

Proposed Residential Development at Lyneham, Whiston

Transport Statement Addendum Note

VN222261

Introduction

1. Vectos have been appointed by Built Group Ltd to provide highways and transport advice in support of a planning application for residential development comprising 19 dwellings at land to the north of Lyneham in Whiston, Knowsley. The dwellings will comprise of:
 - 4 x 2-bed houses.
 - 3 x 4-bed houses.
 - 12 x 2-bed cottage flats.
2. Following submission of the planning application to Knowsley Metropolitan Borough Council (KMBC) (application ref: 22/00630/FUL), and a supporting Transport Statement (TS) dated September 2022 prepared by Vectos, comments have been provided by KMBC Highways Department. A copy of the KMBC Highways comments is provided at **Appendix A** to this Note and in summary, they raise an objection to the application, pending additional information being provided. The additional information requested relates primarily to the proposed layout of the site and the proposed car parking provision. This Addendum Transport Note will address these matters along with the other matters raised in the Highways Consultation Response.

Proposed Site Layout

3. Following comments on the planning application provided by KMBC, and further dialogue with Council officers, the proposed site layout has been amended. The revised layout is shown in the drawing at **Appendix B** to this Note.
4. The key revisions to the layout include:
 - Removal of the proposed site access point onto Haslemere and the internal road through the site connecting to Lyneham.
 - Parking provision for the residential dwellings has increased to 31 spaces, from 25 spaces in the original layout.
 - Four of the dwellings will have driveways accessed directly from Haslemere.

- There will be no dwellings accessed from the existing cul-de-sac serving 39-43 Lyneham.

5. The revisions to the layout are considered to address all of the layout related comments raised in the Highways Consultation Response. Further detail is provided below.

Access

6. The proposed residential access will be from Lyneham, similar to the previous proposed arrangement for access in this location. The arrangement of the proposed access is shown in **Drawing VN222261-D101 Rev A**, and the priority junction will comprise of 6m and 4m corner radii at the west and east side of the access respectively, and this design is considered appropriate for a residential access to facilitate low vehicle speeds and better pedestrian accessibility in line with Manual for Streets (MfS) guidance. It can be seen that visibility splays can be provided at the access that meet the criteria for 20mph roads (2.4m x 25m) as set out in MfS. The drawing also shows that the existing speed cushion traffic calming feature will need to be removed or relocated to accommodate the proposed residential access junction on Lyneham, and this matter will need to be reviewed in more detail with KMBC Highways at the post application submission stage to agree an appropriate approach and associated proposal. Dropped kerbs and tactile paving will be provided at the proposed access junction. Tracking of two large cars passing at the proposed site access junction is provided in **Drawing VN212003-TR102 Rev A**.
7. The scheme will also incorporate a small car park for the existing convenience store at the corner of Lyneham and Haslemere. The car park will be accessed from Lyneham and will provide six spaces. This is expected to be sufficient to meet anticipated parking demand as revealed through the car parking survey of the existing shop car park, as detailed in the Vectos TS dated September 2022. The proposed access location to the car park is considered to be suitable in terms of visibility splays and junction spacing between the proposed new residential access and the Haslemere junction given the slow speed of vehicles on Lyneham.
8. The internal highway layout for the proposed residential development will be a cul-de-sac arrangement with a carriageway that is generally between 5.5m and 6m in width. It will lead to areas of parking for the new dwellings, and it is considered that the geometric design will facilitate low vehicle speeds (less than 20mph).
9. Access to the development for a refuse vehicle has been designed into the scheme, and a swept path assessment demonstrating this is provided in **Drawing VN222261-TR102 Rev A**.
10. The four dwellings that front onto Haslemere will have direct access onto the footway along the western side of Haslemere.
11. The proposed cottage flats fronting Lyneham will have direct access onto the footway along the northern side of Lyneham.
12. Internally the site access off Lyneham will lead to three of the proposed dwellings along with 23 car parking spaces for the development. There will be footway, minimum 2m in width, leading into the

site from Lyneham, along the western side of the site access road, connecting to the footway on the northern side of Lyneham, as well as footway provision on the east side of the first section of the internal cul-de-sac that will combine with the existing hardstanding area around the shop.

13. There is an existing pedestrian route that passes adjacent to the rear boundaries of 29-35 Lyneham, leading into the site. It currently leads into the car park for the shop. The connection to this footpath from within the site will be retained as part of the proposed scheme layout, and it will be accessible via the internal road and car parking area.
14. Two pedestrian routes will be retained / provided between the shop and Haslemere, allowing for good permeability of the site for pedestrians and west-east connectivity across the site will be facilitated in line with the existing situation.

Residential Parking

15. The relevant parking standards are those contained within the KMBC 'Ensuring A Choice of Travel Supplementary Planning Document' (SPD) and these were highlighted within the submitted Vectos TS report. The standards are expressed as maximums and are as follows:
 - 2 spaces for two and three bedroom dwellings.
 - 3 spaces for four bedroom dwellings.
 - The Highways comments noted that apartments can provide 1.5 spaces per dwelling, if they are unallocated.
16. Applying the maximum parking standards to the proposed scheme, the maximum parking provision could be 35 spaces, taking into account the 12 cottage flats / apartments.
17. The original scheme proposed a total of 25 spaces equating to 1.3 spaces per dwelling. This was justified given the good accessibility of the area and the availability of on-street car parking on adjacent streets.
18. The scheme has been amended to provide more car parking and now proposes 31 spaces, which is approximately 1.65 spaces per dwelling, and only four below the maximum recommended standard.
19. The provision of car parking below the maximum standard was justified in the earlier Vectos TS report, noting:
 - The good accessibility of the site by sustainable transport modes.
 - The availability of local facilities and amenities within walking and cycling distance.
 - Census data regarding car ownership in this area showing that the majority of households own one car or less.

- The availability of on-street car parking along Lyneham and other nearby residential streets, which can accommodate any additional parking demand without causing any highway safety or operational issues.

20. Vectos consider that these principles still apply and justify the proposed car parking provision, however further information is provided below.
21. The TS report presented the most recent Census data on local car ownership that was available at the time of writing (Census 2011). Since that time, the 2021 Census data has become available and a comparison of this and the 2011 data is provided in **Table 1**.

Table 1. Census Car Ownership Data – Super Output Area Middle layer Knowsley 013

	2011	2021
No cars or vans in household	36%	31%
1 car or van in household	44%	43%
2 cars or vans in household	17%	21%
3 cars or vans in household	3%	5%
4 or more cars or vans in household	1%	Not recorded

22. It can be seen from Table 1 that there has been a small change in the levels of car ownership in the area between 2011 and 2021, however the car ownership characteristics of the area are broadly the same as reported in the Vectos TS, with around a third of households not owning a car or van and 43% owning one car. The majority of households (74%) own no more than one car or van.
23. The Highways comments note that the Census data is not correlated to dwelling size, however this breakdown is not provided in the Census data. The area does however contain a mix of housing types and sizes (see **Figure 1** for a plan showing the Census area), and the Census does provide the size of households in the area as shown in **Table 2**.

