



Transport Statement

Plantation Primary School
Hollies Road, Halewood

Client: Knowsley Council



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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Statement (TS) considers the highways and transportation implications associated with the detailed planning application for the proposed extension of Plantation Primary School (PPS) on Hollies Road, Halewood, Knowsley. The scheme seeks approval for the erection of a two-storey rear extension to the existing school buildings together with the erection of 7 no. temporary modular classroom buildings on land to the front of the existing school buildings.
- 1.1.2 The application will see PPS return to a permanent 3-form entry by introducing additional classroom and amenities space. This additional capacity will help meet the requirements for Knowsley Council (KC) to provide additional school places associated with the ongoing delivery of the circa 2,000 new homes in East Halewood. PPS is one of only a few schools in the neighbouring area that can develop its school site in order to meet the increasing development within the area.
- 1.1.3 Prime Transport Planning (Prime) has produced this TS on behalf of the applicant, KC.
- 1.1.4 This document has been prepared in accordance with the Government's Planning Practice Guidance (PPG): *Transport evidence bases in plan making and decision taking* (2015) and *Travel Plans, Transport Assessments and Statements* (2014) as well as *National Planning Policy Framework* (2021) (NPPF). It considers the accessibility of the site and safety for all modes of travel but specifically walking, cycling and public transport.
- 1.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.7 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 As stated above, this report has been prepared in accordance with *Transport evidence bases in plan making and decision taking*, which replaced the Department for Transport's (DfT) *Guidance on Transport Assessment* (GTA). However, the new document is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Assessments to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.

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- 1.2.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements*, however, this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.2.3 The lack of current detailed guidance places greater emphasis on agreeing the scope of a TS, with the highway authority responsible for the location in which the development is proposed and in employing industry best-practice. Given that GTA was in place for 7-years, assessments in-line with the document still represents industry best-practice, particularly for aspects where the current guidance lacks the necessary detail to form a robust assessment.
- 1.2.4 KC is both the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area. The general requirements of this TS were set out in an original email from the highway officers at KC on 13th February 2023, this was supplemented by a further email on the 13th February outlining the scope of the parking beat surveys. An additional email was provided on the 21st February confirming that a formal capacity assessment of the impact of these development proposals on the adjacent highway network was not required. All email correspondence relating to the scope of the TS are provided in Appendix A.
- 1.2.5 To conclude, the remainder of this report is structured as follows:
- Section 2 describes the relevant local and national transport policy and guidance;
 - Section 3 describes the existing situation in terms of the site, local highway network and traffic conditions, whilst also reviewing the five-year accident records for the local highway network;
 - Section 4 details the findings of the parking beat surveys undertaken in the vicinity of PPS to identify the issues with regards to on-street parking in the area;
 - Section 5 details the proposed extension of the school;
 - Section 6 considers access to the site by sustainable modes of travel, which includes walking, cycling and public transport;
 - Section 7 provides a summary of the potential measures to be included within an updated Travel Plan (TP) including additional traffic management/parking restrictions to be provided in the vicinity of PPS; and
 - Section 8 provides a summary and conclusion of the report.
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2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.2 National Planning Policy Framework

- 2.2.1 The current *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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 the National Model Design Code;

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.'

2.2.5 In determining planning applications, paragraph 111 states that:

'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.'

2.2.6 Paragraph 112 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

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.'

2.2.7 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

- 2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Local Transport Plan and A Transport Plan for Growth

- 2.4.1 The Merseyside Local Transport Plan 3 (LTP3) was adopted in April 2011 and provides the statutory framework for transport strategy and plans across Merseyside.

- 2.4.2 The Merseyside LTP3 is set within the context of the vision of the Liverpool City Region (LCR): *‘To establish our status as a thriving international city region by 2030’*. The LCR vision for transport is, *‘A city region committed to a low carbon future, which has a transport network and mobility culture that positively contribute to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice’*.

- 2.4.3 In order to support the LCR and achieve the transport vision, LTP3 sets out six goals, as follows:

- *‘One - Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships;*
- *Two - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability;*
- *Three - Ensure the transport system promotes and enables improved health and wellbeing and road safety;*
- *Four - Ensure 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;*
- *Five - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods; and*
- *Six - Maintain our assets to a high standard.’*

- 2.4.4 Since LTP3 was published, there has been significant progress in formally bringing together local authorities across Merseyside and Halton to establish the LCR Combined Authority. Recognising the differences between the respective LTPs for Merseyside and Halton, and the government policy changes since the LTPs were published, *A Transport Plan for Growth* (TPG) was published in March 2015.

- 2.4.5 TPG sets out three Transport Priorities, as follows:

- *‘Growth’ - supporting economic growth in the City Region, through increasing employment, levels of productivity and investment;*

- ‘Low Carbon’ - we want to live and work in a City Region that draws its energy from a range of sustainable energy sources, where travel is in vehicles powered by alternatives to fossil fuels, and with increased active travel opportunities; and
- ‘Access to Opportunity’ - supporting those who wish to access employment, training, education and further learning opportunities, and the wider work in supporting the whole City Region in access to fresh food, leisure and healthcare.

2.5 4th Local Transport Plan: Developing a Vision for Local Transport to 2040

- 2.5.1 This document was produced in April 2022 and is the first step in the consultation process aimed at delivering a new, comprehensive LTP to serve the 1.6 million people who live and work in and visit the Liverpool City Region. This document sets out the issues and challenges leading to a series of suggested high-level goals or priorities. The final LTP is expected to be published in early 2023.

2.6 Knowsley Local Plan Core Strategy and Replacement Unitary Development Plan Policies

- 2.6.1 Knowsley adopted the Local Plan Core Strategy (CS) in January 2016 and together with the saved policies of the Knowsley Replacement Unitary Development Plan (UDP), adopted June 2006, forms the principal policy requirements for new development within the borough.
- 2.6.2 The CS is clear in the need to support a sustainable transport system and pattern of development which minimises the need to travel and will ensure that jobs, shops and services are accessible to all, with the aim of reducing the reliance on the car for travel. This is set out in the Vision, Strategic Objective 6, and under Policy CS2.
- 2.6.3 CS Policy CS7 (Transport Network) identifies a series of requirements for new development. The policy emphasises the need for development 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.
- 2.6.4 The relevant saved policies from the UDP are Policy T6 which aims to ensure that there is an emphasis on walking, cycling and public transport and sets car parking as a maximum ‘*in order to encourage the shift towards more sustainable forms of travel*’; Policy T7 which aims to ensure the walking and cycling network is at least preserved and where possible enhanced; and Policy T10 which requires that proposals for new developments and change of use of existing buildings have adequate access for the less mobile and people who have sensory impairments.

