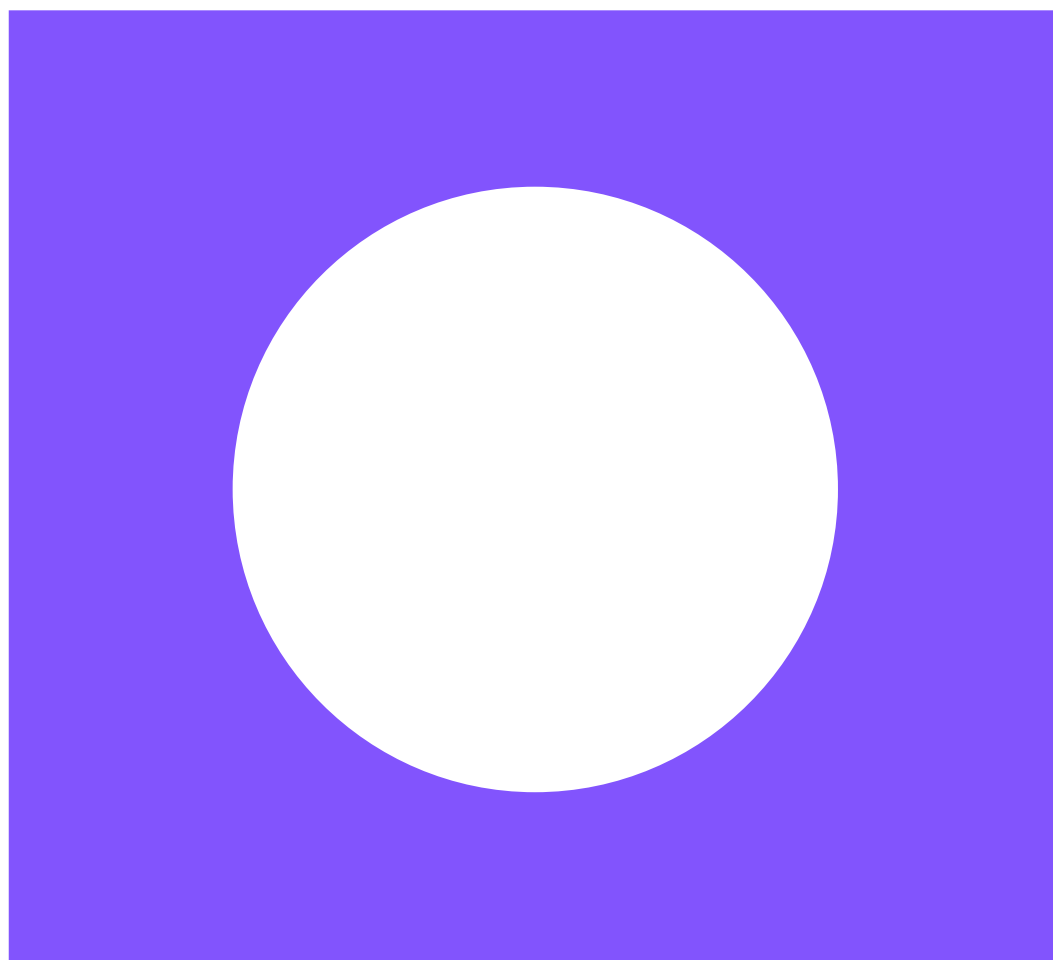




Transport Statement

Liverpool Football Club Academy

November 2025

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Transport Statement

Liverpool Football Club Academy

November 2025

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1 Introduction

1.1 Background

This Transport Statement (TS) has been prepared to accompany a planning application for development at the Liverpool Football Club (LFC) Academy at Kirkby.

The proposals include, the erection of an indoor pitch, extension of the existing academy building, construction of a new show pitch with 499-spectator stand and changes to car parking and circulation.

The main aims of this TS are:

- To assess travel demand for the changes to the site;
- To demonstrate safe and effective multi-modal accessibility to the proposed development site; and the
- To identify, evaluate and propose mitigation measures for any net transport-related impacts likely to arise from the proposed development.

1.2 Transport Statement Scope

The scope of this Transport Statement has been agreed through discussions with Knowsley Council Highways during a meeting on 15th October 2025.

1.3 Report Structure

This report presents:

- Section 2 outlines relevant national and local planning policy and guidance;
- Section 3 describes the existing site, and the baseline accessibility conditions in the surrounding area;
- Section 4 outlines the development proposals;
- Section 5 provides the transport impacts and mitigations / travel planning opportunities;
- Section 6 summarises the report.

2 Policy Context

2.1 Introduction

The purpose of this section is to outline relevant planning policy, in order to clarify the context within which the TS for this proposed development has been produced.

2.2 National Planning Policy Framework (NPPF) (Updated February 2025)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their Councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

With regard to transport, the NPPF sets out the following guidelines.

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*
- *Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*
 - *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *consider the needs of people with disabilities by all modes of transport.'*

This TS considers safe and accessible access to the site and explores opportunities to promote sustainable travel for staff and visitors. The TS is proportionate due to the fact that it is not expected to generate any additional travel demand.

2.3 Liverpool City Region Combined Authority (LCRCA) Local Transport Plan (2024 Draft)

LTP4 sets out a long-term strategy for transport across the Liverpool City Region (LCR), aligning with broader goals around **net zero**, **inclusive economic growth**, and **health and**

wellbeing. It aims to ensure the transport system supports the region's ambitions for a **cleaner, fairer, and more prosperous future.**

The draft plan is structured around five core priorities:

1. **Decarbonisation and Climate Action:** achieve net zero carbon emissions by 2040, promote active travel, public transport, and zero-emission vehicles and reduce car dependency and support modal shift.
2. **Health and Wellbeing:** improve air quality and reduce noise pollution, encourage walking and cycling to support physical and mental health and design streets and spaces that are safe, inclusive, and accessible.
3. **Inclusive Connectivity:** ensure equitable access to jobs, education, healthcare, and leisure, address transport poverty and improve services in underserved areas, enhance accessibility for disabled and older people.
4. **Supporting a Thriving Economy:** improve connectivity to key employment and growth areas, support freight and logistics efficiency while reducing environmental impact, enable innovation in mobility and digital infrastructure.
5. **Safe and Resilient Transport:** improve road safety and reduce casualties, build resilience to climate change and extreme weather and maintain and enhance existing transport assets.

