



TRANSPORT STATEMENT

**Playing Pitch Developments, Pavilion, Parking
and Improved Pedestrian Access, Browns
Field, Prescott**

January 2024

Prepared for: Steve Wells Associates

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Steve Wells Associates Ltd to prepare a Transport Statement to accompany a planning application for a development at Browns Field, Prescott, to provide a new pavilion, minor improvements to access and provide a 100m x 64m, 11 vs 11 natural turf pitch

Site Location and Development Proposals

- 1.2 The site is located approximately 1km south-west of Prescott town centre. Broadly, it is bound to the west by Carr Lane, South Avenue to the east, Wood Lane to the north and open greenspace and woodland to the south. 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 Earth



- 1.3 The site is currently an open playing field, used for general recreation. There are a number of football pitches marked on the site, with the southernmost pitch to be replaced by a new 100m x 64m natural turf pitch. Furthermore, the development proposals include a pavilion building (shown on the drawings attached at **Appendix A**), as well as improvements to the existing access from Wood Lane, to the north of the site.
- 1.4 The proposed 100m x 64m natural turf pitch, along with the pitches were are already marked out at the site, will be able to accommodate the following, as can be seen on the site layout plan attached at **Appendix A**:
- 1 x 11 vs 11 full size pitch (newly developed pitch);
 - 1 x 9 vs 9 Under 11s/12s;
 - 1 x 7 vs 7 Under 9s/10s; and
 - 2 x 5 vs 5 Under 7s/8s.
- 1.5 The proposed pavilion redevelopment will provide improved changing facilities, as a betterment to the existing arrangements, as well as providing a new community facility. This would be used by local community groups including slimming groups and yoga. The layout of the pavilion can be seen on the drawing attached at **Appendix A**. The existing pedestrian access from Wood Lane will be changed to run parallel with the MUGA boundary, further NE than it is at present.

REPORT STRUCTURE

- 1.6 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 use of the site and trip generation estimates;
- 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 Assessment 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.”*

LOCAL POLICY

Merseyside Local Transport Plan 3 (LTP3)

- 2.4 The Merseyside Local Transport Plan 3 (LTP3) was adopted on 1st April 2011, detailing the vision to provide a 'city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy'. The LTP3 vision aims to improve the 'health and wellbeing of its citizens' and ensure that 'sustainable travel is the option of choice'.
- 2.5 To achieve this vision, the LTP3 sets six goals including goal three which seeks to ensure that 'the transport system promotes and enables improved health and wellbeing and road safety'. Goal four of the LTP3 ensures that 'equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities'.

Knowsley Local Plan (2016-2028)

- 2.6 Knowsley Local Plan comprises several documents, including the Core Strategy which was adopted in January 2016. The Core Strategy of the Local Plan sets out the strategic framework for the growth and development of Knowsley, covering the period up to 2028.



- 2.7 The Spatial Vision for Knowsley states that 'by 2028 Knowsley Borough will be known for its successful suburban townships that provide a sense of place and community'. The Core Strategy has nine 'strategic objectives' which include the requirement 'to regenerate and transform areas of social and economic deprivation so they become more sustainable, safer, healthier and more cohesive communities' (**Strategic Objective 3**).
- 2.8 Additionally, **Strategic Objective 6** states that new development in Knowsley should encourage 'a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport'.
- 2.9 **Policy SD1: Sustainable Development** - states that the Council, when considering development proposals, will take a 'positive approach' that reflects the presumption in favour of sustainable development contained in the NPPF. Planning applications that accord with the policies within the Knowsley Local Plan will be 'approved without delay, unless material considerations indicate otherwise'.
- 2.10 **Policy CS1: Spatial Strategy for Knowsley** - indicates that the Council's focus will be on 'development within existing urban areas or areas that are within or easily accessible from areas in need of regeneration'. CS1 goes on to state that the 'reclamation and reuse of previously developed land will be encouraged'. Moreover, within Policy CS1, South Prescott (in which the development lies) is described as a 'principal regeneration' area where opportunities for regeneration will be maximised.
- 2.11 **Policy CS2: Development Principles** - Principle Three states that reducing the need to travel and increasing the accessibility of an area will be achieved by 'selecting locations that reduce the need to travel' and meeting the needs of people locally. Furthermore, Principle Three goes on to emphasise the retention of shared space, community facilities and other local services.
- 2.12 The development proposals will contribute towards the policy aspirations of both local and national transport strategy by providing a new facility, at the heart of the community, where it is expected that a large majority of people will travel to / from the site on foot or by bicycle. This Transport Statement will demonstrate that the proposed development can be accessed safely, by all users, in line with Principle Three of the Knowsley Local Plan.