2.7 Ensuring a Choice of Travel SPD

2.7.1 The *Ensuring a Choice of Travel* Supplementary Planning Document (SPD) was originally developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new developments across the wider Merseyside area. Its overall objectives are:

- *‘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;*
- *Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;*
- *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.’*

Transport Assessments and Transport Statements

2.7.2 Chapter 6 of the SPD details the requirement for Transport Assessments (TAs) and TSs. The SPD states that a TA/TS is required which examines in detail the demand for travel generated by a development, and how this can be met in a safe and sustainable way - minimising any negative impacts on the surrounding community.

Travel Plans

2.7.3 Chapter 7 of the SPD outlines the benefits of and requirements for Travel Plans (TPs). The SPD defines a TP as,

‘A Travel Plan is a plan for managing transport effectively for a specific site. It aims to improve access to the site by many modes of travel, thus improving transport choices for everyone. It is made up of a package of practical measures with the aim of reducing car dependency and encouraging the use of walking, cycling, and public transport.’

Minimum Accessibility Standard Assessment

2.7.4 Among the transport requirements set out in the SPD are a ‘Minimum Accessibility Standard Assessment’ (MASA), which is a scoring system for new developments based on their land use type, scale, location, and facilities provided. The MASA that has been undertaken for the proposed development is detailed in Section 3.

Parking Standards

- 2.7.5 Appendix A of the SPD sets out parking standards for various types of development within the Borough. Table 2.1 below is a reproduction of those parking requirements for schools (primary and secondary).

Table 2.1: Reproduction of KC Parking Standards for Schools

Car Parking District and Local Centres (Max)	Accessible Spaces	Cycle Parking (Min)	Motorcycle Parking (Min)
2 spaces/classroom	Case by case	1 space/5 staff plus 1 space/3 students	1 space/10 staff

2.8 Summary

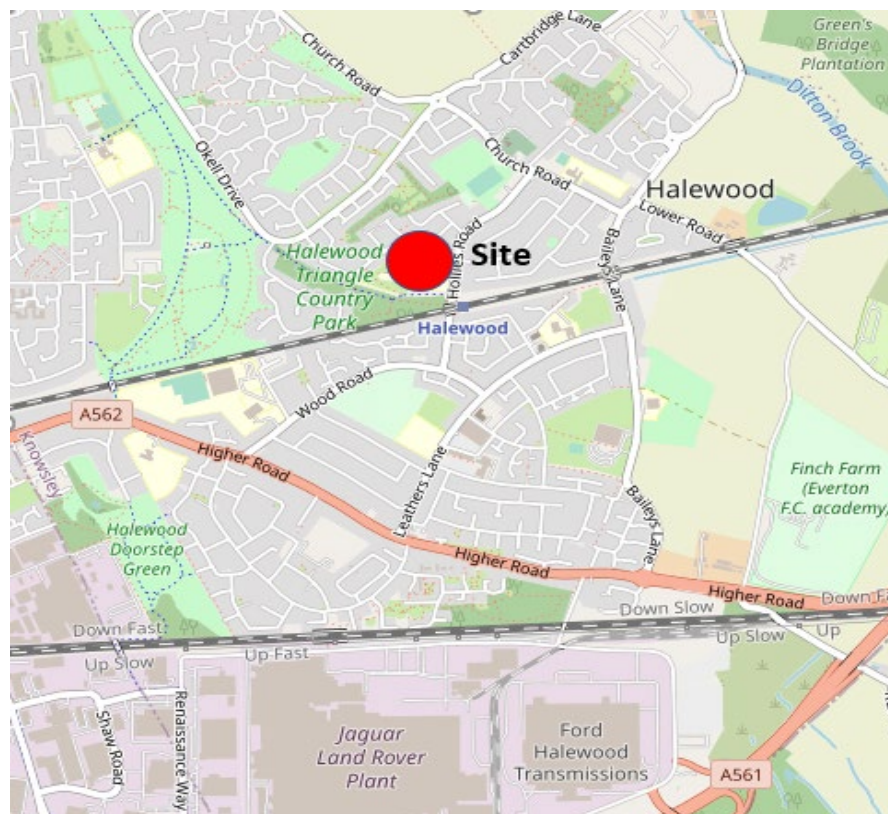
- 2.8.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Location

- 3.1.1 PPS lies within the residential area of Halewood, this being located toward the southern end of the administrative area covered by KC. Halewood is situated circa 8km to the south of Huyton town centre and circa 10km to the south-east of Prescott town centre. The residential/commercial areas of Speke and Garston (both in the administrative area of Liverpool City Council) can also be found circa 5km and 6km to the south-west of the site respectively and Liverpool city centre can also be found circa 17km to the north-west of the site.
- 3.1.2 PPS itself is bounded by Hollies Lane to the east, Halewood Park Triangle to the south, the rear of properties accessed via Trispen Close to the west and the rear of properties accessed via Crantock Close to the north.
- 3.1.3 The location of the site in the context of local highway network is provided in Image 3.1.

Image 3.1: Site Location Plan



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3.2 Current School Layout

Accommodation

- 3.2.1 It is understood from information provided by KC that PPS currently accommodates circa 450 pupils and 70 staff in pre-school, infants and primary school accommodation. This accommodation is housed within a predominantly single storey building with two storeys built to the primary school area. The school comprises of classrooms, amenities, library, halls, canteen and main multiuse hall area.

Site Access

- 3.2.2 The only vehicular access to PPS is via a set of gates on Hollies Road, this providing access to the on-site car parking and also for service access to the site. These gates are closed between the hours 08:30 – 09:15 and 15:00 – 16:30 (i.e. school drop off/pick up periods) for reasons of pupil safety.
- 3.2.3 The abovementioned access onto Hollies Road also provides for the main pedestrian/cycle access to the site. This is supplemented by an additional pedestrian entrance point accessed through Halewood Park Triangle via Trispen Close.

On-Site Parking Facilities

- 3.2.4 Again, information provided by KC confirmed that there are currently 23 spaces for staff to park on-site. A cycle shelter is also provided on site, this provides 12 cycle parking spaces.

Servicing Requirements

- 3.2.5 As mentioned above, access for service vehicles is facilitated via the entrance off Hollies Road. Regular servicing requirements include refuse collection once a week, main food deliveries once a week and bread/milk deliveries once a day. All service access is undertaken outside of the normal peak drop off/pick up periods.