The TS seeks to support healthy and sustainable access to the site from across the city region, as demonstrated in later sections.

2.4 Knowsley Local Plan: Core Strategy (2016)

The principal documents which provide the relevant planning policy context for the Proposed Development include the Knowsley Local Plan Core Strategy (CS) and saved policies of the Knowsley Replacement Unitary Development Plan (UDP). The core strategy is discussed in relation to transport here. Following this the Unitary Development Plan policies are discussed.

A key aspect of the CS is to support a sustainable transport system and geographical pattern of development which minimises the need to travel and will ensure that jobs, shops and services are accessible to all, leading to a lesser reliance on the car for travel. This is set out clearly in the CS's Vision, Strategic Objective 6, and under Policy CS2 – Development Principles.

CS Policy CS7 (Transport Network) sets out a series of requirements for new development. In particular, this policy emphasises that development is required to be located and designed to prioritise accessibility and sustainable modes of transport through a choice of walking, cycling, public transport, and incorporate access for private vehicles; and that it must comply with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development.

The TS aligns with the Local Plan Core Strategy as it identifies ways for the site to encourage more travel by sustainable active modes.

2.5 Ensuring a Choice of Travel Supplementary Planning Document

The Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel' has been adopted across the Merseyside districts and sets out the requirements for assessing development impacts. It is an adopted document under the Local Plan framework.

The Transport SPD sets out policies to:

- Ensure a reasonable choice of access by all modes of transport to new development;

- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Improving road safety;
- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.

The TS demonstrates that the site is accessible by a variety of modes and identifies ways to encourage more sustainable and active travel choices.

The parking standards included in the SPD do not contain advice on 'sui generis' land uses such as the Academy.

3 Existing Academy Site and Transport Conditions

3.1 Site Location and Access

This section provides details of the existing conditions in the vicinity of the site. It highlights the strategic context, local public transport services, local amenities and accessibility through sustainable modes, such as walking and cycling.

3.2 Existing Operation

The development site comprises the LFC Academy grounds in Kirkby, which is bounded to the north by the AXA Training Centre (home to LFC's First Team and reserves), to the east by Arbour Lane, to the west by Simonswood Lane and to the south by David Lloyd Gym and A5208 County Road. Figure 3.1 below illustrates the site in relation to the immediate local area.

Figure 3.1: Existing site layout



Source: OpenStreetMap

Land use within the surrounding area consists largely of residential properties to the west and south, with Knowsley Industrial Park to the east of Arbour Lane.

3.3 Existing Use

The LFC Academy is the base for the U9 through to U21 squads who train and play at the Kirkby site. It is the main development hub for young players aiming to reach the first team. The academy houses specialist coaching teams, sports scientists, and medical staff dedicated to youth development. The facility also hosts some of the Club's Foundation activities at certain times of the year such as during school holiday periods. The Academy is located and adjoined to the Axa Training Centre where Liverpool's first team train, however this is accessed further

north up Arbour Lane and operates independently of the Academy in terms of access and transport.

Many of the Academy's players are of school age, so accordingly the site operates throughout the day and after school hours to accommodate this. Matches and training are hosted through the weekend as well as weekdays. The home location of the Academy players is spread across a wide catchment area. The Academy may accept players who live within a 1-hour drive of the training centre. This means that the catchment of the school extends as far north as Lancashire towards Preston and Blackburn, eastwards to Greater Manchester and much of its urban area, and southwards towards Cheshire and North Wales. Due to the wide catchment, it is not possible for many players to use public transport, walk or cycle to the Academy.

As illustrated in Figure 3.2 the planning application boundary includes the existing indoor training building, Academy building, show pitch (with temporary spectator stand), artificial pitch and associated parking.

Figure 3.2: Application Site



Source: KSS

At present there are approximately 64 full time staff regularly on site and an average of 90 visitors per day. On matchdays this can increase to between 150 to 300 visitors depending on

which team is playing. The current car park is busiest on Fridays and weekends when the site accommodates most matches.

3.4 Accessibility

3.4.1 Site Access

The main vehicular and pedestrian access to the Academy site for staff, players and visitors from the highway network is from Arbour Lane, around 200m north of the roundabout with County Road. In addition to this from Arbour Lane, 280m to the north of this a site access is provided to the Grounds Maintenance Building. This is only used on an ad hoc basis by heavy machinery during pitch renovation season.

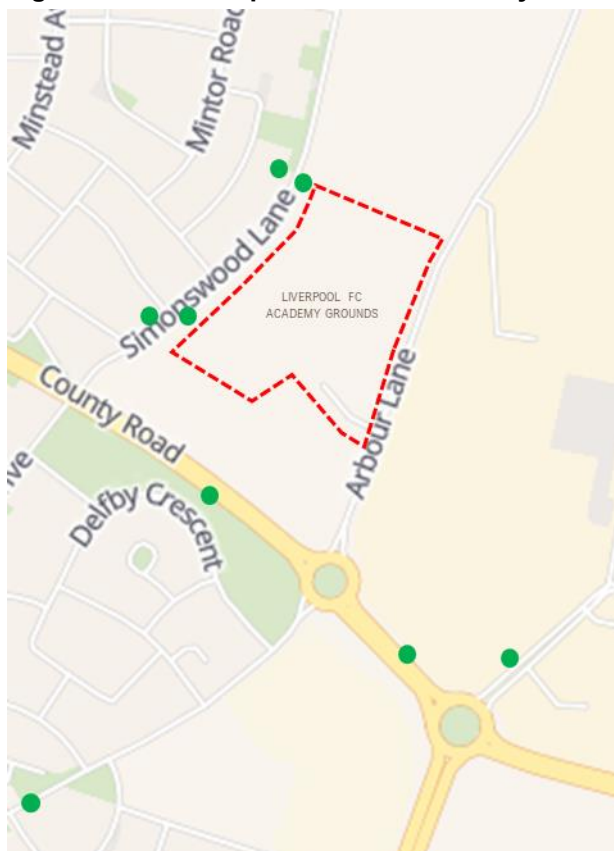
A secondary emergency only vehicular access is available to the west of the site from Simonswood Lane. Public Transport