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.

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.

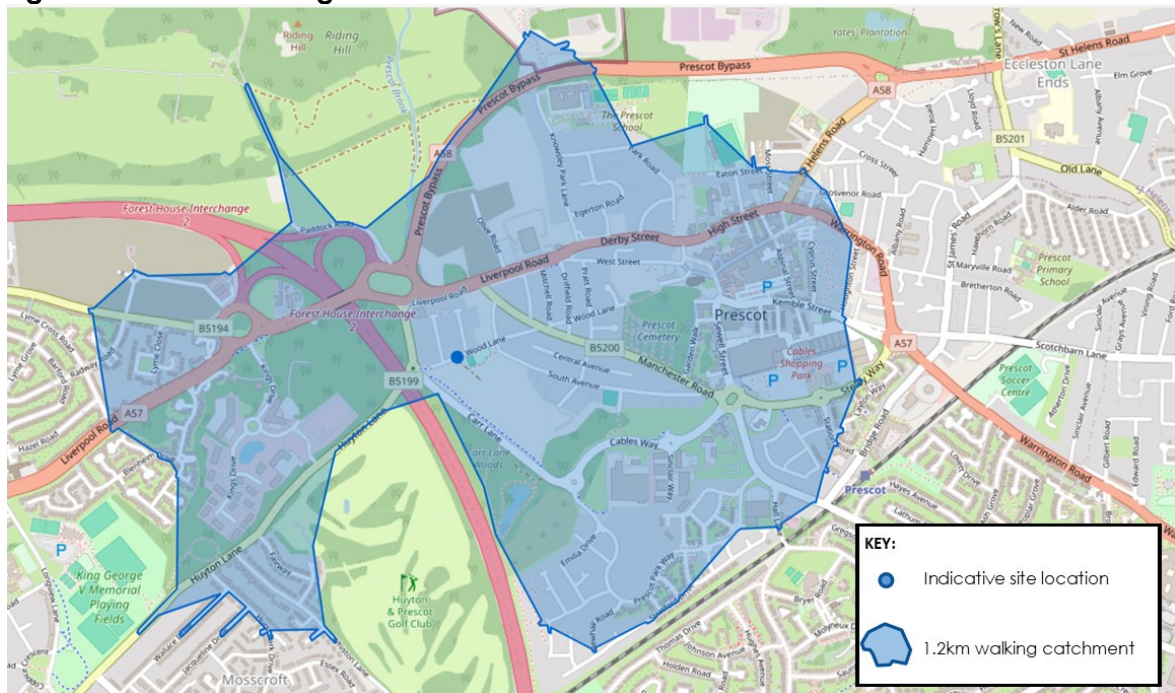
Table 3.1: Walking Distances by Journey Type

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 parts of Prescott town centre, Bakers Green and Mosscroft. **Figure 3.1**, overleaf, illustrates a 1.2km walking catchment from the site entrance on Wood Lane.