3.3 Local Highway Network

Hollies Road

- 3.3.1 As mentioned above, Hollies Road traverses the eastern boundary of PPS. It connects Church Road via a priority controlled junction to the north with Wood Road via a priority controlled junction to the south. It is a residential road circa 6m in width with circa 2m to 3m wide footways being provide in both verges.
- 3.3.2 It should be noted that the footway opposite PPS is set back from the carriageway by a large grass verge/dropped crossing area. Whilst the residential properties opposite PPS all have in-curtilage parking, the dropped crossing area is used by the residents of these properties to supplement their

in-curtilage parking facilities. This dropped crossing area is also used by parents dropping off/picking up their children from PPS, often blocking access to the residents' properties.

- 3.3.3 The road is lit and is subject to a 20mph speed limit, with vehicular speeds being governed by road humps and speed tables. Parking on Hollies Road in the vicinity of PSS is controlled by 'School Keep Clear' markings located outside of the main gate which bans stopping on these markings Monday – Friday between the hours of 8:00am to 5:00pm. These are supplemented by a Traffic Regulation Order (TRO) on both sides of Hollies Road that bans parking from a point to the north of Crantock Close to a point to the south of the bridge over the rail line, Monday - Friday between the hours of 8:30 - 9:30am and 2:30 - 4:00pm. Despite the above legally enforceable parking controls being in place, 'H' bar markings can also be found across the driveways of the residential properties opposite the PPS access.
- 3.3.4 Whilst Hollies Road is residential in nature it also provides access to Halewood train station and it is also a bus route. Bus stops are provided outside of the main entrance to PPS, facilities at these bus stops generally comprise a stop with timetable information. A more detailed description of the bus services in the vicinity of PPS is provided in Section 5.

Crantock Close

- 3.3.5 Crantock Close is located to the north of PPS. This is a residential cul-de-sac circa 5m to 6m in width and footways being provide either side of the carriageway. It is subject to a 20mph speed limit and street lighting is provided.
- 3.3.6 The TRO that bans parking on Hollies Road Monday - Friday between the hours of 8:30 - 9:30am and 2:30 - 4:00pm extends from Hollies Road into the northern section of Crantock Close for a short distance. No other formal parking restrictions can be found on Crantock Close, however there are 'H' bar markings across a number of driveways, particularly on the southern section of the road.

Rutland Avenue

- 3.3.7 Rutland Avenue is located to the east of PPS and connects Church Road via a priority controlled junction to the north and Hollies Road via a priority controlled junction to the south. It is a residential road circa 5m to 6m in width with circa 2m to 3m wide footways being provide in both verges. The road is lit and is subject to a 20mph speed limit, with vehicular speeds being governed by road humps and speed tables.
- 3.3.8 The TRO that bans parking on Hollies Road Monday - Friday between the hours of 8:30 – 9:30am and 2:30 – 4:00pm extends from Hollies Road into Rutland Avenue for a short distance. No other formal parking restriction can be found on Rutland Avenue, however there are 'H' bar markings across a number of driveways, particularly on the western section of the road, toward it's junction with Hollies Road.

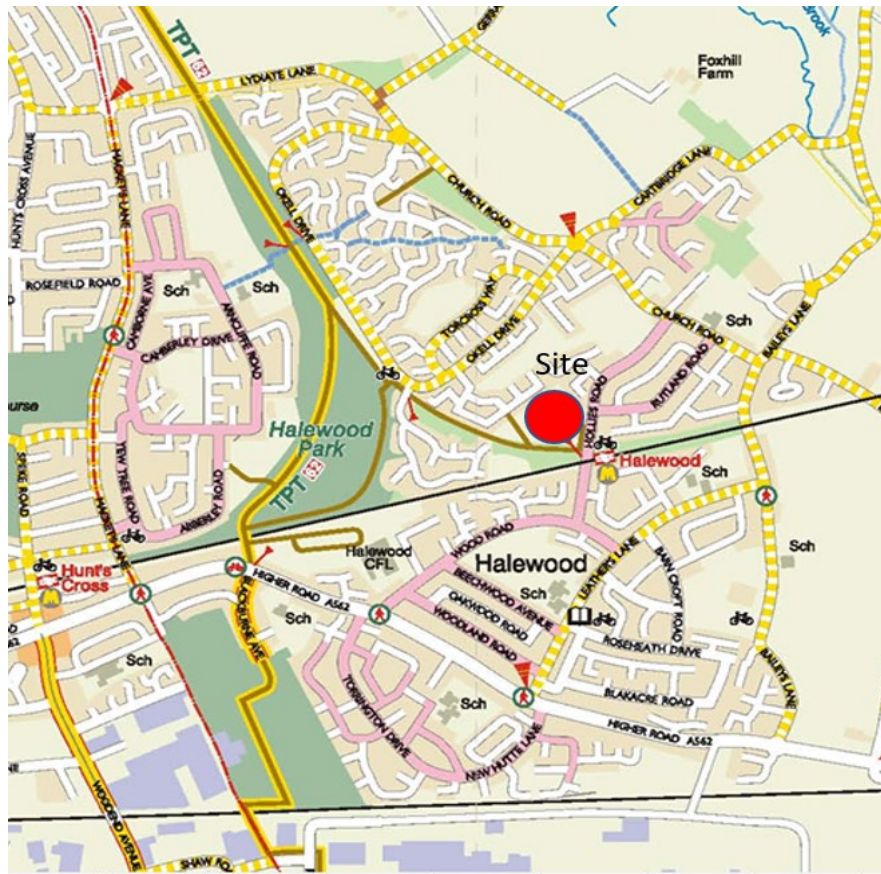
Trispen Close

- 3.3.9 Trispen Close is located to the west of PPS. This is a residential cul-de-sac circa 5m to 6m in width and footways circa 2m in width being provide either side of the carriageway. It is subject to a 20 mph speed limit and street lighting is provided.
- 3.3.10 There are no formal waiting restrictions, however there a small number of properties that have 'H' bar markings across the driveways, these being located on the central section of Trispen Close.
- 3.3.11 A pedestrian access is provided via Trispen Close through Halewood Triangle Park to PPS.

3.4 Existing Local Cycle Facilities

- 3.4.1 The existing local cycle facilities in the vicinity of PPS are shown on Image 3.2. This is an extract from Merseytravel's cycle map of Knowsley.

Image 3.2: Existing Local Cycle Facilities



- 3.4.2 An examination of the above shows that the Trans Pennine Trail (National Cycle Route 62) traverses the western boundary of the school, access to which is facilitated via Hollies Road. The Trans Pennine Trail provides off-road traffic-free cycle connections to the residential areas that can be found to the north and west of the school.