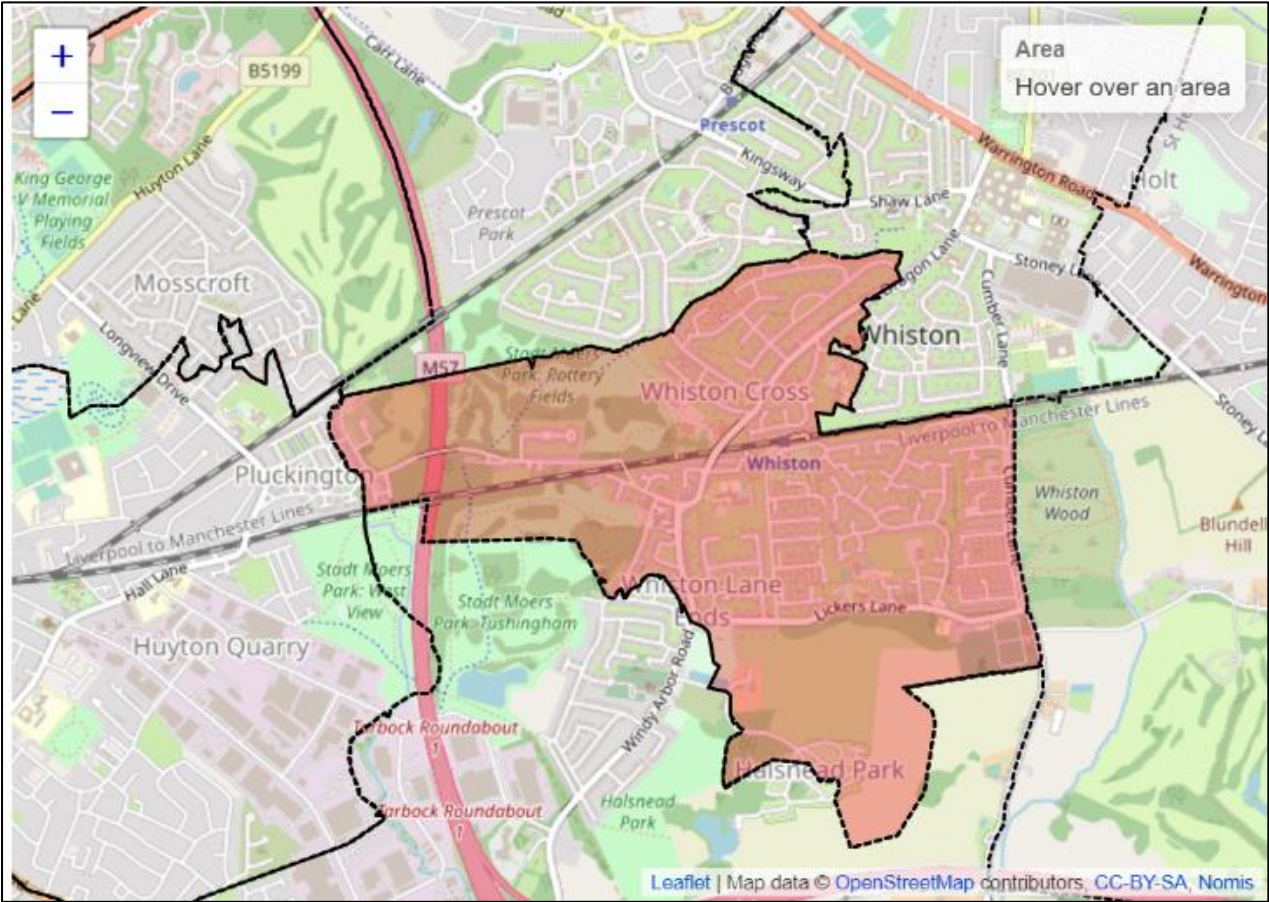


Figure 1: Census Area Knowsley 013

Table 2. Census 2021 Number of Bedrooms – Super Output Area Middle layer Knowsley 013

	2021
1 bedroom	182 (7%)
2 bedrooms	605 (23%)
3 bedrooms	1,646 (61%)
4 or more bedrooms	255 (9%)
Total	2,688

24. It can be seen from Table 2 that 70% of households in the area are three or more bedroom households. A higher number of bedrooms does therefore not appear to strongly correlate with a higher number of cars owned, given that 74% of households in the area own one car or less. The use of the Census data to support the proposed car parking provision at four spaces less than the maximum standard is therefore considered appropriate.

25. The availability of on-street parking in the area was established in the Vectos TS by referring to a parking survey that was undertaken of Lyneham and the surrounding residential streets. On Lyneham itself, of a total of 40 unrestricted spaces, a maximum of 23 spaces were recorded as being occupied, meaning that there were 17 available spaces. In the context of the proposed scheme that provides just four car parking spaces fewer than the maximum standard, it is clear that there is significant spare capacity to accommodate any additional parking demands that may occur for the development in excess of the parking provision, such as visitor parking.
26. It should also be noted that the survey methodology (Lambeth) has been used in support of at least one other development proposal in Knowsley, for example planning application 21/00783/FUL (residential scheme at land on the corner of Greenes Road and Paradise Lane in Whiston), which was approved in July 2022.
27. The likely parking demand generated by the proposed development throughout the day can also be assessed using the TRICS trip rate data that was presented in the TS. The TRICS data presented in the TS has not been disputed within the Highways Consultation Response, and is therefore considered to have been found acceptable by the Local Highway Authority.
28. Using the TRICS vehicle arrival and departure profile, the daily parking accumulation can be forecast as shown in **Table 3**. This has assumed a starting occupancy of 80% of spaces within the scheme (25 spaces), which is considered to be a robust assumption given that some residents would likely have started their journeys to work prior to 07:00.

Table 3. Car Parking Accumulation Forecast Using TRICS Data

Time	Arr	Dep	Parking Accumulation
07:00-08:00	2	5	22
08:00-09:00	3	7	18
09:00-10:00	2	3	17
10:00-11:00	3	3	16
11:00-12:00	3	3	16
12:00-13:00	4	3	17
13:00-14:00	3	3	16
14:00-15:00	4	4	16
15:00-16:00	6	5	18
16:00-17:00	6	3	20
17:00-18:00	5	4	21
18:00-19:00	5	3	23

29. It can be seen from Table 3 that the parking accumulation forecast based on TRICS shows that parking demand would not exceed 23 spaces throughout the day, based on a robust assumption that the starting occupancy was 25 spaces.
30. The evidence presented in the Vectos TS and within this Addendum Note therefore strongly supports the proposed level of car parking within the site, and Vectos consider that the proposed 31 spaces for the 19 dwellings is appropriate for this scheme.

Site Accessibility

31. The accessibility of the site by non-car modes was assessed in the Vectos TS and it was concluded that there was good opportunity for access to the site by sustainable transport modes, including walking, cycling and public transport. A Minimum Accessibility Standard Assessment (MASA) was undertaken with the results presented in the TS, and whilst the public transport score was 1 below the target 5, the site is considered to be suitably accessible by bus, with three bus services operating along Cumber Lane, and bus stops within circa 120m of the site. These services provide connections to a wide range of local destinations including Whiston Train Station, Huyton, Broadgreen Hospital and Prescot. All services operate on weekdays and Saturdays. Timetable information for these services is provided at **Appendix C** to this Note.
32. Additionally, Whiston Train Station is within a 1km walk of the site and can be accessed via the existing network of footways. This is an acceptable walk distance to rail stations according to the Institution of Highways of Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot'.
33. The Highways comments state that the level of public transport provision is *"overstated and does not support the case for reduced parking. No timetable details given for nearest bus stops"*.
34. Vectos do not agree that the level of public transport provision is overstated in the TS report. Notwithstanding, Vectos' justification for lower levels of car parking than the maximum recommended levels described in the KMBC parking standards is not solely based upon public transport accessibility, as has been set out in this Note.
35. Policy T6 of Knowsley Council's Ensuring a Choice of Travel SPD states that proposals for new development should provide, *"car parking facilities which do not exceed the Council's maximum standards"*. There is no policy stipulation that parking should meet the maximum standards, indeed the SPD goes on to state in paragraph 4.5 that the standards define 'upper limits' for new developments and that:

"In all areas there may be instances where provision should be less than the maximum specified for example where a site is particularly accessible by modes of transport other than the private car".
36. The SPD is clear that accessibility by 'modes of transport other than the private car' can be a justification for reduced parking provision. These other modes are not limited to public transport but

include pedestrian and cycle modes. When all modes are considered, it is the case that the site has a good level of accessibility that would justify a reduced parking provision.