Figure 3.1: 1.2km Walking Catchment



(Source: Open Street Map)

- 3.5 From the existing northern site access, Wood Lane is bound by 2m wide footways and street lighting on both sides, with residential dwellings taking direct frontage access to the east and west. Extending broadly east-west along the northern boundary of the site, there are a number of residential access roads that form priority T-junctions with Wood Lane.. Approximately 30m west of the site access, a dedicated pedestrian/cycle access is provided to Carr Lane.
- 3.6 Pedestrian access to the site is currently provided from Wood Lane, adjacent the vehicular access. This is to be relocated to run parallel with the MUGA boundary (further NE than it is now).
- 3.7 Approximately 260m east of the site access, Wood Lane meets Manchester Road at a priority T-junction. In the vicinity of the junction a pedestrian island comprising dropped kerbs and tactile paving supports pedestrian movement continuing broadly east (towards Prescot town centre).
- 3.8 Carr Lane runs broadly north-south, with a 3m wide shared cycle / footway provided along the entire length of the southbound carriageway. To the south, after a distance of 280m, Carr Lane come to 3-arm roundabout with Cables Way / Prescot Park Way which runs broadly east-west within the vicinity of the roundabout. On approach to all arms of the

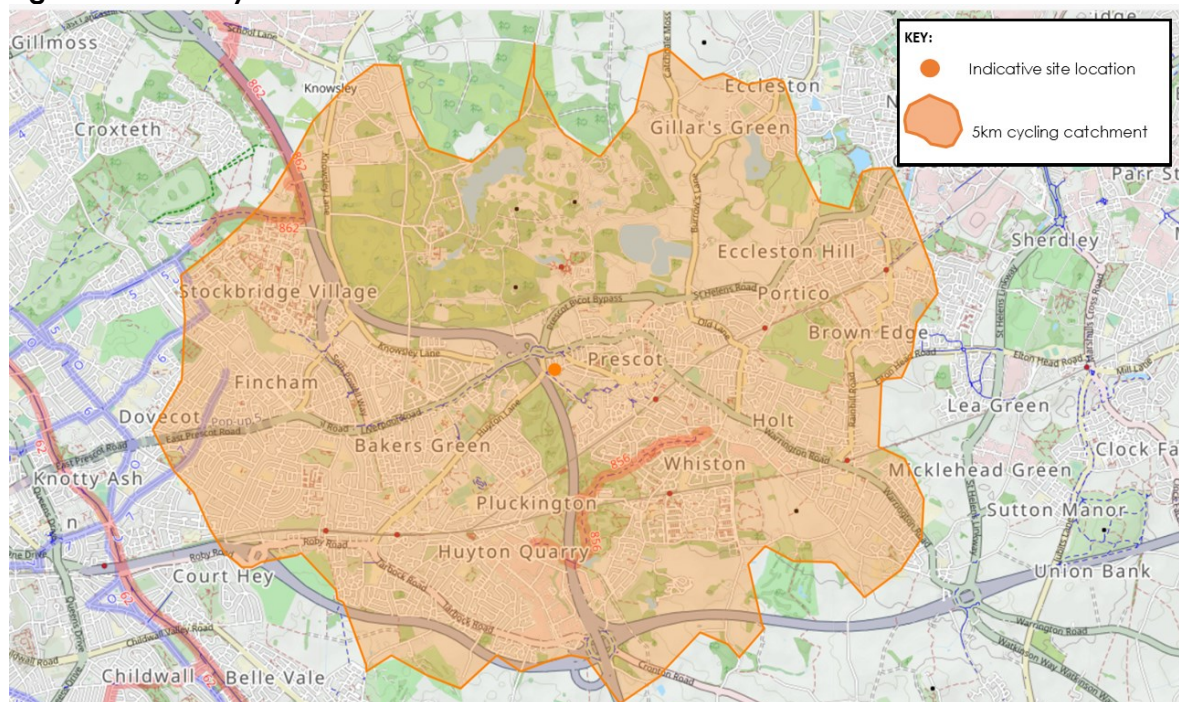
roundabout, pedestrian refuge islands with tactile paving can be found, supporting pedestrian movements in all directions, notably eastwards towards Prescott train station.

- 3.9 Alternatively, to the north, Carr Lane comes to a 3-arm mini roundabout with Huyton Lane, offering a pedestrian route towards the neighbouring town of Huyton. From the mini roundabout, Huyton Lane runs broadly north and is bound by 1.5m wide footways and street lighting on both sides.
- 3.10 It is anticipated that walking would be an attractive travel choice for users of the site, particularly those living nearby. It should be noted that access to the site and onto the wider playing fields will be maintained at all times as there will be locked access gates on the vehicular access only.