3.4.2 Public Transport

3.4.2.1 Bus

The nearest bus stops within a 10-minute walk to the Academy are located on County Road, Simonswood Lane, Park Brow Drive, Lees Road and South Boundary Road. **Figure 3.2** displays the location of bus stops in vicinity of the site.

Figure 3.2: Bus Stop Locations in Vicinity of the Site



Source: Openstreetmap.org

The Academy is well served by a wide range of bus services, providing access to the local Knowsley area and beyond towards Liverpool City Centre. The 19 and 21 are the most frequent bus services in proximity to the site and can be accessed from County Road and Park Brow Drive. The services provide a convenient link into Liverpool City Centre, offering transfers to further public transport services across the City Region. A more local bus service is available through circular services such as the 23, providing access from Knowsley Industrial Park (KIP) to Kirkby Civic Centre, and the 97 / 98, running between Kirkby Rail Station to KIP. Table 3.1 details the most frequent bus services that operate in the vicinity of the development site.

Table 3.1: Bus Services Operating in the Vicinity of the Site

Service Number	Route	Frequency (daytime)	Frequency (19:00-22:00)	Operator
14/14A	Mann Island – Croxteth – Kirkby Moorgate Road – Kirkby Civic Centre – Tower Hill	Mon – Fri: every 30mins Sat: every 30mins Sun: every 30mins	Mon-Fri: 1 service per hour Sat: 1 service per hour Sunday: Service terminates at 18:55	Arriva / Stagecoach
19/119	Lord St. – Queen Square – Walton Hall Lane – Gillmoss – Croxteth – Kirkby Civic Centre	Mon – Fri: every 10mins Sat: every 10mins Sun: every 15mins	Mon – Fri: 1 every 15 mins Saturday: 2 services from 19:00-20:00, then every 1 hour Sunday: 1 service per hour	Stagecoach
21	James St. – Queen Square – Rice Lane – Kirkby Civic Centre – Northwood	Mon – Fri: every 10mins Sat: every 10mins Sun: every 20mins	Mon-Fri: every 10 mins from 19:00-21:00, 2 services from 21:00-22:00 Sat: every 10/15 mins from 19:00-21:00, 2 services from 21:00-22:00 Sun: 1 service per hour	Stagecoach
133	Kirkby Admin – Kirkby Civic Centre – Kirkby Station – Maghull Square – Thornton – Crosby – Waterloo	Mon – Fri: every 60mins Sat: every 60mins Sun: no service	Mon-Fri: no service from 18:14 Sat: no service from 18:14 Sun: no service	Hattons Travel
217	Kirkby – Kirkby Admin – Knowsley Village – Page Moss – Longview – Huyton – Naylorfield – Belle Vale – Hunts Cross – Halewood	Mon-Fri: every 15 mins Sat: every 30 mins Sun: every 30 mins	Mon-Fri: 2 services per hour Saturday: 2 services per hour Sunday: 2 services per hour	Stagecoach
97/98	Kirkby Station – Kirkby Civic Centre – Kirkby Industrial Estate – Kirkby Civic Centre – Kirkby Station	Mon – Fri: every 30mins Sat: every 30mins Sun: no service	Mon-Fri: no service beyond 17:30 Sat: no service beyond 17:05 Sun: no service	Stagecoach

Source: Merseytravel

3.4.2.2 Rail

The site is located around 2.5km east of Kirkby railway station (30 min walk or 10 min cycle). The 97 / 98 bus service also runs between the site and the station.

Kirkby station is situated on the Northern Line of the Merseyrail Network and Headbolt Lane extension which opened in October 2023. This provides excellent links across the Liverpool City Region and the north west of England.

A total of 4 services per hour run from Kirkby Station to Moorfields Station and Central Station in Liverpool City Centre; while 2 services per hour run to Wigan Wallgate and 1 service per hour runs to Manchester Victoria.

Moorfields and Central Station also directly connect to Liverpool Lime Street Station, via the Wirral Line, offering onward connections to direct services to Manchester, Birmingham and London. Liverpool Lime Street mainline station offers national inter-city and regional services.

3.4.3 Active Travel Modes

3.4.3.1 Walking

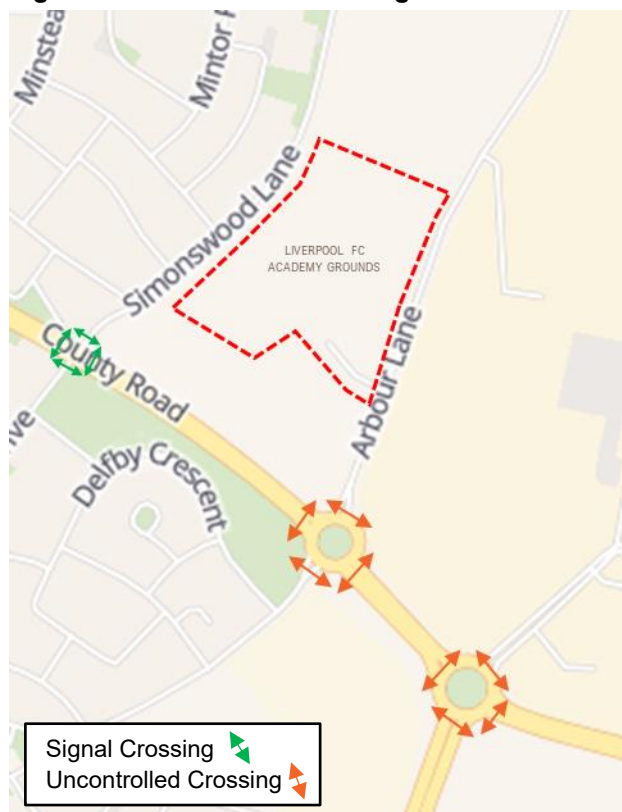
Walking infrastructure is generally well developed in the vicinity of the site and of a good standard, particularly along Arbour Lane and County Road where dual use pedestrian / cycle upgrades are present and dropped kerbs and tactile paving is in place to aid pedestrians in crossing the carriageway.