37. Therefore, this proposed development is in a location that is appropriate for providing less than the maximum car parking standards, in accordance with the policy and guidance set out in the Ensuring a Choice of Travel SPD.

Shop Parking

38. The Highways comments note that, “*Data has not been provided to justify the level of parking for the existing shop*”, however the Vectos TS does provide results of a parking survey of the existing shop car park (see TS para 3.11). The survey was undertaken on Thursday 28th April for the three-hour period between 16:00 and 19:00 and on Saturday 30th April for the period between 09:00-12:00. These periods were selected as likely peak times for the shop. It recorded parking activity within the car park attached to the convenience store on Lyneham. The survey data was provided at Appendix A to the Vectos TS and in summary, the maximum parking accumulation within the car park was five vehicles on the Thursday and three vehicles on the Saturday.
39. The proposed provision of six car parking spaces for the shop is therefore considered to be appropriate to meet the operational needs of the store.

Rights of Way

40. Whilst there is no adopted highway within the site, the Highways comments note that there could be presumed highway within the site where informal routes may have been used by the public as a right and without interruption for a period of 20 years. Vectos have engaged with the Department for Transport National Casework Team regarding this matter and will be submitting an associated Section 247 Stopping Up Order application to stop up the land within the site, to address this concern.

Conclusion

41. Vectos have been appointed by Built Group Ltd to provide highways and transport advice in support of a planning application for residential development comprising 19 dwellings at land to the north of Lyneham in Whiston.
42. This Addendum Transport Note has been prepared by Vectos following comments provided by KMBC Highways in response to the submission of planning application reference: 22/00630/FUL. It has provided the additional information requested by KMBC Highways in relation to the development proposals, to allow a positive determination of the application from a highways perspective, including:
- Details of the changes to the proposed site layout.
 - Swept path analysis showing that the proposed development can be serviced for refuse collection and deliveries.

- Further information to justify the proposed car parking levels within the residential site and to demonstrate that the proposals would not give rise to any adverse impact upon local highway safety.
- More detail on the public transport accessibility of the site.
- The proposed strategy to addressing potential presumed highway rights within the site.

43. This additional information is considered to provide further assurance that the proposed residential development at Lyneham is in accordance with national and local transport planning policy, and therefore should not be refused on transport and highways grounds.

Drawings



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	07.03.23

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

2.4 x 25m Visibility Splays

Lyneham, Whiston

General Arrangement & Visibility Splays

DRAWN:	CHECKED:	DATE:	SCALES:
WD	TR	01.03.23	1:500 at A3 - Unless Shown

Built Group Ltd

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER:	REVISION:
VN222261-D101	A



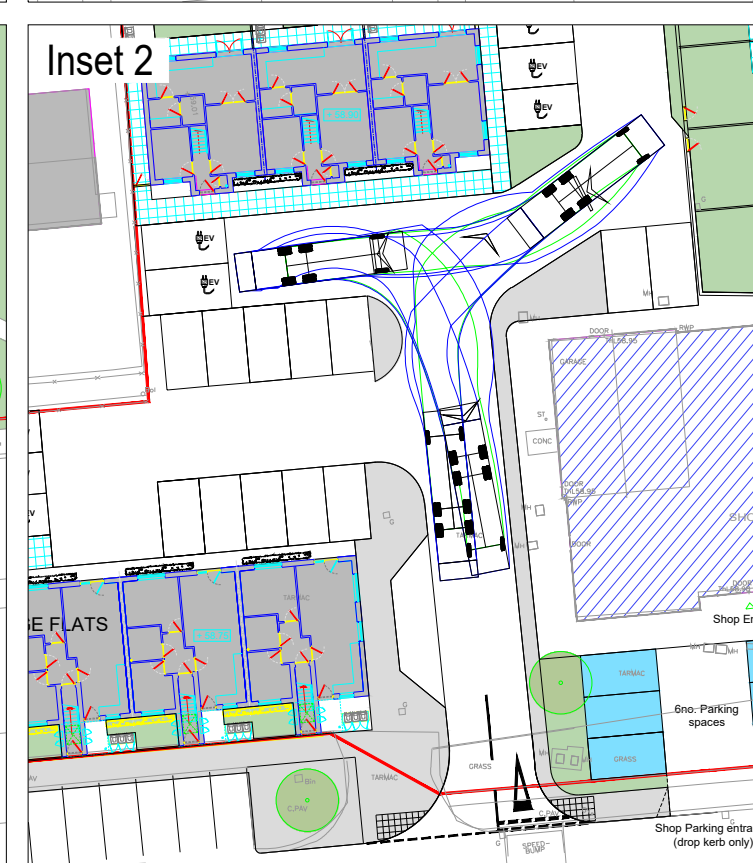
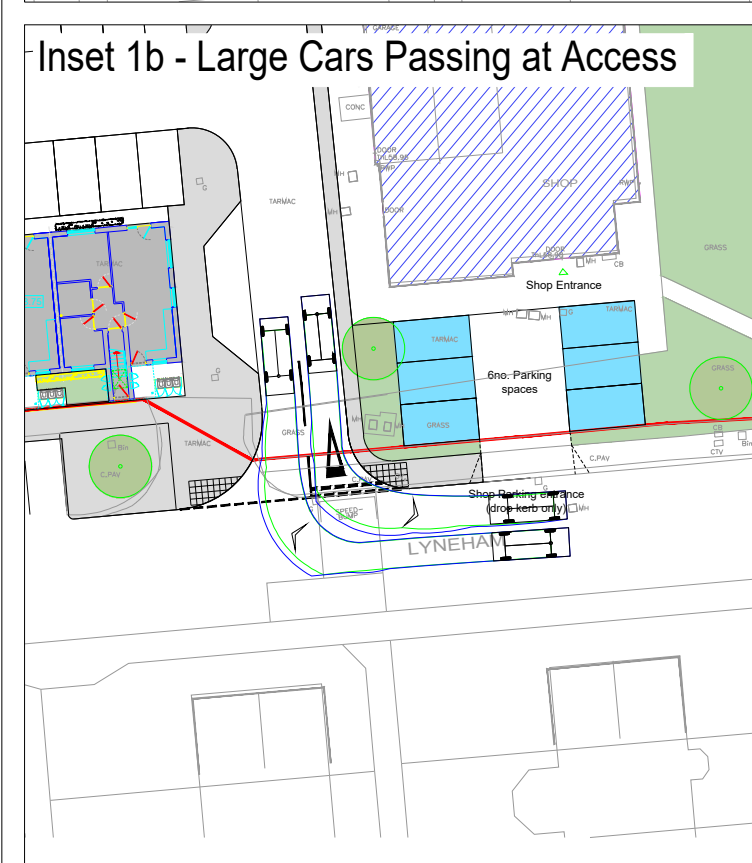
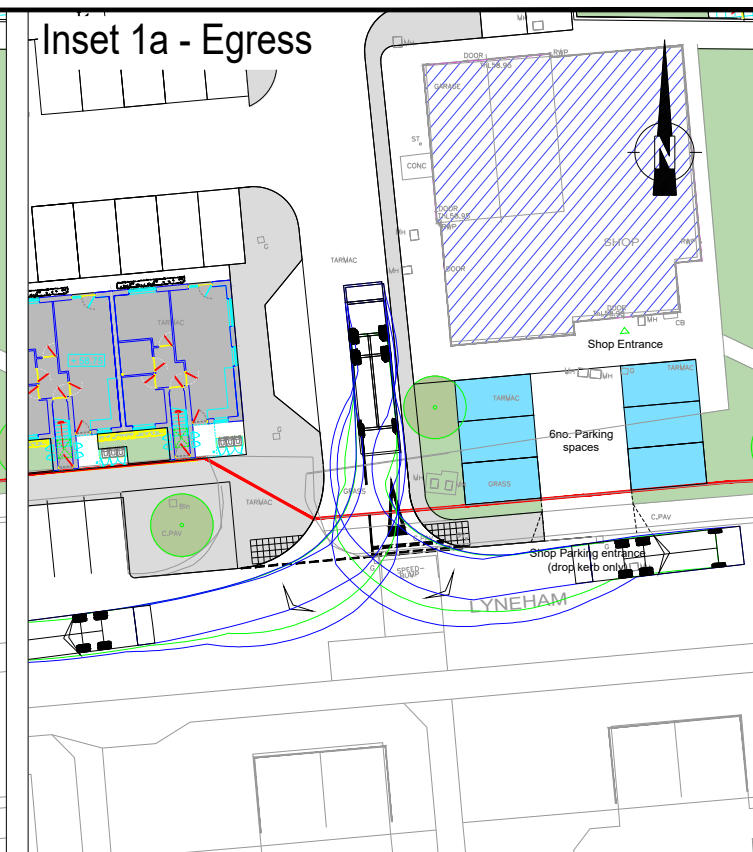
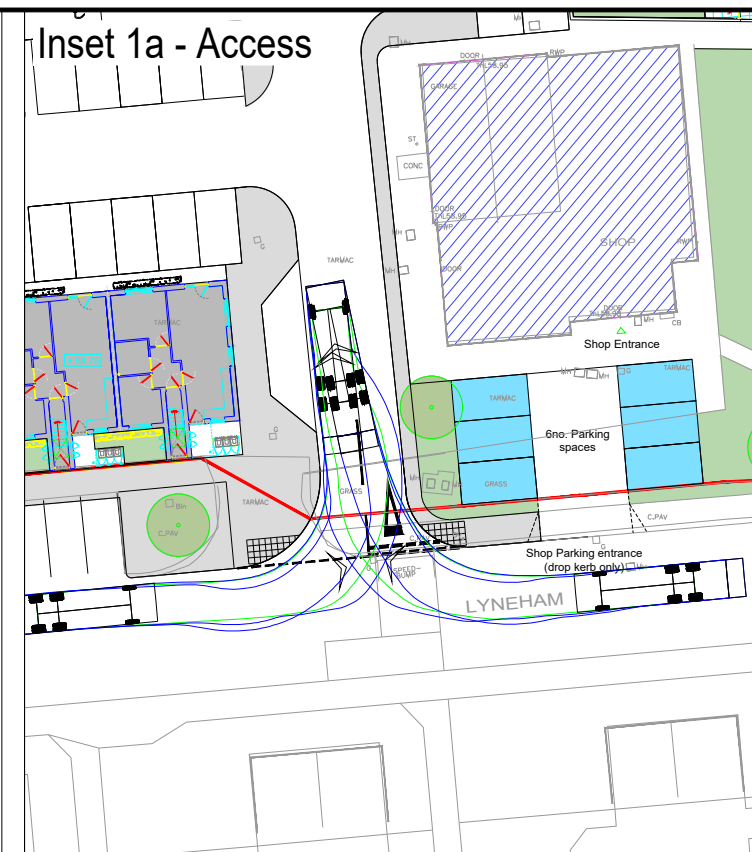
REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	07.03.23