Cycle Access

- 3.11 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 Prescott town centre, and many of its residential suburbs. **Figure 3.2**, overleaf, illustrates a 5km cycle catchment from the site.

Figure 3.2: 5km Cycle Catchment



(Source: Open Cycle Map)



- 3.12 Highlighted in **Figure 3.3**, whilst there are no formal cycle facilities within the immediate vicinity of the site, Wood Lane has a carriage width of approximately 5.5m throughout its entire length, making it wide enough to facilitate both cycle and vehicular movements broadly east-west towards between the site and Prescott town centre.
- 3.13 Road markings indicating an advisory cycle lane can be found along Wood Lane, with a dedicated pedestrian/cycle route, towards Carr Lane, to the west. It is anticipated that those accessing the site will make use of the shared cycleway / footway which runs broadly north-south along Carr Lane, which is separated from the carriageway, creating a pleasant environment for those cycling to/from the site.
- 3.14 The closest National Cycle Network (NCN) Routes can be accessed approximately 1.7km south of the site, at Carrs Terrace, giving access to a short section of NCN 56. Broadly, NCN 56 is a mostly traffic-free route forming a part of Millenium Cycle Way running between Chester and Liverpool for a route of 71.1km in length. More locally, NCN 56 runs broadly east-west between the neighbouring towns of Whiston and Huyton Quarry via Pottery Fields, reconnecting to NCN 56 at Well Lane, running broadly west towards Liverpool, after a distance of 7.2km.
- 3.15 Considering the residential nature of the site's surroundings, traffic levels are expected to be low and, therefore, will be conducive to cycling. Additionally, many of the surrounding roads are subject to a 30mph speed limit, which helps to make them more cycle friendly. It is, therefore, considered that the site is well located for future residents to cycle for journeys to work and for leisure.