The A5208 County Road to the south of the site runs east-west and provides a link to much of the wider Kirkby area, including Kirkby Town Centre and Kirkby Station via the A506 and Kirkby Row. Here, footpaths are continuous and located on both sides of the carriageway. Signalised crossings are located at the junctions of County Road/Simonswood Lane and County Road/A506, in close proximity to the development site.

Through the Northwood residential area footways are typically of a good standard with dropped kerbs and tactile paving provided at crossing points.

Pedestrian crossing locations are illustrated in Figure 3.3 below. Orange arrows indicate uncontrolled pedestrian crossings (dropped kerbs and tactile pavements are available at these locations), the green arrows indicate signalised pedestrian crossings.

Figure 3.3: Pedestrian Crossing Locations

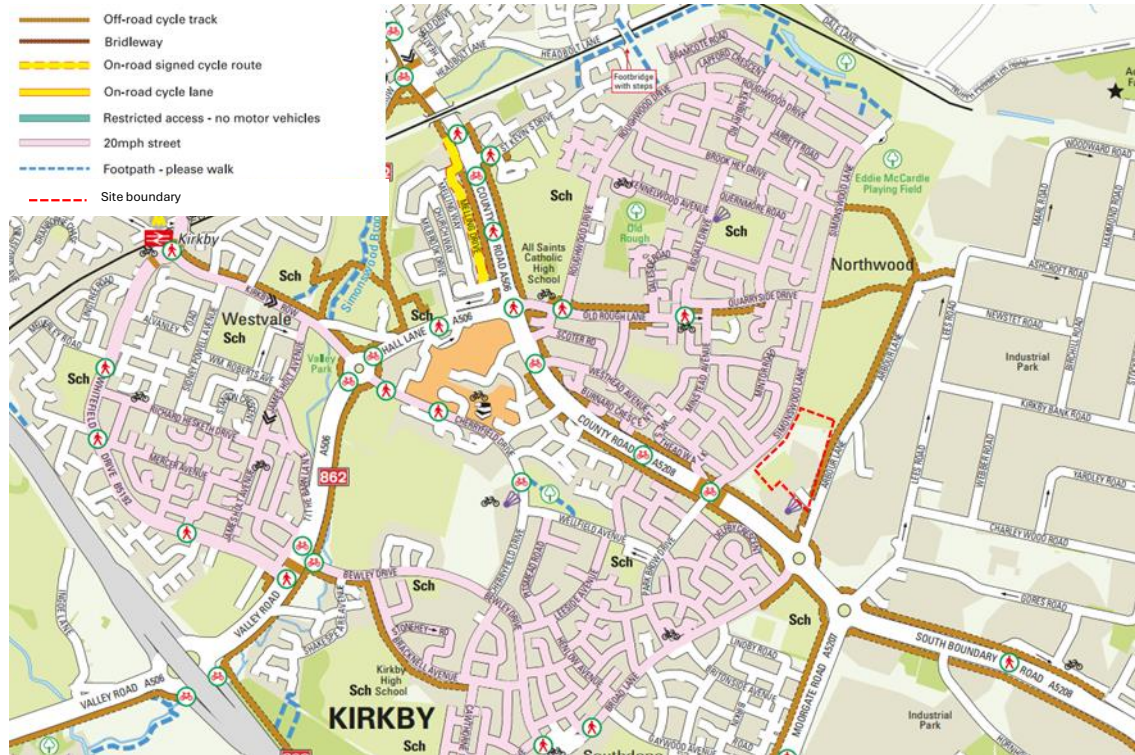


Source: Openstreetmap.org

3.4.3.2 Cycling

The development site is well served by the Knowsley Cycle Network, with traffic-free routes providing direct access to the site along Arbour Lane, the A506 and the A5208 County Road (Figure 3.4 shows Knowsley Council's Cycle Map. Please note Moss Lane is no longer a cycle route east - west). The Northwood residential area is traffic calmed with a 20mph speed limit in place and is therefore attractive for cycling on street.

Figure 3.4: Local Cycle Network



Source: Merseytravel

To the west and south of the site, National Cycle Route 862 provides a mostly traffic-free route that links north-south through Knowsley from Kirkby Station and Kirkby Town Centre, up to Deysbrook Lane providing onward cycle access to Liverpool City Centre to the west.

3.4.4 Highway Network

The site is well located for access from the surrounding strategic roads as illustrated in Figure 3.5 below. The site is 200m north of A5208 County Road, providing direct links to the A580 East Lancs Road to the south and the A506 to the northwest. The A580 offers excellent east-west access into Liverpool City Centre to the west and St. Helens to the east, while also linking to Junction 4 of the M57 which runs to the west of the development site providing north-south links to the wider City Region and Manchester. The A506 provides a link to Junction 1 of the M58, offering further access to the M6 and the wider motorway network in the northwest of England.