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Large Car (2006)		
Overall Length	5.079m	11.200m
Overall Width	1.872m	2.530m
Overall Body Height	1.525m	3.751m
Min Body Ground Clearance	0.310m	0.304m
Max Track Width	1.831m	2.500m
Lock to lock time	4.00s	4.00s
Kerb to Kerb Turning Radius	5.900m	9.500m



Lyneham, Whiston

Swept Path Analysis - Refuse Vehicle & Large Car

DRAWN:	CHECKED:	DATE:	SCALES:
WD	TR	01.03.23	1:500 at A3

Built Group Ltd

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
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DRAWING NUMBER:	REVISION:
VN222261-TR102	A

Appendix A

KMBC Highways Comments

Date:	16 th December 2022
To:	Planning Services
Planning App. No:	22/00630/FUL
Proposal:	RESIDENTIAL DEVELOPMENT FOR THE ERECTION OF 19NO DWELLINGS COMPRISING OF 7NO TERRACED DWELLINGS AND 1NO TWO STOREY APARTMENT BLOCK INCLUDING 12NO APARTMENTS TOGETHER WITH OTHER ASSOCIATED WORKS INCLUDING 1NO VEHICULAR ACCESS TO HASELMERE
Location:	Land At Mp Foods , Lyneham, Whiston, Knowsley, L35 3TN

☒ **Highway Objection (pending additional satisfactory information being provided)**

Highways object to the proposed development for the following reasons:

Layout

The layout, as proposed, creates an alleyway between the rear boundaries of 29-35 Lyneham and plots 1 & 7 which is unacceptable for reasons of anti social behaviour/crime. This path is adopted highway, and provides access to the rear of some of the existing properties. Current legislation does not provide a means for gating, so in order to support the layout, it would need to be stopped up. It is not considered likely that stopping up would be achievable due to objections from existing residents, and potentially other affected parties (statutory undertakers).

The existing cul-de-sac serving 39-43 Lyneham is proposed to serve plots 1-4. This is an 'Access Core' as shown in the now defunct Cheshire Design Aid, and this was stipulated for up to a maximum of 5 dwellings, with a reduced standard turning head appropriate to the scale of use. The proposal seeks to increase the usage of this to include the 4 proposed dwellings. Current geometric design standards would not permit the use of such 'access cores' due to the increased frequency and size of delivery vehicles which would not be able to turn around, and thus would have to reverse either into or out of the cul de sac. The proposals will need to be revised to incorporate a turning area suitable for a large delivery van. Furthermore, some the car parking spaces shown for plots 1-4 overhang the adopted highway (turning area) which is not acceptable. The likelihood of overspill car parking causing obstruction to the turning area is covered in the parking section of these comments, below.

The proposed road serving plots 5-19, has a 90 degree bend with a 2m radius, which is not acceptable to highways. Vehicles passing around the corner would overrun the kerb causing damage. Usually a minimum 15m centreline radius is required. Revised swept paths showing a refuse collection vehicle will need to be provided with any revised layout. The swept path plots contained within the TS show overrunning over the footways which is not acceptable. Furthermore, the bend creates a retained parcel of land for the shop which presents a potential restriction in forward visibility which would not be acceptable.

The shared private driveway (assumed to be serving plots 8-12) should be accessed via a footway crossover.

Kerb radii into the road from Lyneham are substandard at 4m and should be increased to 6m.