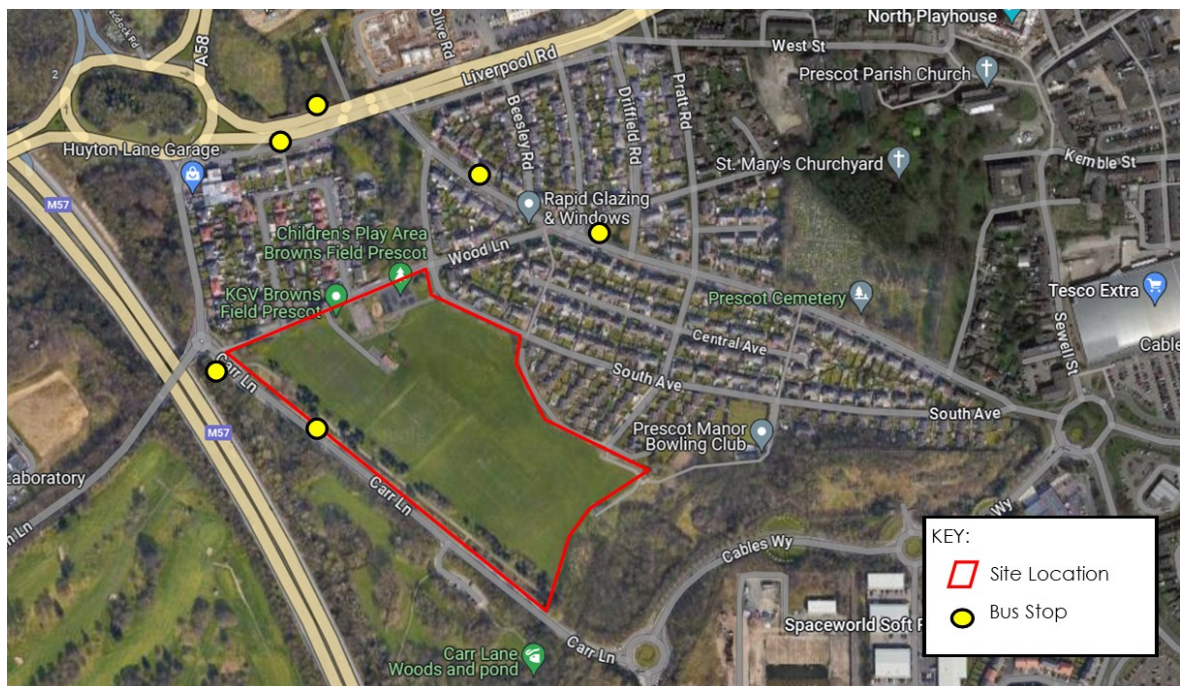
PUBLIC TRANSPORT

Bus Services

- 3.16 There are a number of bus stops located within a short walk distance of the site. The closest bus stops are located approximately 150m (3-minute walk) west of the site on Carr Lane. Both the north and southbound stops comprise of hard copy timetable information and flagpole. Bus stops along Carr Lane are served by the 89 service, which operates on an approximate 20-minute headway in each direction, between St Helens and Speke.
- 3.17 For additional services, bus stops along Manchester Road, approximately 250m east of the site, are available. The southbound only stops comprise of hard copy timetable information and flagpole. Bus stops along Manchester Road are served by the 99 Whiston Circular service, which operates on an approximate hourly headway.

- 3.18 Additionally, bus stops are also available along the A57 Liverpool Road served by multiple frequent services, accessible approximately 380m north of the site. The east and westbound stops comprise of raised kerbs, hard copy timetable information, flagpole, bus shelter and bus cage, with the westbound stop also benefitting from a dedicated layby.
- 3.19 The bus stops in the vicinity of the site can be seen in **Figure 3.3, overleaf**, whilst **Table 3.2** provides an overview of the available bus services.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Services

No.	Route	Frequency		
		Monday – Friday	Saturday	Sunday
Gibraltar Road				
89	St Helens – Speke (John Lennon Airport)	20 mins	30 mins	30 mins
Gibbet Street				
99	Whiston (Circular)	60 mins	60 mins	-
A57 Liverpool Road				
10/A Q	St Helens - Liverpool	30 mins	30 mins	30 mins
289	Prescot – Kirkby – St Helens	60 mins	60 mins	-
297	Prescot - Kirkby	1 AM Service	-	-



- 3.20 As can be seen in **Table 3.2**, there are regular bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional destinations. Monday - Saturday, there are up to 5 services per hour serving the site. It is, therefore, considered that travel by bus would be a viable option for those accessing the site from further afield.

SUMMARY

- 3.21 Overall, the site is within easy reach of surrounding residential areas on foot, by bike or public transport. It is considered that there is good sustainable transport infrastructure within the vicinity of the proposed development 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 summarises 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**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The development is to continue to take vehicular access on the northern boundary of the site, from Wood Lane. At this point, Wood Lane has an approximate carriageway width of 5.5m and is bound 2m wide footways and street lighting on both sides, with vehicles subject to a 30mph speed limit. Running broadly east-west within the vicinity of the site, Wood Lane forms the major arm to several residential access roads throughout its length, notably Chorley Road, Westbrook Avenue and South Avenue. Whilst there are no parking restrictions throughout the length of Wood Lane; Wood Lane is subject to speed restrictions in the form of raised tables throughout its length.