Figure 3.5: Local Highway Network



Source: Openstreetmap.org

3.4.4.1 Key Highway Routes Adjacent to the Site

County Road (A5208) is a high-capacity dual carriageway with a 30mph speed limit. It provides direct links to the A580 to the south and the A506 to the northwest. It provides access to the development site via its junctions with Arbour Lane and Simonswood Lane.

Arbour Lane is an industrial road, with a speed limit of 30mph. Along Arbour Lane, there are several junctions on the eastern side providing access to industrial / commercial units. To the west the main access to the Liverpool Football Club Academy is located. Road markings and 'slow' markings have been installed as traffic calming measures.

3.4.5 Car Parking

The Academy site currently provides 215 car parking spaces including 7 accessible spaces for staff, players, visitors and parents. There is no dedicated provision for coach parking at the site.

During busy periods, some visitors to the site are understood to use a local school as overflow to the car park and also park on-street. In recent years double yellow lines have been installed on Arbour Lane by Knowsley Borough Council. This limits the amount of on street parking available on Arbour Lane and improves the safety of the route.

It is understood that the Club currently operates a limited minibuss service to collect players from the local area to assist them in accessing the site.

3.4.6 Cycle Parking

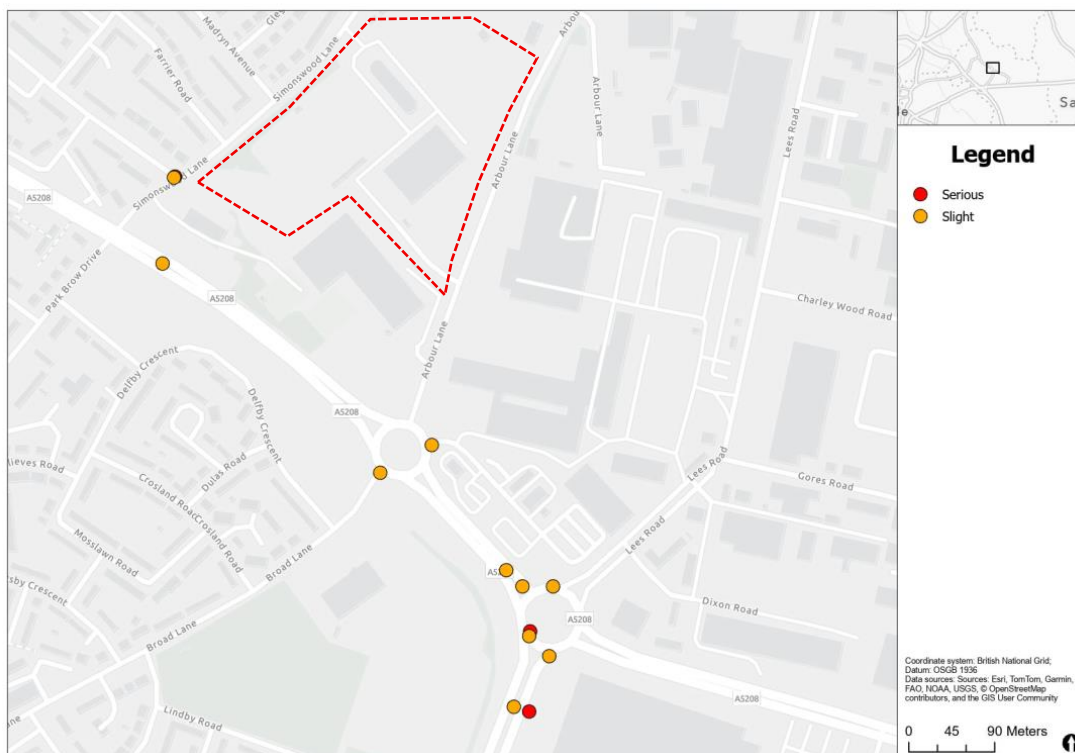
LFC have advised that the Academy currently generates demand of up to 10 cyclists per day, although there are presently no formal cycle parking facilities at the Academy.

3.5 Road Collision Data

This section seeks to identify any existing or potential highway safety issues adjacent to the proposed development by analysing recently recorded road collision data. The study area encompasses Simonswood Lane, Arbour Lane, County Road and Lees Road.

Accident data was analysed using Department for Transport mapping for the period 2020-2024 inclusive- the most recent 5-year period available. The accident location plan is shown in Figure 3.6 below and accidents are summarised in Table 3.2.

Figure 3.6: Road Traffic Injury Accident Locations



Source: DfT Mapping Application

Table 3.2: Road Collisions

Location	Year	Severity	Pedestrian/Cyclist Involved?
Simonswood Lane	2024	Serious	No
Simonswood Lane	2022	Slight	No
County Road	2024	Slight	No
County Road / Arbour Lane Roundabout	2020	Slight	Yes
County Road / Arbour Lane Roundabout	2022	Slight	No
County Road / Lees Road Roundabout	2022	Slight	Yes
County Road / Lees Road Roundabout	2022	Slight	No
County Road / Lees Road Roundabout	2021	Slight	No
County Road / Lees Road Roundabout	2020	Serious	No
County Road / Lees Road Roundabout	2024	Slight	No
County Road / Lees Road Roundabout	2024	Slight	No
Moorgate Road N	2024	Slight	No
Moorgate Road N	2020	Serious	No

Source: DfT Mapping Application

3.5.1 Analysis

Over the last 5-years, 13 collisions have occurred within the surrounding area, equating to an average of under 3 per year. A total of 10 slight and 3 serious accidents were recorded and no fatal accidents. Most of the accidents recorded occurred around the County Road / Lees Road Roundabout which is one of the most trafficked junctions in the area. It should be noted no collisions were recorded on Arbour Lane in the vicinity of the site access.

The traffic data presented here does not indicate that there is a serious road safety problem in the local area.