Speed hump would need to be relocated adjacent junction with Lyneham

Parking

The layout is exhibiting a lack of parking across the site. KMBC required 1 space for a 1 bedroom dwelling, 2 spaces for 2 and 3 bedroom dwellings, and 3 spaces for 4 bedroom dwellings. Apartments can provide 1.5 spaces per dwelling if unallocated.

The car ownership levels used in the TS to justify the demand are taken from Census 2011 data which is 11 years out of date. Furthermore the data are not correlated to dwelling size. i.e. data show that 3% of households had 3 or more cars. If only 3% of the housing stock was 4 bedroom and above, this would verify/corroborate/back up/reinforce the standards.

The TS also provides a Lambeth methodology parking survey to support the low car parking provision. The methodology is specifically designed to cope with the circumstances within central London which has very high density development, and level of parking enforcement commensurate with the density and resources of that borough, and a city wide ban on any pavement parking which is not practicable in Knowsley. The methodology is not accepted to be appropriate for the situation within the borough of Knowsley.

Notwithstanding the above, it is noted that the survey results include a wider area than that proposed in the Lambeth methodology, and includes areas not appropriate for parking, such as Cumber Lane, and areas which are not overlooked through passive surveillance and unlikely to be used. The survey paints an overly simplistic approach to assessing the areas which could be used for parking. In reality, residents would park as close to their properties as possible. i.e. partly on the footway/hardened verge on the opposite side of the new road.

Data has not been provided to justify the level of parking for the existing shop. The KMBC standards show 1space per14 m² which would equate to 34 spaces for a new build retail unit. This shop, being a former public house is likely to have surplus space within it, and this should be detailed, along with any residential use of the upper floor.

18 cycle parking spaces have been proposed, but these must be covered secure and away from public view. Cycle parking in curtilage of houses – details required.

Transport Statement

The level of public transport provision is used in part to justify the low car parking provision, however it is overstated, and does not support the case for reduced parking. No timetable details given for nearest bus stops.

Travel Plan (TP) comments – TP is a section within, and wholly contained in the TS. The TS cannot be made an approved document due to the issues stated above and therefore it would be recommended that a TP be required by condition.

Rights of Way

The diagonal footway leading from the shop building terminates at an inappropriate location being hardened verge strip. To constitute a footway, the strip would need to be increased to 2m minimum.

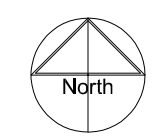
This, and some of the other existing paths are at risk of being claimed as presumed highway, having been used by members of the public for over 20 years. This includes the small section adjacent plot 7 and diagonal path from north east corner of site. For reference, see below:

Section 31(1), Highways Act 1980:

“Where a way over any land, other than a way of such a character that use of it by the public could not give rise at common law to a presumption of dedication, has actually been enjoyed by the public as of right and without interruption for a full period of 20 years, the way is to be deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it”

Appendix B

Proposed Site Layout Plan



- KEY**
- Application Site
 - Existing Shop
 - Trees to be removed
 - New trees
 - Footpaths
 - Natural grey concrete slabs or setts
 - Rowlawn turf/ Amenity
 - +58.68 Existing Levels
 - +58.72 Proposed Levels
 - Section Planes (see PLN15 and PLN16)
 - Electric Vehicle Charging
 - Shop Car Parking

Schedule of Accommodation

4 x 2bed Houses
3 x 4bed Houses
12 x 2bed Cottage Flats

TOTAL 19 Dwellings

31 NEW RESIDENT CAR PARKING BAYS

A3		Level 2 architects	
Project Lyneham, Whiston			
Title Proposed Site Plan			
Scale	1:400	Drawing	418-1-PLN-002
		Rev	D
PLANNING APPLICATION			

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Appendix C

Bus Timetables



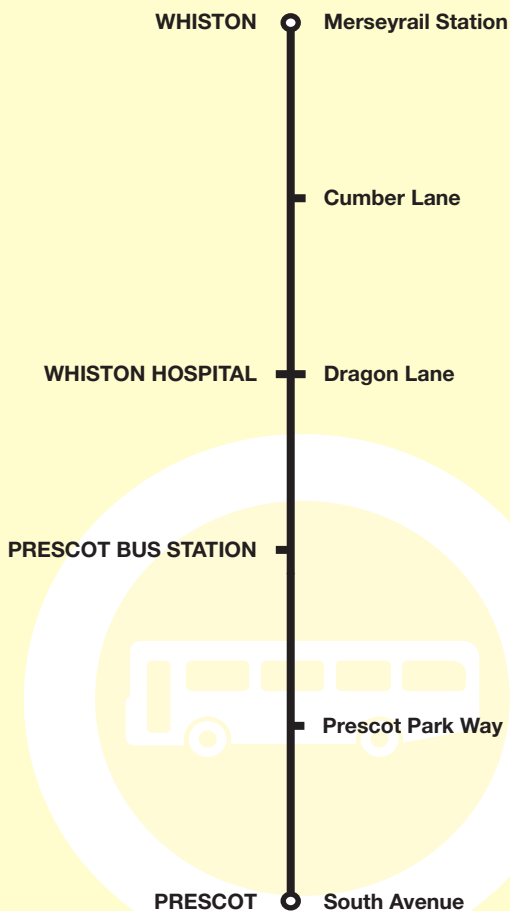
Valid from 4 September 2022

Bus timetable

99

Whiston - Prescot circular

This service is provided by Merseytravel





What's changed?

Additional peak journeys now operate at 0722, 0822, 1722 and 1822.

This service is now operated by MD Bus and Coach (Link Network) on behalf of Merseytravel.



Any comments about this service?

If you've got any comments or suggestions about the services shown in this timetable, please contact the bus company who runs the service:

MD Bus and Coach (Link Network)

5 Delta Road, St Helens, WA9 2EQ
01744 611 321

If it's a Merseytravel Bus Service we'd like to know what you think of the service, or if you have left something in a bus station, please contact us at Merseytravel:

By e-mail

ask@merseytravel.gov.uk

By phone

0151 330 1000

In writing

PO Box 1976, Liverpool, L69 3HN



Need some help or more information?



For help planning your journey, call **0151 330 1000**, open 0800 - 2000, 7 days a week.



You can visit one of our Travel Centres across the Merseytravel network to get information about all public transport services. To find out opening times, phone us on **0151 330 1000**.



Our website contains lots of information about public transport across Merseyside.
You can visit our website at **www.merseytravel.gov.uk**

Bus services may run to different timetables during bank and public holidays, so please check your travel plans in advance.



Large print timetables

We can supply this timetable in another format, such as large print.

Either call **0151 330 1000** or email us at **ask@merseytravel.gov.uk**



99

Whiston station - Prescott circular

Merseytravel
bus service

Mondays to Fridays

Whiston Merseyrail station		0722		22	1822
Cumber Lane		0727		27	1827
Whiston Hospital Dragon Lane		0736	then	36	1836
Prescot Bus Station		0741	at	41	1841
Prescot Park Way		0744	these	44	1844
South Avenue		0749	mins	49	1849
Prescot Bus Station		0753	past	53	1853
Whiston Hospital Dragon Lane		0800	each	00	1900
Cumber Lane		0804	hour	04	1904
Whiston Merseyrail station		0813		13	1913

Code used on this page:

 - Merseytravel Bus Service operated
by MD Bus and Coach (Link Network).