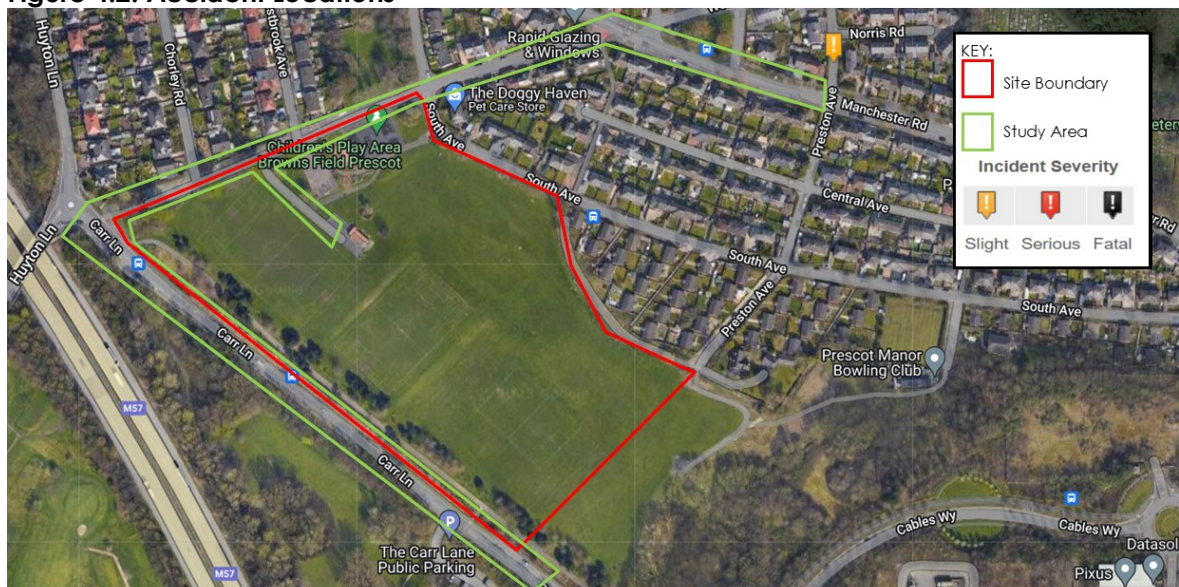
- 4.4 Approximately 250m east of the site access, Wood Lane forms the minor arm to a priority T-junction with Manchester Road, which runs broadly north-south in the vicinity of the junction. Manchester Road measures approximately 7.5m wide, is bound by footways and street lighting on both sides of the carriageway, separated from the carriageway by a grass verge. In addition to this, dedicated off-carriageway parking bays can be found on both sides. Speed cushions can be found staggered along both sides of the carriageway throughout the entire length of Manchester Road.
- 4.5 Running broadly north, Manchester Road widens to two lanes on approach to a signalised junction with the A57 Liverpool Road, which includes advanced stop lines for cyclists. This junction benefits from signalised pedestrian crossing facilities on all approaches. The dedicated right-turn lane on Manchester Road gives access east, towards Prescott town centre.
- 4.6 In the vicinity of the junction, the A57 Liverpool Road is a dual carriageway which runs broadly east-west. Running broadly west, the A57 Liverpool Road forms the eastern approach to a 6-arm roundabout, giving access to the wider strategic highway network at M57 Junction 2 Southbound; on approach to the roundabout signage indicates an increase to the speed limit, to 40mph. To access northbound services, vehicles would continue westbound from the 6-arm roundabout until such a point that vehicles reach Forest House Interchange, offering a dedicated slip-road onto the M57 Junction 2 northbound.
- 4.7 Back to the Wood Lane / Manchester Road priority T-junction, running broadly south, Manchester Road forms the northern approach to 5-arm roundabout, providing routes broadly east towards the A57 Warrington Road (via Steley Way) and south towards Prescott railway station.
- 4.8 To the west of the 5-arm roundabout, potential users of the site can access Cables Way which runs broadly east-west along the indicative southern boundary of the site. Cables Way has an approximate carriage width of 6.75m throughout its entire length and is bound by footways and streetlighting throughout. After a distance of approximately 480m west, Cables Way forms the eastern approach to a 3-arm roundabout with Carr Lane, which runs adjacent to the western boundary of the site, broadly north-south.
- 4.9 Running broadly north from the 3-arm roundabout, Carr Lane has an approximate carriageway width of 7m, giving access to Carr Lane Public Car Park after a distance of 250m. Continuing north for a distance of 305m, Carr Lane forms the southern approach to a 3-arm mini-roundabout with Huyton Lane. On approach to the mini-roundabout the

northbound carriageway widens to facilitate dedicated left-turn and straight-ahead lanes, in which the left-turn lane offers a direct route towards the neighbouring town of Huyton. Alternatively, making use of the straight-ahead lane, (extending onto) Huyton Lane offers an alternative route to the aforementioned A57 Liverpool Road.

ROAD SAFETY

- 4.10 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 in **Figure 4.2**, below.