3.6 Conclusions

The site is well located for access by public transport, walking and cycling. Bus services run at a reasonable frequency on County Road and Simonswood Lane to a variety of local destinations. Kirkby train station is 30 minutes' walk away and provides a good level of service to Liverpool City Centre with less frequent services to Wigan and Manchester City Centre.

The site benefits from good access by road. M57 Junction 6 and M58 Junction 1 are within 10 minutes' drive time. A5208 County Road, a dual carriageway located to the south of the site provides good connection to key local routes.

It should be noted that due to the wide catchment of Academy players across the North West and North Wales, many players are not able to take advantage of the local sustainable transport connections available to them. The need to travel to the Academy- sometimes after school and weekends mean that many parents of Academy players choose to drive to the facility as there is no convenient alternative available to them.

4 Proposed Development

4.1 Introduction

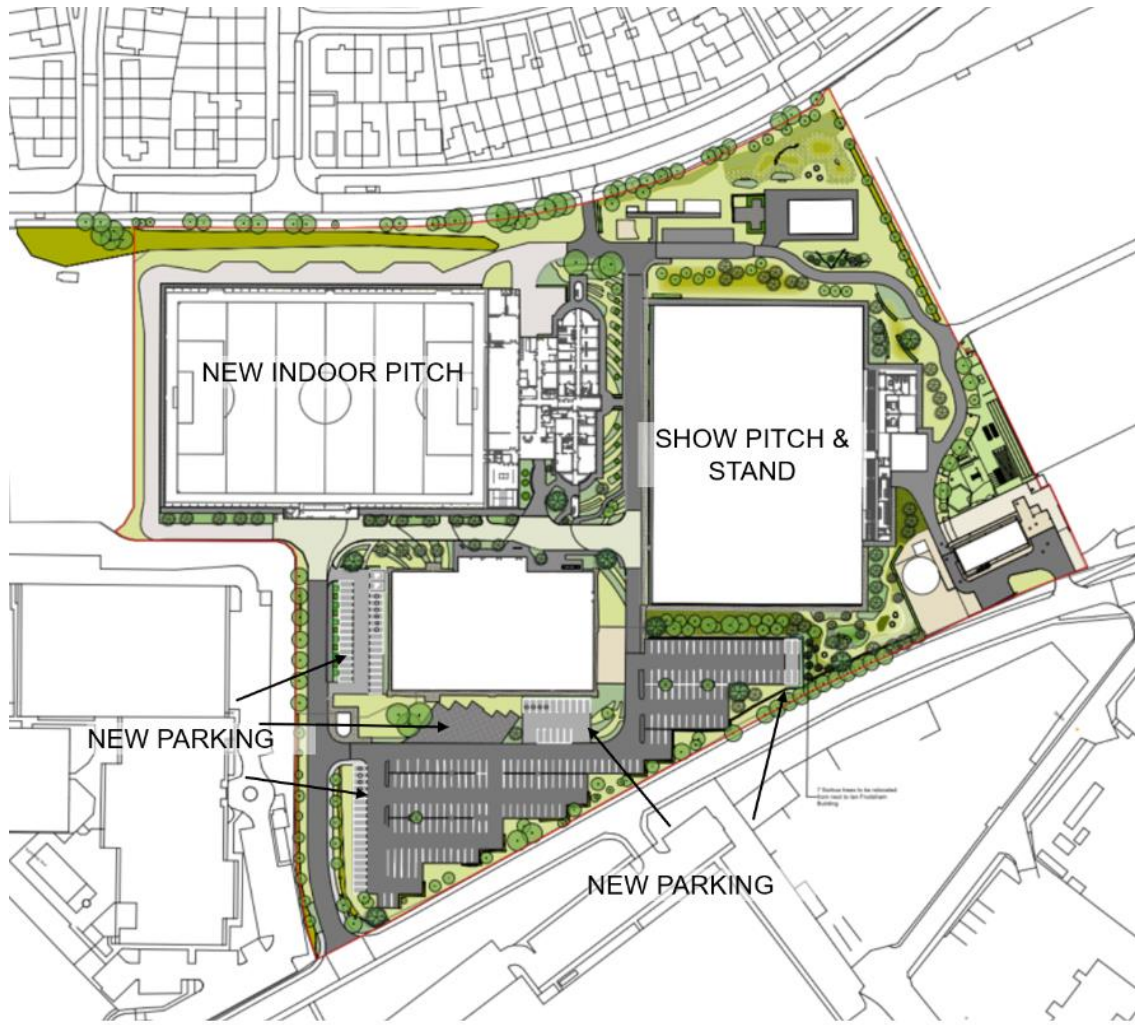
This section of the report describes the development and identifies the main transport aspects of the proposals.

4.2 Proposed Development

The proposed development comprises the construction of an indoor pitch facility, an extension of the existing academy building and the construction of a new show pitch with 499 spectator stand. It should be noted that the spectator stand will be a reprovision of the existing stand at the site and will not represent an increase in capacity.

This includes changes to car parking and circulation of vehicles through the site, with some current spaces lost due to building work and some additional spaces gained. The expected net change of parking at the site will be an increase of 40 spaces. The additional spaces will be located adjacent to the current indoor pitch facility (Ian Frodsham arena) as per Figure 4.1. A large-scale plan of proposals is included as Appendix A.

Figure 4.1: Proposed site layout



Source: PLANIT

The changes will also see the provision of 6 coach / minibus parking spaces located to the southeast of the existing indoor facility, which is currently a grass verge. The site does not at present have dedicated on-site coach parking facilities for visitors to the LFC Academy so this provision will be of great benefit.

4.3 Planning application 17/00324/HYB

The planning application referenced above was approved in 2017 for the development of the AXA Academy- which is now completed and operational to the north of the development site. The application also included changes to the LFC Academy site including erection of a covered pitch (in a different location to that now proposed), a family building, a 499 spectator stand and other changes. Since planning approval, the 499-spectator stand was constructed at the site of the existing show pitch, however the other facilities were not. Accordingly, many of the new facilities proposed as part of this development have already been established in principle as part of the 2017 planning consent.