Saturdays

Whiston Merseyrail station		0722		22	1822
Cumber Lane		0727		27	1827
Whiston Hospital Dragon Lane		0736	then	36	1836
Prescot Bus Station		0741	at	41	1841
Thomas Drive		0745	these	45	1845
Prescot Park Way		0749	mins	49	1849
South Avenue		0754	past	54	1854
Prescot Bus Station		0759	each	59	1859
Whiston Hospital Dragon Lane		0804	hour	04	1904
Cumber Lane		0813		13	1913
Whiston Merseyrail station		0818		18	1918

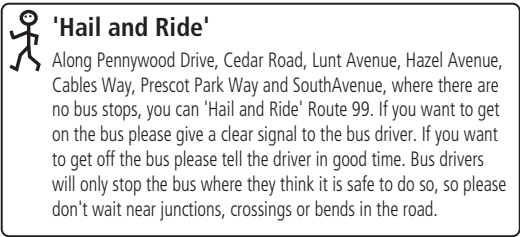
Sundays - No Service

Route description

Route 99 (Mondays to Fridays): from WHISTON MERSEYRAIL STATION via Pennywood Drive, Lickers Lane, Cumber Lane, Milton Avenue, Dragon Drive, Cross Lane, Cedar Road, Lunt Avenue, Hazel Avenue, Dragon Lane, Warrington Road, High Street, Church Street, PRESCOT BUS STATION, Market Street, Sewell Street, Manchester Road, right into Prescott Park Way, Cables Way, Manchester Road, South Avenue, Manchester Road, Sewell Street, Market Place, PRESCOT BUS STATION, Church Street, High Street, Warrington Road, Dragon Lane, Hazel Avenue, Lunt Avenue, Cedar Road, Cross Lane, Dragon Drive, Milton Avenue, Cumber Lane, Lickers Lane, Pennywood Drive to WHISTON MERSEYRAIL STATION.

Route 99 (Saturdays only): from WHISTON MERSEYRAIL STATION via Pennywood Drive, Lickers Lane, Cumber Lane, Milton Avenue, Dragon Drive, Cross Lane, Cedar Road, Lunt Avenue, Hazel Avenue, Dragon Lane, Warrington Road, High Street, Church Street, PRESCOT BUS STATION, Market Street, Sewell Street, Manchester Road, Hall Lane, Cross Lane, Thomas Drive, Coronation Drive, Hughes Avenue, Florida Way, Cross Lane, Hall Lane, Manchester Road, left into Prescott Park Way, Cables , Manchester Road, South Avenue, Manchester Road, Sewell Street, Market Place, PRESCOT BUS STATION, Church Street, High Street, Warrington Road, Dragon Lane, Hazel Avenue, Lunt Avenue, Cedar Road, Cross Lane, Dragon Drive, Milton Avenue, Cumber Lane, Lickers Lane, Pennywood Drive to WHISTON MERSEYRAIL STATION.

Route 99:
Whiston station - Prescot circular



KEY

	Timetable Reference Point		Hospital
	Merseyrail Station		Shopping

Timetable
Reference Point



Hospital

Shopping

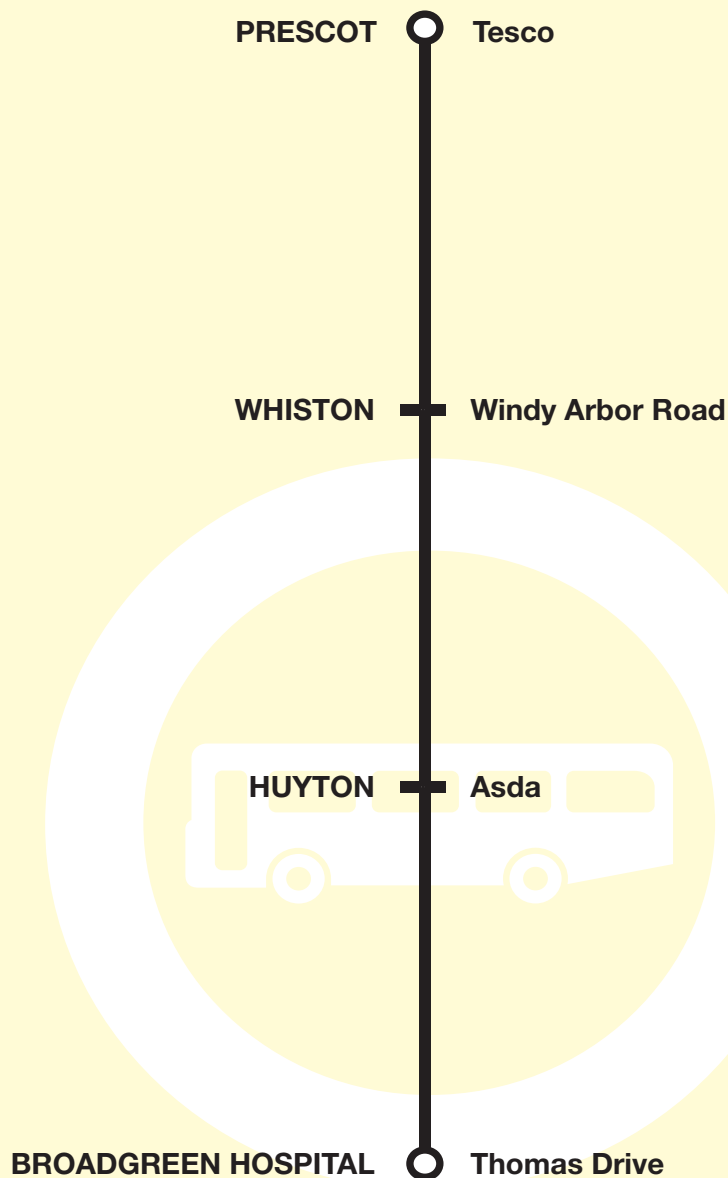


Valid from **5 December 2021**

Bus timetable

239 Prescot - Broadgreen Hospital circular

This service is provided by Merseytravel





What's changed?

This service is now operated on behalf of Merseytravel by Cumfybus. Times are unchanged.



Any comments about this service?

If you've got any comments or suggestions about the services shown in this timetable, please contact the bus company who runs the service:

Cumfybus

178 Cambridge Road, Churchtown, Southport, PR9 7LW
01704 227 321

Contact us at Merseytravel:

By e-mail

ask@merseytravel.gov.uk

By phone

0151 330 1000

In writing

PO Box 1976, Liverpool, L69 3HN



Need some help or more information?



For help planning your journey, call **0151 330 1000**, open 0800 - 2000, 7 days a week



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Bus services may run to different timetables during bank and public holidays, so please check your travel plans in advance.



Large print timetables

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Either call **0151 330 1000** or email us at **ask@merseytravel.gov.uk**

**239****Prescot - Broadgreen Hospital circular****Merseytravel
bus services****Route description**

Route 239 between Prescot and Broadgreen Hospital from: PRESCOT (SEWELL STREET) via Manchester Road, Hall Lane, Cross Lane, Dragon Drive, Dragon Lane, Stoney Lane, Cumber Lane, Lickers Lane, Windy Arbor Road, Greenes Road, Pottery Lane, Wood Lane, Seel Road, Victoria Road, Huyton Hey Road, Lathom Road, Archway Road, Rupert Road, Western Avenue, Charnwood Road, Dinas Lane, Page Moss Lane, Childwall Lane, Milton Avenue, Thingwall Lane, Thingwall Hall Drive, Thomas Drive (U-turn for Broadgreen Hospital) then **return** via Thomas Drive, Thingwall Hall Drive, Thingwall Lane, Milton Avenue, Childwall Lane, Page Moss Lane, Dinas Lane, Charnwood Road, Western Avenue, Rupert Road, Archway Road, Lathom Road, Huyton Hey Road, Victoria Road, Seel Road, Wood Lane, Pottery Lane, Greenes Road, Windy Arbor Road, Lickers Lane, Cumber Lane, Stoney Lane, Dragon Lane, Dragon Drive, Cross Lane, Hall Lane, Manchester Road, Steley Way, Warrington Road, High Street, Church Street, Prescot Bus Station, Sewell Street to PRESCOT (SEWELL STREET).