Figure 4.2: Accident Locations



(Source: Crashmap)

- 4.11 As can be seen in **Figure 4.2**, no accidents were recorded across the accident study area in the most recent 5-year period. It is therefore considered that the development proposals is not expected to exacerbate any existing highway safety concerns, nor generate any impact upon the highway network.



5. TRIP GENERATION

INTRODUCTION

- 5.1 As has been discussed, the development proposals comprise a new 100m x 64m natural turf pitch and an improved pavilion building. There are multiple natural turf pitches on the site, the usage of which has also been considered as part of this assessment. It should be noted that the trip generation does not breakdown existing and predicted usage.
- 5.2 This section of the Transport Assessment will consider the trip generation associated with the development proposals.

TRIP GENERATION

- 5.3 Information has been provided by the operator of the site, Berkley JFC, who have suggested the following usage of the site, both existing and proposed.

Current Usage

- Spring/Summer weeknights – 5 days a week consist of 2-3 teams training each night, with 20-30 players;
- Weekend (Saturday) – 7 matches consisting of up to 140 players;
- Sundays – No use; and
- Weekdays – No Use

Proposed Usage

- Spring/Summer weeknights – 5 days a week consist of 2-3 teams training each night, with 20-30 players (no change from existing);
- Weekend (Saturday) – 7 matches consisting of up to 140 players (no change from existing);
- Sundays - 10 people attending slimming groups, yoga etc. in the new pavilion building; and
- Weekdays - around 10-20 people each day attending slimming groups, yoga etc.

- 5.4 As can be seen above, the increase in use of the site is expected to be exclusively on a Sunday and during the day on a weekday.



- 5.5 Anecdotal evidence has been provided by Berkley JFC which suggests that most people who would utilise the new pavilion on weekdays and Sundays, live locally and could walk to the site.
- 5.6 Car parking has never been an issue for the site operator, with a long-standing history of cars parking on adjacent roads when bringing children to the site. It should be noted, that at present, there are only three on-site parking spaces, which will remain in-situ. It is not expected that the uplift in users of the site, approximately 10-20 people at a time, during a weekday or on a Sunday, would have a discernible impact on the operation of the local highway network.



6. PARKING

INTRODUCTION

- 6.1 This section of the Transport Statement considers the access and parking arrangements for the site.

ACCESS

- 6.2 The proposed development vehicular access is to be via the existing priority T-junction with Wood Lane, along the northern boundary of the site. This access is to be maintained in its current state, with the adjacent pedestrian access being improved. This will be moved 20m further east, providing a dedicated route from Wood Lane, adjacent the MUGA boundary.

PARKING DEMAND

- 6.3 As set out previously, the proposed development is not expected to result in an intensification of use of the site on Spring/Summer evenings or on Saturdays. The uplift in people using the site would come on a Sunday and weekday, concerned with people using the pavilion building. The existing parking arrangements are considered sufficient to accommodate the predicted uplift in demand, particularly when considering the nature of and when the additional demand at the site is likely to occur.



7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 This Transport Assessment has been prepared on behalf of Steve Wells Associates Ltd, to accompany a planning application for a new 100m x 64m natural turf pitch, redevelopment of the existing pavilion, improvements to the existing access from Wood Lane, at Browns Field, Prescott. 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 within Prescott, 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 uplift of 10-20 people at any given time, which is not expected to have an impact upon the operation of the local highway network;
- It has been demonstrated that the parking provision at the development is sufficient to cater for the forecast demand associated with the proposed development.