4.4 Operation

There is no material change proposed to the Academy operation as a consequence of this development: staff numbers are expected to remain the same, similarly the number of Academy players will remain the same as existing and will not be impacted by the proposed changes. The purpose of the proposed changes is to improve and enhance facilities at the Academy for players and staff and not to increase capacity.

Site access will remain the same as existing with staff and visitors to access the site from Arbour Lane.

The key changes proposed by development are summarised as:

4.4.1.1 New covered pitch and Extended Changing Facility at the Existing Academy Site

The proposed extended changing facilities, and indoor training pitch will enhance the current offer at the existing Academy site. Existing changing facilities are under strain and require improvement. The new indoor pitch will provide shelter for training sessions at times of poor weather. The existing indoor pitch at the Academy site is too small to accommodate a full-size match pitch. The indoor facility will be constructed on the site of an existing outdoor pitch.

These facilities are an improvement on the facilities which currently exist on site and therefore will not result in additional traffic or parking demand.

4.4.1.2 New 499 Capacity Viewing Area at the Show Pitch

The accommodation for 499 spectators will provide an improved viewing area for parents, coaching staff and spectators at the Academy. The existing 499 stand at the location of the existing show pitch will be removed as part of development. Therefore, this new 499 spectator stand be provided adjacent to the new match pitch is an enhanced replacement for an existing facility.

4.4.2 Vehicle access and car parking

Vehicle access to the site would remain the same as described in Section 3.4. All staff; player and visitor arrivals would be via the gated Arbour Lane entrance. At present the site has no coach parking spaces. When coached arrive staff attempt to accommodate the coaches on site wherever they can.

The following provides a breakdown of the changes proposed in Parking:

4.4.2.1 Car Parking Changes

• Existing parking:	208 Standard	7 Accessible	215 Total
• Parking lost due to development	-28 Standard	-2 Accessible	-30 Total
• Proposed New Parking	68 Standard	2 Accessible	70 Total
• Net Change	+40 Standard	+0 Accessible	+40 Total
• New Parking Balance	248 Standard	7 Accessible	255 Total

4.4.2.2 Coach Parking Changes

• Existing Dedicated Coach Parking:	0 spaces
• Proposed Dedicated Coach Parking	3 Coach & 3 Minibus

It is expected that with the changes proposed that on-street parking by parents will reduce, with more vehicles being able to be accommodated on site.

4.4.2.3 Car Park Management

Access to the current and new car parking areas will be restricted by barrier, as per current arrangements. Security cabins are also present at the main Arbour Lane entrance so that security staff can monitor all vehicles and pedestrians entering and exiting the site. Turnaround facilities are also provided so that unauthorised vehicles attempting to enter the site may turnaround and exit.

4.4.3 Cycling and Walking

Cycle parking facilities will be provided on site as follows as part of the development:

- 15 covered spaces
- 7 external stands

4.5 Swept Path Analysis

To demonstrate the new parking areas can be accessed safely swept path analysis is provided in Appendix B.

5 Encouraging Sustainable Travel

5.1 Transport Impacts

The Academy improvements provide enhanced facilities for players and staff at the site. Whilst additional car and coach parking spaces are being implemented as part of the development, this will not result in a material increase in staff or players on site and as such it is not expected to generate additional transport demand. Accordingly, it has been agreed with KCC highways that there is no requirement to assess impact on any junction or the local highways network.

Considering this, it is not expected that the development will have a material negative impact on the transport network. The proposals in themselves have the potential to have a positive transport impact: reducing on-street car parking outside the site by accommodating parents' vehicles and encouraging group travel by coach. In addition, the provision of secure cycle parking could encourage this mode by staff, players and visitors.

In this section information on how the development will help to encourage sustainable travel behaviour and other measures currently being considered by the club to reduce private car travel is provided:

5.2 Proposed development changing travel behaviour

5.2.1 Coach Parking

The provision of coach parking at the site offers benefits for managing the current travel demand more effectively:

- **Potential to reduce individual car trips:** by accommodating more group travel, coach parking may help to consolidate journeys and lower the number of vehicles arriving on site for matches. This may also help to coordinate efficient arrivals / departures to and from the site.
- **Minimise congestion and improve safety:** designated coach bays may prevent ad-hoc drop-offs and reduce traffic conflicts within the site and surrounding area. May also reduce the need for on-street parking in the surrounding area at peak times.
- **Encourage sustainable travel:** group transport is more fuel-efficient per passenger, aligning with broader environmental and planning policy goals.
- **Enhance visitor experience:** clear, accessible coach parking may improve site navigation and reduce stress for drivers and passengers.

5.2.2 Cycle Parking

Cycle parking proposed as part of the development will encourage staff and players to travel in this way. The Club has stated that up to 10 cyclists travel to site per day currently although there are no dedicated cycle parking facilities.

5.3 Travel planning measures

To support the operation of the Academy once changes to the site have been delivered, a package of travel planning measures will be considered by the Club to encourage sustainable travel. These measures aim to assist in managing travel demand, reducing reliance on private car use where possible and encouraging the use of sustainable transport modes among staff, players, visitors and service providers to the site.

A key action to contribute to the efficient management of travel to the site is to appoint a Travel Plan Coordinator - this would typically be an existing member of staff based at the Academy. The role of a Travel Plan Coordinator is outlined below.

Role of the Travel Plan Coordinator

- Lead and manage a travel planning strategy for the site.
- Act as the main point of contact for staff, visitors, local authorities, and transport providers.
- Monitor and report on travel behaviours, modal split, and progress against targets.
- Coordinate initiatives such as car sharing schemes, cycling promotions, and public transport engagement.
- Respond to feedback and adapt measures to improve effectiveness and user experience.
- Support operational efficiency by managing transport-related logistics and reducing congestion.