Mondays to Saturdays

Mondays to Saturdays			M	M	M	M	M	M	M	M	M	M	M	M	
Prescot	Tesco, Sewell Street		0705	0750	0830	0910	0950	1030	1110	1150	1230	1310	1350	1430	1510
Whiston	Horseshoe Pub		0716	0801	0841	0921	1001	1041	1121	1201	1241	1321	1401	1441	1521
Huyton	Asda, Lathom Road		0725	0811	0851	0931	1011	1051	1131	1211	1251	1331	1411	1451	1531
Broadgreen Hospital	Thomas Drive		0740	0825	0905	0945	1025	1105	1145	1225	1305	1345	1425	1505	1545
Broadgreen Hospital	Thomas Drive		0748	0825	0905	0945	1025	1105	1145	1225	1305	1345	1425	1505	1545
Huyton	Asda, Lathom Road		0803	0840	0920	1000	1040	1120	1200	1240	1320	1400	1440	1520	1600
Whiston	Windy Arbor Road		0812	0850	0930	1010	1050	1130	1210	1250	1330	1410	1450	1530	1610
Prescot Bus Station			0826	0903	0943	1023	1103	1143	1223	1303	1343	1423	1503	1543	1623
Prescot	Tesco, Sewell Street		0828	0905	0945	1025	1105	1145	1225	1305	1345	1425	1505	1545	1625

		M	M	M
Prescot Tesco, Sewell Street		1550	1630	1710
Whiston Horseshoe Pub		1601	1641	1721
Huyton Asda, Lathom Road		1611	1651	1731
Broadgreen Hospital Thomas Drive		1625	1705	1745
Broadgreen Hospital Thomas Drive		1625	1705	-
Huyton Asda, Lathom Road		1640	1720	-
Whiston Windy Arbor Road		1650	1730	-
Prescot Bus Station		1703	1743	-
Prescot Tesco, Sewell Street		1705	1745	-

Code used on this page:

- Merseytravel Bus Service operated by Cumfybus

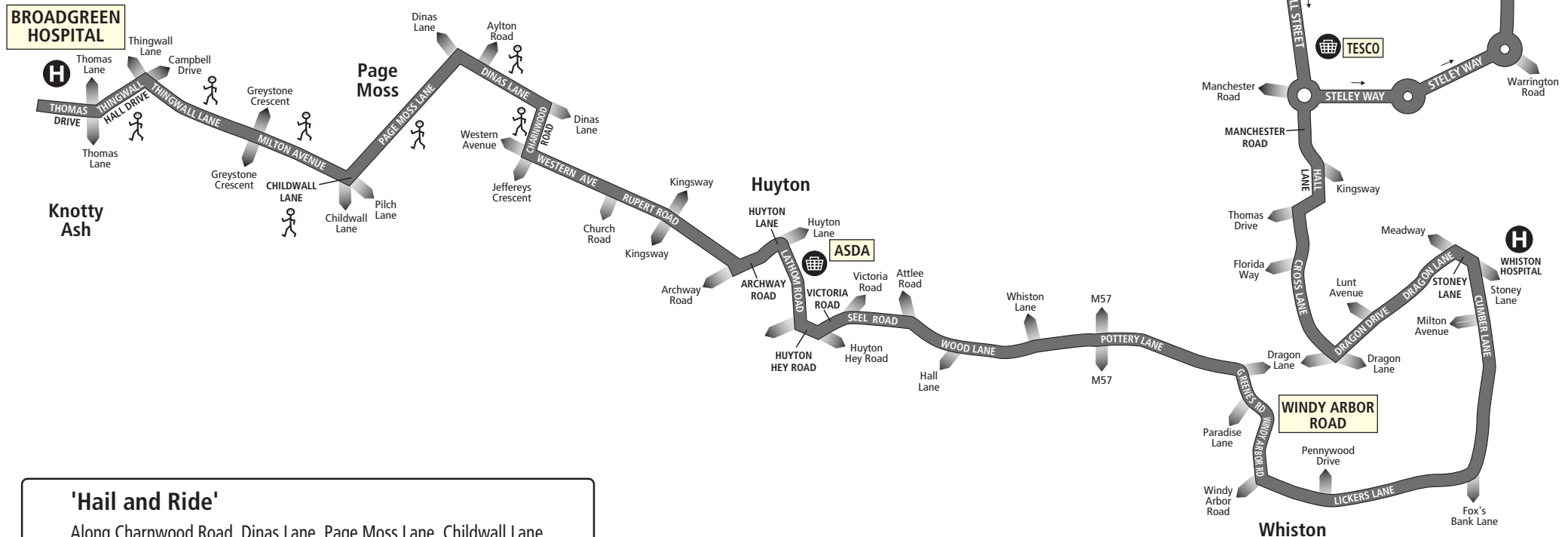
Sundays - No Service

Route 239:

Prescot - Broadgreen Hospital

KEY

-  Timetable Reference Point
-  Shopping Centre
-  Hospital
-  Hail and Ride



'Hail and Ride'

Along Charnwood Road, Dinas Lane, Page Moss Lane, Childwall Lane, Milton Avenue, Thingwall Lane and Thingwall Hall Drive, where there are no bus stops, you can 'Hail and Ride' Route 239.

If you want to get on the bus please give a clear signal to the bus driver.

If you want to get off the bus please tell the driver in good time.

Bus drivers will only stop the bus where they think it is safe to do so, so please don't wait near junctions, crossings or bends in the road.

