	0.167	2	9	0.222	2	9	0.389
12:00 - 13:00	2	9	0.222	2	9	0.333	2	9	0.555
13:00 - 14:00	2	9	0.333	2	9	0.444	2	9	0.777
14:00 - 15:00	2	9	0.667	2	9	2.611	2	9	3.278
15:00 - 16:00	3	8	1.435	3	8	1.696	3	8	3.131
16:00 - 17:00	3	8	2.609	3	8	0.652	3	8	3.261
17:00 - 18:00	3	8	4.130	3	8	1.696	3	8	5.826
18:00 - 19:00	3	8	4.870	3	8	3.348	3	8	8.218
19:00 - 20:00	3	8	3.217	3	8	3.304	3	8	6.521
20:00 - 21:00	3	8	2.435	3	8	5.870	3	8	8.305
21:00 - 22:00	3	8	0.130	3	8	3.870	3	8	4.000
22:00 - 23:00	3	8	0.000	3	8	0.348	3	8	0.348
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			24.659			25.283			49.942

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 - 11 (units:)

Survey date date range:

01/01/16 - 24/09/22

Number of weekdays (Monday-Friday):

3

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.