3.4.3 Image 3.2 also shows that The Trans Penning Trail is supplemented by a network of ‘Suggested Cycle Routes’ (dashed yellow) including Leathers Lane, Baileys Lane, Church Road and Okell Drive and ‘Traffic-Calmed Roads’ (coloured pink) including Hollies Road, Rutland Road and Wood Road that also provide excellent opportunities to access the local surrounding area by bike.

3.5 Road Safety Review

3.5.1 A review of the accident data held by KC for the last 5 years (Feb 2018 to Feb 2023) has been undertaken to establish if there are any existing road safety issues on the surrounding road network that may be exacerbated by these development proposals. The study area was determined by the highways officers at KC and included:

- Hollies Road between Crantock Close in the north and the rail station in the south;
- Rutland Avenue between Hollies Road and Oxford Drive;
- Trispen Close; and
- Bodmin Way.

3.5.2 The data supplied by KC can be found in Appendix B.

3.5.3 A review of this data showed that there had been 2 incidents in the abovementioned study area both of which occurred on Hollies Road in the vicinity of PPS and both had resulted in slight injuries being sustained.

3.5.4 The first incident occurred in December 2020, it was dark, raining and the road conditions were wet. The incident involved 2 cars travelling in opposite directions, the lights of one of the cars reportedly dazzled the driver of the car travelling in the opposite direction resulting in a head on collision. This resulted in a slight injury being sustained by one of the drivers.

3.5.5 The second incident occurred in November 2021 in daylight, the weather was fine and the road conditions were dry. The incident involved a child pedestrian running out in front of a car with the child sustaining a slight injury. It should be noted that this incident occurred at 14:30 prior to the main school pick up time of 15:15.

3.5.6 Given the above, it can be concluded that the proposed development should not generate or exasperate any existing road safety issues in the vicinity of the proposed development.

4 ON-STREET PARKING ISSUES

4.1 Introduction

4.1.1 It is generally recognised that parking by parents/guardians dropping off and picking up their children at school entry and exit times often causes local access issues on roads surrounding PPS. This provides some difficulties for local residents and for drivers passing schools at entry and exit times. These difficulties are not unique to PPS, with similar issues occurring at other schools across the borough and indeed at many schools across the country.

4.1.2 With regard to PPS, parent parking is often found on Hollies Road and sections of Rutland Avenue, Crantock Close and Trispen Close. To help gain a better understanding of these issues, a comprehensive parking survey was undertaken on the roads surrounding PPS. The collection of such data was also requested by the highways officers at KC as part of the requirements for the production of this TS.

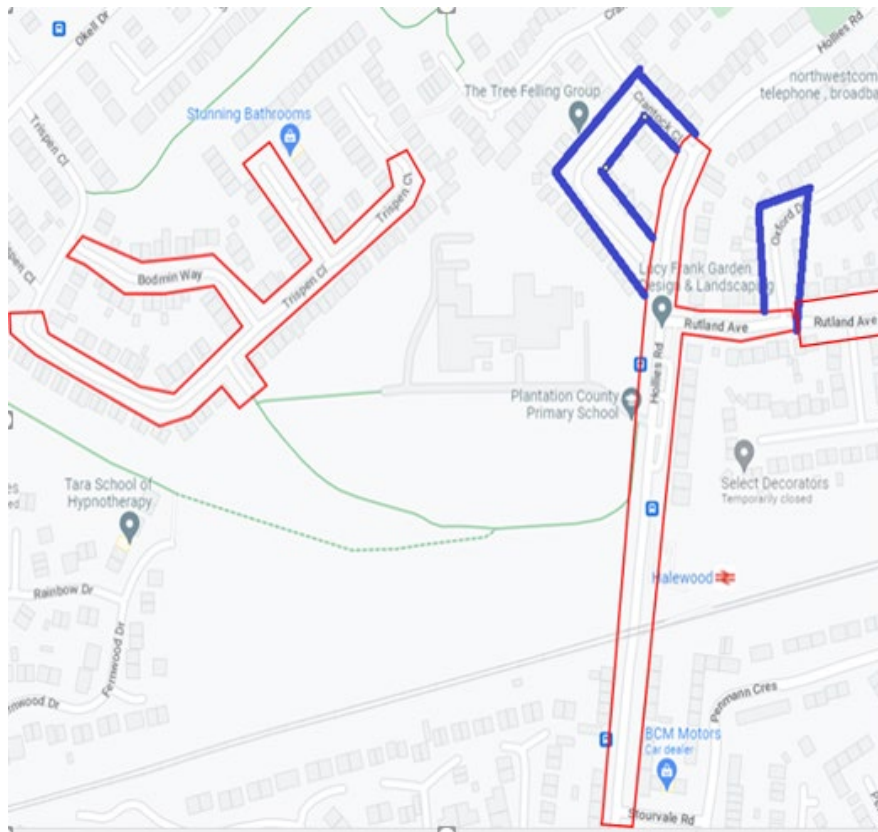
4.1.3 The data from this survey, together with additional travel related questionnaire surveys will help formulate a detailed TP for PPS, which is aimed at reducing the reliance of the car to access the school. An updated TP will be provided once planning permission for the scheme proposals is secured. It is envisaged that the delivery of the TP will be secured via a Condition attached to the planning approval.

4.2 Parking Beat Surveys

4.2.1 The parking beat surveys covered the following roads in the vicinity of PPS:

- Hollies Road from Crantock Close to Stourvale Road;
- Rutland Avenue from Hollies Road to Cambridge Drive;
- A short section of Oxford Drive focusing around its junction with Rutland Avenue;
- Crantock Close focusing around its junctions with Hollies Road; and
- The southern sections of Trispen Close focussing around the access to Halewood Park Triangle.

4.2.2 The survey area was selected following extensive site visits by members of the Prime team and from detailed input from the highway officers at KC. The extent of the beat survey is depicted in Image 4.1 below.

Image 4.1: Extent of Parking Beat Surveys

4.2.3 The parking beat surveys were undertaken by the external traffic data collection specialist Paul Castle Associates, on behalf of Prime. They were undertaken on Wednesday 22nd February 2023, this being during term time for PPS. The surveys noted the number of parked vehicles on the abovementioned roads every 5 minutes between the hours of 08:15 – 09:15 and 14:45 – 15:45. The methodology was adapted from the one defined in the Lambeth Council Parking Survey Guidance Note, this being accepted as the industry standard for undertaking parking beat surveys in the UK.