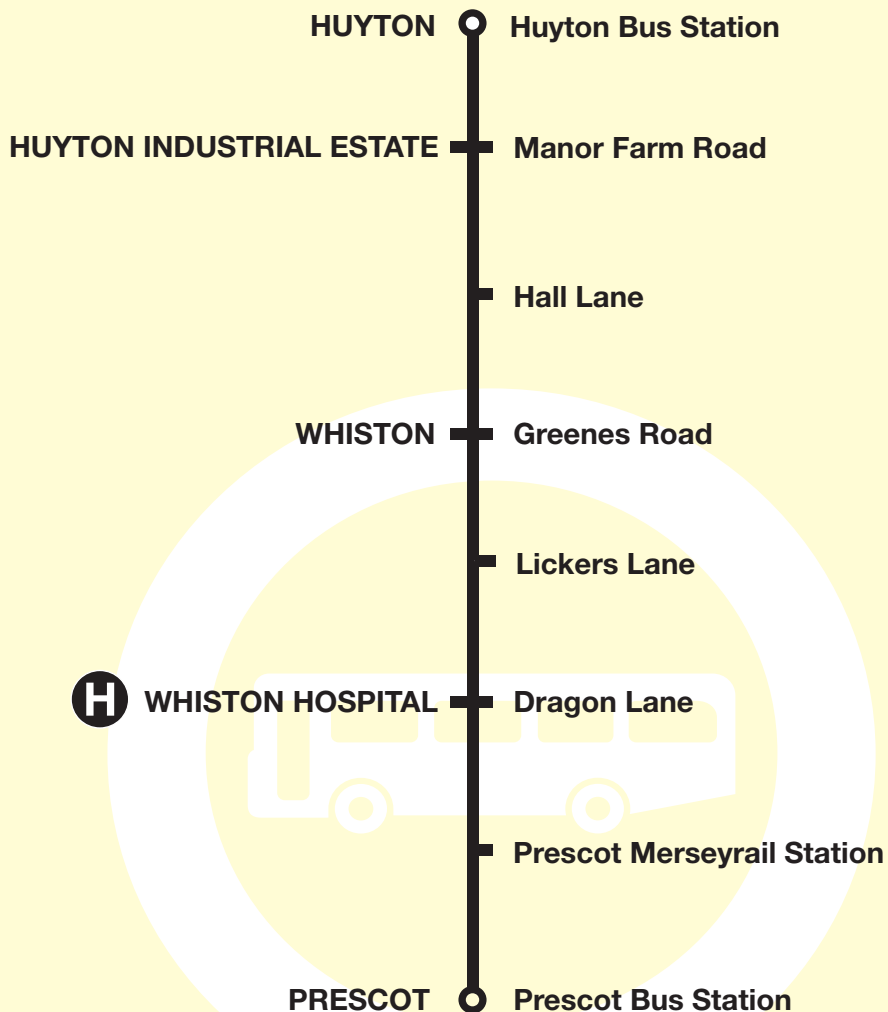


Valid from **11 April 2021**

Bus timetable

248 Huyton - Prescot circular

This service is provided by Merseytravel





What's changed?

Monday to Saturday morning journeys are retimed and now run up to 5 minutes earlier.

The evening and Sunday service is unchanged.



Any comments about this service?

If you've got any comments or suggestions about the services shown in this timetable, please contact the bus company who runs the service:

HTL Buses

37 Wilson Road

Liverpool

L36 6AN

or contact us at Merseytravel:

By e-mail

ask@merseytravel.gov.uk

By phone

0151 330 1000

In writing

PO Box 1976, Liverpool, L69 3HN



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Large print timetables

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Either call **0151 330 1000** or email us at **ask@merseytravel.gov.uk**

**248**

Huyton - Prescot - Huyton via Whiston Hospital

Merseytravel
bus service

Route descriptions

Route 248: Monday to Saturday morning: from HUYTON BUS STATION via Huyton Hey Road, Lathom Road, Archway Road, Tarbock Road, Meadow Drive, Manor Farm Road, Wilson Road, Stretton Way, Ellis Ashton Street, Link Road, Wilson Road, Hall Lane, Wood Lane, Pottery Lane, Greenes Road, Windy Arbor Road, Lickers Lane, Cumber Lane, Stoney Lane, Dragon Lane, Dragon Drive, Cross Lane, Saunders Avenue, Fazakerley Road, Kingsway, Bridge Road, Warrington Road, High Street, PRESCOT BUS STATION, Church Street, Market Place, Sewell Street, Steley Way, Warrington Road, Bridge Road, Kingsway, Fazakerley Road, Molyneux Drive, Cross Lane, Dragon Drive, Dragon Lane, Stoney Lane, Cumber Lane, Lickers Lane, Windy Arbor Road, Greenes Road, Pottery Lane, Wood Lane, Hall Lane, Ellis Ashton Street, Stretton Way, Wilson Road, Manor Farm Road, Meadow Drive, Tarbock Road, Archway Road, Poplar Bank, Derby Road to HUYTON BUS STATION.

Route 248: Monday to Saturday evenings and all Sunday buses: from HUYTON BUS STATION via Huyton Hey Road, Lathom Road, Archway Road, Tarbock Road, Meadow Drive, Manor Farm Road, St John's Road, Hall Lane, Wood Lane, Pottery Lane, Greenes Road, Windy Arbor Road, Lickers Lane, Cumber Lane, Stoney Lane, Dragon Lane, Dragon Drive, Cross Lane, Saunders Avenue, Fazakerley Road, Kingsway, Ash Grove, Warrington Road, High Street, PRESCOT BUS STATION, Church Street, Market Place, Sewell Street, Steley Way, Warrington Road, Ash Grove, Kingsway, Fazakerley Road, Molyneux Drive, Cross Lane, Dragon Drive, Dragon Lane, Stoney Lane, Cumber Lane, Lickers Lane, Windy Arbor Road, Greenes Road, Pottery Lane, Wood Lane, Hall Lane, St John's Road, Manor Farm Road, Meadow Drive, Tarbock Road, Archway Road, Poplar Bank, Derby Road to HUYTON BUS STATION.

**248****Huyton - Prescot - Huyton**
via Whiston Hospital**Merseytravel**
bus service**Mondays to Saturdays**

Huyton Bus Station		-	-	0645	0715	0748		-	1845		45	2245 2345
Huyton Manor Farm Road		-	-	0651	0722	0755		-	1851		51	2251 2351
Hall Lane		-	-	0659	0730	0803		-	1854		54	2254 2354
Whiston Greenes Road		-	-	0702	0733	0806		-	1856		56	2256 2356
Whiston Lickers Lane		-	-	0704	0735	0808		-	1859	then	59	2259 2359
Stoney Lane, Dragon Lane (for Whiston Hospital)		-	-	0707	0738	0811	then no service until	-	1902	at	02	2302 0002
Prescot Merseyrail station Kingsway		-	-	0710	0743	0816		-	1907	these	07	2307 0007
Prescot Bus Station		0610	0640	0714	0747	0820		1815	1911	mins	11	until 2311 0011
Prescot Merseyrail station Kingsway		0616	0646	0720	-	-		1821	1917	past	17	2317 -
Stoney Lane, Dragon Lane (for Whiston Hospital)		0621	0651	0725	-	-		1826	1922	each	22	2322 -
Whiston Lickers Lane		0624	0654	0728	-	-		1829	1925	hour	25	2325 -
Whiston Greenes Road		0627	0657	0731	-	-		1832	1928		28	2328 -
Hall Lane		0629	0659	0733	-	-		1834	1930		30	2330 -
Huyton Manor Farm Road		0635	0705	0739	-	-		1837	1933		33	2333 -
Huyton Bus Station		0640	0710	0744	-	-		1843	1939		39	2339 -

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- Merseytravel Bus Service operated by HTL Buses



248

Huyton - Prescot - Huyton via Whiston Hospital

Merseytravel bus service

Sundays

	M	M		M		M	M
Huyton Bus Station	-	0745		45		2245	2345
Huyton Manor Farm Road	-	0751		51		2251	2351
Hall Lane	-	0754		54		2254	2354
Whiston Greenes Road	-	0756		56		2256	2356
Whiston Lickers Lane	-	0759	then	59		2259	2359
Stoney Lane, Dragon Lane (for Whiston Hospital)	-	0802	at	02		2302	0002
Prescot Merseyrail station Kingsway	-	0807	these	07		2307	0007
Prescot Bus Station	0711	0811	mins	11	until	2311	0011
Prescot Merseyrail station Kingsway	0717	0817	past	17		2317	-
Stoney Lane, Dragon Lane (for Whiston Hospital)	0722	0822	each	22		2322	-
Whiston Lickers Lane	0725	0825	hour	25		2325	-
Whiston Greenes Road	0728	0828		28		2328	-
Hall Lane	0730	0830		30		2330	-
Huyton Manor Farm Road	0733	0833		33		2333	-
Huyton Bus Station	0739	0839		39		2339	-

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- Merseytravel Bus Service operated by HTL Buses

Route 248:

Huyton - Prescot - Huyton

 Monday to Saturday morning journeys only

Key

-  **HALL LANE** Timetable Reference Point
-  Industrial Park
-  Hospital
-  Merseyrail station
-  Bus station
-  Travel centre