Travel-planning measures to be considered by the Club are provided in Table 5.1 below.

Table 5.1: Travel Planning Measures to be Considered

Travel Planning Measure	Description	Purpose
Travel Plan Coordinator	Appoint a dedicated individual to oversee the implementation and monitoring of travel planning activities.	Ensure consistent delivery, evaluation and refinement of transport strategies and look for opportunities to ensure the smooth operation of the site and encourage travel by sustainable modes where possible.
Cycle Parking Review	Assess current cycle parking provision for capacity, security, and accessibility.	Encourage cycling by improving facilities and addressing barriers to uptake.
Minibus Catchment Review	Analyse current minibus routes and player locations to optimise coverage and scheduling.	Reduce car dependency and improve efficiency of group travel for players and staff.
Staff Car Share Scheme	Promote and facilitate car sharing among academy staff through internal platforms or incentives.	Lower single-occupancy vehicle use and reduce parking demand.
Visitor Travel Information Pack	Provide digital and physical guidance on sustainable travel options for visitors and trialists.	Improve awareness and uptake of public transport, walking, and cycling.
Electric Vehicle (EV) Charging Strategy	Review and expand EV charging infrastructure to meet future demand.	Support transition to low-emission vehicles and align with sustainability goals.
Walking Route Audit	Evaluate pedestrian access routes to the site for safety, lighting, and signage.	Enhance walkability and encourage active travel among local users.
Public Transport Liaison	Engage with Merseytravel and local operators to improve service frequency and stop proximity.	Strengthen public transport links and ensure alignment with academy schedules.
Monitoring and Feedback System	Implement regular surveys and feedback channels for users to report transport issues.	Enable responsive adjustments and continuous improvement of travel measures.

6 Conclusions

This Transport Statement (TS) has been prepared to accompany a planning application for the expansion and development of the Liverpool Football Club (LFC) Academy at Kirkby.

The proposed development comprises the construction of an indoor pitch facility, an extension of the existing academy building and the construction of a new show pitch with 499 spectator stand. This includes changes to car parking and circulation of vehicles through the site, with some current spaces lost due to building work and some additional spaces gained. The expected net change in car parking at the site will be an increase of 40 spaces over the existing 215 spaces. In addition, 6 coach / minibus spaces will be provided.

A baseline assessment has been undertaken of the surrounding transport network. The analysis demonstrates the site is accessible by public transport with bus stops and services on nearby Simonswood Lane and County Road. Kirkby train station is located approximately 30 minutes' walk away or quicker by bicycle. The site is well located for access to the Knowsley cycle network and pedestrian facilities in the local area are of a good standard.

The proposed development will not result in an increase in transport demand at the Academy. The proposals will not increase capacity of the facility in terms of staff or players but provide an enhancement of existing facilities.

The proposed coach parking will encourage group travel at the site. The proposed cycle parking facilities will encourage the use of this sustainable mode. The proposed uplift in car parking will reduce on street parking in the area.

Following delivery of the development the Club has developed a suite of travel planning measures which they will consider implementing to further encourage sustainable travel at the Academy which are detailed in this report.

Taking into account the findings of this TS we consider there are no transport grounds to object to this development in transport terms. The impact of the development will clearly not be severe; it is possible that the development can have a positive impact on the transport network encouraging sustainable travel behaviour.

A. Proposals Plan

KEY

- PT1 - Exposed aggregate insitu concrete
Colour: Buff
- PT2 - Proposed brushed concrete surface
Colour: Buff
- PT3 - Proposed tarmac surface
- PT4 - Concrete small format paver herringbone
Colour: Warm
- PT5 - Proposed large format concrete paver
Colour: Buff
- PT6 - Gravel infilled concrete cellular paving
- EX1 - Existing large format concrete paver
- EX2 - Existing tarmac
- EX3 - Existing Concrete paver herringbone
Colour: Red
- EX4 - Existing servicing area
- WL1 - Proposed 450mm high concrete wall
WL2 - Entry wall to match the AXA
- Concrete Kerb
- TREE - Proposed
- Refer to planting schedule
- Existing TREE - Existing Retained
-Subject to Arboricultural survey. All works within RPA's
and in proximity to trees to be in line with BS 5837
- SW1 - Existing Lawn
- SW2 - Proposed Planting mixed native and
ornamental
- SW3 - Proposed Raingarden Planting
- SW4 - Existing Hedge
- SW5 - Proposed Hedge
- SW6 - Biodiversity Planting
- Mound
- Depression
- SW7 - Native Meadow
- Specimen Shrub Dome
- Clipped Hornbeam Pillar
- F1 - Curved feature bench
- F2 - Bench with backrest and armrest
- F3 - Picnic bench made from recycled pitch material
- F4 - Play boulders
- F5 - Play timber stepping logs
- F6 - Play timber balance beams
- F7 - Existing fence
- F8 - Proposed fence to match existing
- F9 - Proposed legends panel
- F10 - Electric Vehicle Charging Bay

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NOTES:

1. Do not scale from this drawing; always work to noted dimensions.
2. All setting out, levels and dimensions to be agreed on site.
3. All dimensions are in millimetres unless otherwise stated.
4. The dimensions of all materials must be checked on site before being laid out.
5. This drawing must be read with the relevant specification clauses and detail drawings.
6. Order of construction and setting out to be agreed on site.

Notes: For detailed arrangement of elements regarding the tags referenced please refer to the correlating drawing:
Hardworks - 1000, Softworks - 2000, Furniture - 7000.

P02	01/12/25	Stage 3 Draft	IvR	KR
P01	28/11/25	DRAFT	IvR	KR
Revision	Date	Description	Drawn	Apprvd.

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Client Liverpool Football Club

Project Liverpool Football Club Academy

Drg Title General Arrangement

Created on 29-10-25	Created by IvR	Approved by KR
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Scale 1:750	Size A1	Workstage Stage 3
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