4.3 Survey Results

4.3.1 The results of the parking beat survey are provided in Appendix C. This includes the following:

- Figure 1, which provides a key to the various sections of restricted and un-restricted parking areas;
- Figures 2 to 14 which provide a summary of the survey every 5 minutes between 08:15 and 09:15;
- Figures 15 to 27 which provide a summary of the survey every 5 minutes between 14:45 and 15:45; and
- Figures 28, which provide a tabulated summary of the parking survey. This Figures also provide a 'Parking Stress' calculation, this being an indication as to when the level of on-street parking in a particular area is exceeding the theoretical capacity

4.3.2 Provided below is a summary of the information contained in Appendix C.

School Drop off Time 08:15 to 09:15

4.3.3 Figure 2 provides a summary of the locations of demand for on-street parking at 08:15. This represents what can be described as the 'normal' demand for on-street parking in the area i.e. before activities associated with PPS start to generate a demand for parking in the area. An examination of Figure 2 shows:

- A total of 69 vehicles parked in the study area;
- No illegal parking was witnessed as the TROs in the area commence at 08:30;
- No parking was witnessed on Hollies Road in the vicinity of the school;
- No parking was witnessed on the driveways in front of the houses on Hollies Road opposite PPS;
- A small amount of parking was witnessed on Hollies Road to the south of the rail line; and
- Sporadic parking was witnessed on Rutland Avenue, Crantock Close, Trispen Close, Trispen Close Spur and Bodmin Way.

4.3.4 Figure 3 provides a summary of the locations of demand for on-street parking at 08:20, this still being before activities associated with PPS start to generate a demand for parking. This shows:

- A total of 74 vehicles parked in the study area; and
- As above but with a small increase in the number of vehicles parked on Trispen Close.

4.3.5 Figure 4 provides a summary of the locations of demand for on-street parking at 08:25, this being the period when activities associated with PPS are starting to generate a demand for parking within the study area. This shows:

- A total of 82 vehicle parked in the study area; and
- Small increase in the number of vehicles parked on Hollies Road, Rutland Avenue and Bodmin Way, particularly near to its junction with Trispen Close.

4.3.6 Figure 5 provides a summary of the locations of demand for on-street parking at 08:30. This shows:

- A total of 100 parked in the study area;
- Parking is starting to occur on the driveways of the housing on Hollies Road opposite PPS; and
- Parking is starting to increase on Rutland Avenue, Trispen Close and Bodmin Way compared with the previous 5 minute period.

4.3.7 Figure 6 provides a summary of the locations of demand for on-street parking at 08:35. This shows:

- A total of 111 vehicle parked in the study area, this included 2 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;

- The TROs in the vicinity of the site are enforceable from 08:30, hence the recording of illegally parked vehicles in the study area;
- Parking is starting to increase on Rutland Avenue, this includes the illegal parking on the waiting restrictions near to its junction with Hollies Road mentioned above;
- Parking increasing on Hollies Road on the waiting restriction to the north of the site access, on the driveways to the housing opposite the school and to the south of the rail line;
- Increased parking on the northern sections of Bodmin Way; and
- Small increase of parking on Trispen Close.

4.3.8 Figure 7 provides a summary of the locations of demand for on-street parking at 08:40. This shows:

- A total of 117 vehicle parked in the study area including 6 illegally parked vehicles on Rutland Avenue; and
- Parking is starting to increase on Rutland Avenue, Crantock Close, Bodmin Way and Trispen Close compared and on the driveways of the housing on Hollies Road opposite PPS.

4.3.9 Figure 8 provides a summary of the locations of demand for on-street parking at 08:45. This shows:

- A total of 124 vehicle parked in the study area including 3 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Parking continues to increase on the driveways of the housing on Hollies Road opposite PPS;
- Parking is starting to increase on Bodmin Way and Trispen Close compared with the previous 5 minute period; and
- Parking on the remaining roads in the study area is similar to previous 5 minute period.

4.3.10 Figure 9 provides a summary of the locations of demand for on-street parking at 08:50. This shows:

- A total of 112 vehicle parked in the study area including 3 and 5 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Parking starting to reduce on the driveways of the housing on Hollies Road opposite to PPS;
- Parking is starting to decrease on Bodmin Way and Trispen Close compared with the previous 5 minute period; and
- Parking on the remaining roads in the study area is similar to previous 5 minute period.

4.3.11 Figure 10 provides a summary of the locations of demand for on-street parking at 08:55. This shows:

- A total of 90 vehicle parked in the study area including 10 illegally parked vehicles on Hollies Road and Rutland Avenue;
- Parking number down to a minimal level on the driveways of the housing on Hollies Road opposite to PPS, this being focussed at the northern end of this block of housing; and

- Parking is starting to decrease on all roads in the study area compared with the previous 5 minute period.

4.3.12 Figure 11 provides a summary of the locations of demand for on-street parking at 09:00. This shows:

- A total of 83 vehicle parked in the study area including 10 illegally parked vehicles on Hollies Road and Rutland Avenue;
- No change in the amount of parking on the driveways of the housing on Hollies Road opposite PPS compared to last 5 minute period;
- Parking has decreased on Bodmin Way and Trispen Close;
- Parking demand in the remainder of the study area is at a similar level to the previous 5 minute period; and
- Generally parking in the study area is back to the levels prior to PPS starting to generate a demand for parking.

4.3.13 Figure 12 provides a summary of the locations of demand for on-street parking at 09:05. This shows:

- A total of 83 vehicle parked in the study area including 5 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively; and
- Parking remains fairly consistent compared with previous 5 minute period.

4.3.14 Figure 13 provides a summary of the locations of demand for on-street parking at 09:10. This shows:

- A total of 85 vehicle parked in the study area; a including 5 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively; and
- Parking remains fairly consistent compared with previous 5 minute period

4.3.15 Figure 14 provides a summary of the locations of demand for on-street parking at 09:15. This shows:

- A total of 85 vehicle parked in the study area; and including 5 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively; and
- Parking remains fairly consistent compared with previous 5 minute period.

School Pick up Time 14:45 to 15:45

4.3.16 Figure 15 provides a summary of the locations of demand for on-street parking at 14:45. This represents what can be described as the 'normal' demand for on-street parking in the area i.e. before activities associated with PPS start to generate a demand for parking in the area. An examination of Figure 15 shows:

- A total of 85 vehicles parked in the study area ; this included 6 and 4 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- A small amount of parking was witnessed on the driveways in front of the houses on Hollies Road opposite PPS;

- A small amount of parking was witnessed on Hollies Road to the south of the rail line; and
- Parking was witnessed on Rutland Avenue, Crantock Close, Trispen Close, Trispen Close Spur and Bodmin Way.