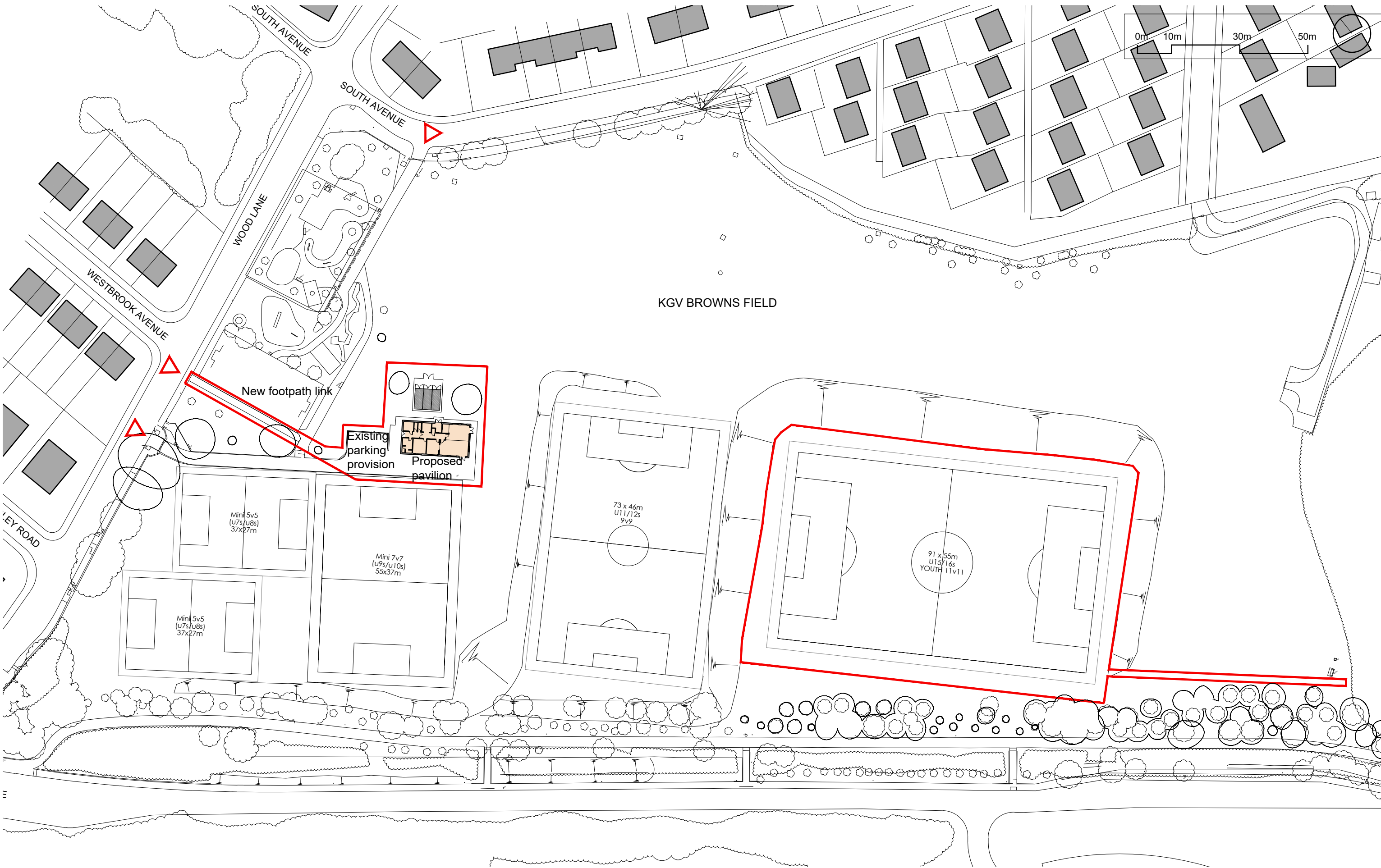
CONCLUSION

7.2 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Proposed Site Layout and Pavilion Layout



Copyright Notice: This drawing is the copyright of Steve Wells Associates and shall not be reproduced without permission. © 2024 Dwg. Purpose Feasibility				Proposed New Pavilion at KGV Browns Field, Carr Lane, South Avenue, Prescott. L34 1LZ		Knowsley Council Dwg. Title Proposed Site Plan - Option D		STEVE WELLS ASSOCIATES <i>making sport happen</i> Churchill House, Mill Hill, Pontefract, West Yorkshire, WF8 4HY t : 01977 797258 e: mail@stevewells-associates.com		Dwg. No. 205-099-0017 Rev. Scale 1:1000 @ A3 Date January 2024 Drawn by JLR Checked DKW		
No.	Revision / Issue	Date										

GIA - 177m²