4.3.17 Figure 16 provides a summary of the locations of demand for on-street parking at 14:50, this still being before activities associated with PPs start to generate a demand for parking. This shows:

- A total of 97 vehicles parked in the study area; this included 6 and 4 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Increases are particularly apparent on Hollies Road, Rutland Avenue and Crantock Close.

4.3.18 Figure 17 provides a summary of the locations of demand for on-street parking at 14:55. This shows:

- A total of 115 vehicle parked in the study area this included 5 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Increased levels of parking on the driveways of the housing on Hollies Road opposite PPS;
- Increases are particularly apparent on Rutland Avenue, Oxford Drive, Crantock Close and Trispen Close.

4.3.19 Figure 18 provides a summary of the locations of demand for on-street parking at 15:00. This shows:

- A total of 124 vehicle parked in the study area this included 5 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Similar level of parking on the driveways of the housing on Hollies Road opposite PPS;
- Parking is increasing toward the eastern end of Rutland Avenue on Crantock Close and to the south of the rail line on Hollies Road.

4.3.20 Figure 19 provides a summary of the locations of demand for on-street parking at 15:05. This shows:

- A total of 137 vehicle parked in the study area, this included 5 and 7 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Similar level of parking on the driveways of the housing on Hollies Road opposite PPS;
- Parking is increasing in most roads across the study area, however there is a particular concentration on Rutland Avenue and Oxford Drive.

4.3.21 Figure 20 provides a summary of the locations of demand for on-street parking at 15:10. This shows:

- A total of 148 vehicle parked in the study area including this included 5 and 7 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Increased level of parking on the driveways of the housing on Hollies Road opposite PPS;
- Parking is increasing in most roads across the study area, however there is a particular concentration on the southern end of Bodmin Way.

4.3.22 Figure 21 provides a summary of the locations of demand for on-street parking at 15:15. This shows:

- A total of 156 vehicle parked in the study area including 5 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Increased level of parking on the driveways of the housing on Hollies Road opposite PPS;
- The demand for parking is gradually increasing to its peak coinciding with school closing time at 15:15;
- Increases can be found particularly on Rutland Avenue, Oxford Drive and Crantock Close

4.3.23 Figure 22 provides a summary of the locations of demand for on-street parking at 15:20. This shows:

- A total of 135 vehicle parked in the study area including this included 4 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- The demand for parking across the study area is reducing following the closure of the school at 15:15 including on the driveways of the housing on Hollies Road opposite PPS.

4.3.24 Figure 23 provides a summary of the locations of demand for on-street parking at 15:25. This shows:

- A total of 114 vehicle parked in the study area including 4 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively; and
- Parking continues to decrease on all roads in the study area compared with the previous 5 minute period including on the driveways of the housing on Hollies Road opposite PPS.

4.3.25 Figure 24 provides a summary of the locations of demand for on-street parking at 15:30. This shows:

- A total of 101 vehicle parked in the study area including 4 and 6 illegally parked vehicles on Hollies Road and Rutland Avenue respectively;
- Parking continues to decrease on all roads in the study area compared with the previous 5 minute period including on the driveways of the housing on Hollies Road opposite PPS.

4.3.26 Figure 25 provides a summary of the locations of demand for on-street parking at 15:35. This shows:

- A total of 93 vehicle parked in the study area including 6 and 5 illegally parked vehicles on Hollies Road and Rutland Avenue respectively; and
- Generally parking in the study area is back to the levels prior to PPS starting to generate a demand for parking including on the driveways of the housing on Hollies Road opposite PPS.

4.3.27 Figure 26 provides a summary of the locations of demand for on-street parking at 15:40. This shows:

- A total of 89 vehicle parked in the study area; a including 6 and 5 illegally parked vehicles on Hollies Road and Rutland Avenue respectively; and
- Parking remains fairly consistent compared with previous 5 minute period

4.3.28 Figure 27 provides a summary of the locations of demand for on-street parking at 15:45. This shows:

- A total of 89 vehicle parked in the study area; and including 6 and 5 illegally parked vehicles on Hollies Road and Rutland Avenue respectively; and
- Parking remains fairly consistent compared with previous 5 minute period, this includes parking on all roads in the study area but with a particular concentration on Rutland Avenue.

4.3.29 Figure 28 provides a tabulated summary of the above, including the number of vehicles parked in each of the roads, the total number of on-street parking spaces on those roads and the parking stress i.e. the percentage occupancy of the on-street parking spaces.

4.4 Summary of Parking Survey Results

4.4.1 The following summarises the results of the on-street parking beat survey:

- The level of demand for parking on the roads outside PPS is greater at school pick up time in the afternoon compared with the drop off time in the morning, this is a commonplace at school drop off and pick up times at many schools throughout the UK;
- The level for demand for parking on the roads in the vicinity of PPS increases by circa 65% at school drop off times and 75% at school pick up times;
- It should however be noted that the level of parking does not exceed the theoretical capacity for parking on each of the roads in the study area;
- There are three main concentrations of parking, one on Trispen Close adjacent to the access point to Halewood Park Triangle, the second being toward the Hollies Road/Rutland Road junction, the third being on the driveways of the housing on Hollies Road opposite PPS;
- The majority of the illegal parking is found on the section of Hollies Road to the north of the site access and on Rutland Avenue near to its junction with Hollies Road;
- No parking was witnessed on the 'School Keep Clear' markings outside of the school access.

4.5 Addressing the Main Parking Issues

4.5.1 The results of the parking survey/observations made during site visits show three distinct issues relating to parking in the vicinity of PPS, these being:

- Volume of parent parking in the area;
- Illegal on-street parking; and
- Inconsiderate parking in the area.

Volume of Parking in the Area

4.5.2 The volume of parent parking in the area is difficult to control. However, as mentioned above PPS does not have a current TP. The adoption of TP measures will provide opportunities for parents/guardians to drop off/pick up their children utilising sustainable modes of transport.

4.5.3 A TP will be Conditioned as part of any approval to the planning application for this scheme and it's implementation will therefore be a binding commitment by PPS. As such Section 7 below sets out how the original TP will be updated and provides an indication as to what measures can be included with in the TP to provides opportunities for parents/guardians to use sustainable modes to access the school.

4.5.4 It is therefore envisaged that measures contained within the TP will reduce the number of car trips to PPS and therefore reduce the volume of parking in the vicinity of the site.

Illegal On-Street Parking

4.5.5 As part of the evolvement of the TP, PPS in conjunction with KC are considering introducing the following measure to help reduce the instances of illegal parking:

- Requests to parents to stop illegal/indiscriminate parking being included in weekly newsletters from the headteacher;
- Teachers patrolling outside of the school at drop off/pick up times requesting parents move off waiting restrictions/'School Keep Clear' markings;
- Children with teachers/parents patrolling outside of the school at drop off/pick up times requesting parents move off waiting restrictions/'School Keep Clear' markings;
- The provision of bollards adjacent to waiting restrictions to discourage parent parking half on the footway/half on the road in the areas where waiting restrictions are present; and
- Enforcement of the existing waiting restrictions.

4.5.6 It is also envisaged that measures contained within the TP will reduce the number of car trips to PPS and reduce the instances of illegal parking in the area.

Inconsiderate Parking

4.5.7 As part of the evolvement of the TP, PPS in conjunction with KC are also considering introducing the following measure to help reduce the instances of inconsiderate parking:

- Provision of a 'Residents Parking Scheme' on Trispen Close/Bodmin Way;
- The potential provision of parking lay-bys on Hollies Road outside the school frontage;
- The provision of bollards in appropriate locations to reduce the impacts of inconsiderate parking; and
- Enforcement of the existing waiting restrictions.

4.5.8 It is also envisaged that measures contained within the TP will reduce the number of car trips to PPS and reduce the instances of inconsiderate parking in the area.

4.5.9 Further measures to be considered as part of the TP that will encourage the use of sustainable modes of transport to access PPS are provided in Section 7.

5 DEVELOPMENT PROPOSALS

5.1 Development Description

- 5.1.1 The application will see PPS return to a permanent 3-form entry by introducing additional classroom and amenities space. This additional capacity will help meet the requirements for KC to provide additional school places associated with the ongoing delivery of the circa 2,000 new homes in East Halewood. PPS is one of only a few schools in the neighbouring area that can develop its school site in order to meet the increasing development within the area.
- 5.1.2 The scheme includes extending the main hall for canteen, sports and event purposes, new toilets for children and staff, DDA facilities including changing areas and showers, lift access and suitable staircase access to first floor areas, additional classroom and intervention spaces, and the expansion of the kitchen preparation facilities.
- 5.1.3 As part of the school refurbishment a key requirement to allow the works to be carried out with little disruption to the school would be for the junior building and main canteen including the kitchen to be decanted into temporary accommodation for a period of no longer than 12 months.
- 5.1.4 According to information provided by KC, the above will provide an additional 6 classrooms/learning spaces and will allow for an increase in pupil numbers to circa 630 by September 2024. The number of staff will also increase to 80 FTE.

5.2 Vehicular Access

- 5.2.1 The proposed development will utilise the existing vehicular access onto Hollies Road. No changes to the existing vehicular access arrangements are to be provided as part of the delivery of the scheme proposals.

5.3 Pedestrian/Cycle Access

- 5.3.1 The proposed development utilises the existing pedestrian/cycle access via Hollies Road and Trispen Close. No changes to the existing pedestrian/cycle access arrangements are to be provided as part of the delivery of the scheme proposals.

5.4 Parking Provision

- 5.4.1 According to information provide by KC, overall on-site car parking provision will increase from the current 23 spaces to 55 spaces.
- 5.4.2 The current level of on-site parking provision represents 42% of the maximum parking requirements as outlined in KC's parking standards for educational establishments. The scheme proposals look to increase this provision to 55 spaces, this representing an 83% of the maximum parking requirements

for the increased size of the school. This is a robust level of parking provision, especially given the accessibility of the site by sustainable modes of transport as outlined in Section 6.

- 5.4.3 It should also be noted that the cycle parking will also increase as part of these development proposals from the current 12 spaces to 36 spaces. These will be provided by extending the current safe secure facility.

5.5 Impact of Development Proposals on Surrounding Highway Network

- 5.5.1 The development proposals represent a circa 40% increase in the number of pupils attending the school. This does not mean that there will be a similar increase in the level of parent parking as many of the new pupils will already have siblings attending the school.
- 5.5.2 PPS and KC do however recognise that something needs to be done to alleviate some of the illegal/inconsiderate parking that can be found at certain time at school drop off/pick up times, hence the confirmation within this TS that a TP that includes physical measures mentioned above will be Conditioned as part of any planning approval for this development. As a Condition to a planning approval the implementation of the TP will be a binding commitment by PPS.
- 5.5.3 Further measures to be considered as part of the TP that will encourage the use of sustainable modes of transport to access PPS are provided in Section 7.
- 5.5.4 In conjunction with the above, it was also agreed as part of the discussions with the KC highway officers that the scheme proposals will not have an impact on the general operation of the adjacent highway in the AM and PM peak periods, this being referenced in the correspondence contained within Appendix A. Given the above no formal capacity assessment of the adjacent highway network has been undertaken as part of this TS.

6 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

6.1 Introduction to Sustainable Modes of Transport

- 6.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.’

- 6.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the PPS is accessible by these modes.

6.2 Access on Foot

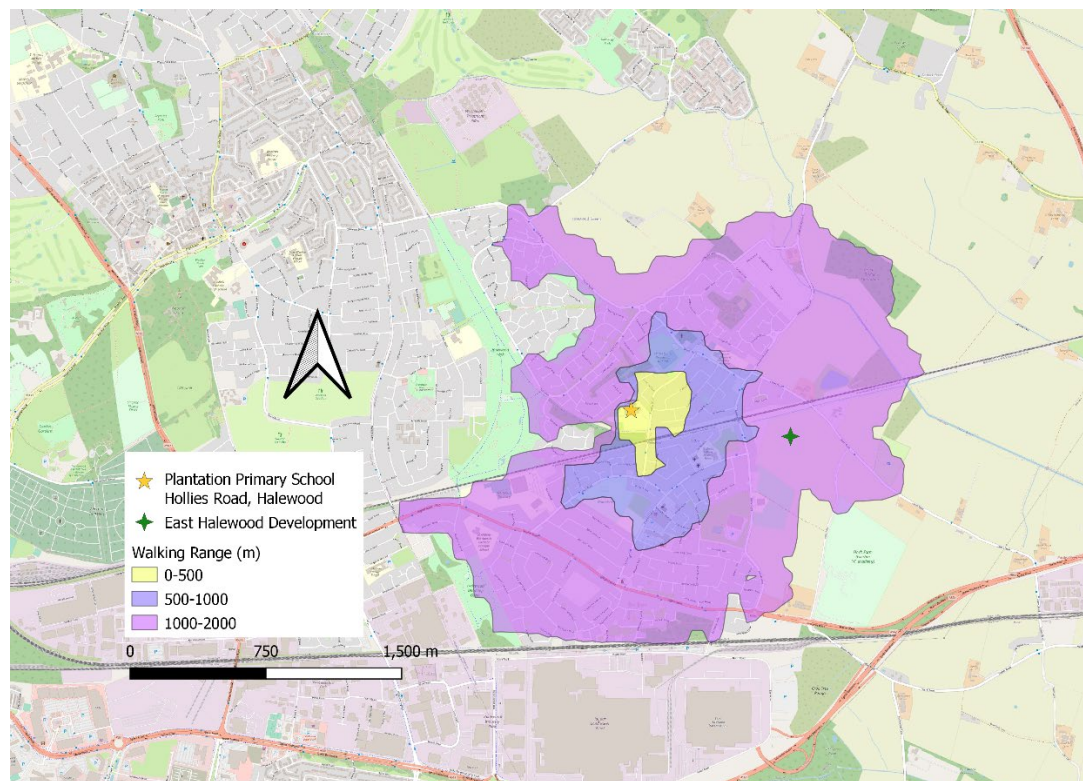
- 6.2.1 This is an existing school located in the residential area of Halewood. The existing roads that surround the site provide a comprehensive network of footways and a complimentary package of formal and informal crossing points for pedestrians. Street lighting is provided, and vehicle speeds are controlled by traffic calming to enhance the pedestrian experience in the vicinity of the site. A school crossing patrol aids the crossing of children and parents/guardians over Hollies Road at school drop off and pick up times.
- 6.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 6.1.

Table 6.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *‘Providing for Journeys on Foot’* (2000)

- 6.2.3 In order to highlight the site’s accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Figure 6.1 represents the site’s walking catchment with the CIHT’s *‘Desirable, Acceptable and Preferred Maximum’* distances of 500m, 1,000m and 2,000m for commuting/school trips respectively are illustrated.

Figure 6.1: Walking isochrone

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- 6.2.4 An examination of Figure 6.1 shows that within a 500 to 1,000m catchment of the school are the residential areas of Leathers Lane, Church Road, Baileys Lane and Wood Road. Within a 2,000m catchment is the wider conurbation of Halewood including the proposed housing developments associated with the East Halewood development. The school is therefore providing a local facility for local children and also offers employment opportunities for local residents.

6.3 Access by Cycle

- 6.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

- 6.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

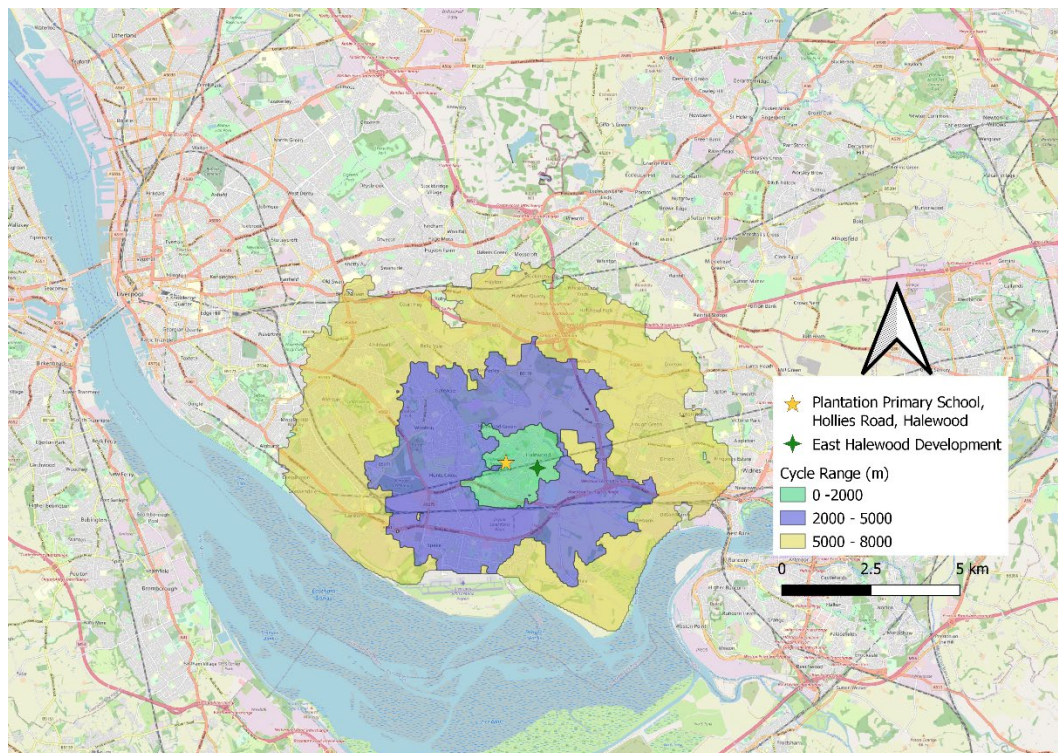
‘Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.’

- 6.3.3 Local Transport Note (LTN) 1/20 Cycle Infrastructure Design states similar, that:

‘Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people’.

- 6.3.4 LTN 1/20 also recognises that lightly trafficked, low speed streets can be conducive to cycling, stating, *‘in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds’*.
- 6.3.5 As mentioned in Section 3, PPS is surrounded by roads that are designated as ‘Suggested Cycle Routes’ or ‘Traffic-calmed Roads’ that make them conducive for cycling to access the local residential areas. The Trans Pennine Trail which lies to the west of the school and is accessed directly via Hollies Road can also be used as a car free cycle route to access those residential areas located to the north and west of PPS.
- 6.3.6 A cycling isochrone showing the sites catchment has also been produced using TRACC and is shown in Figure 5.2. The figure illustrates 2,000m and 5,000m and 8,000m catchment ranges which equate to a 10-minute, 25-minute and 40 minute journey time respectively. The 5,000 and 8,000m isochrones generally demonstrate the areas that are accessible for staff.

Figure 6.2: Cycling Isochrone



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- 6.3.7 An examination of Figure 6.2 shows that the Halewood area is within easy cycling distance for many residents of Halewood, thus offering the opportunity for children to cycle to school. Within a 5,000m catchment are areas such as Speke, Hunts Cross, Woolton, Gateacre and parts of Netherley, these being areas from which staff could easily cycle, particularly given the excellent cycle infrastructure that exists including the Trans Pennine Trail that can be found immediately adjacent to the site. The

8,000m catchment demonstrates the extent of south Liverpool that can be reached by cycle, thus providing the further opportunities for staff to cycle to work.

- 6.3.8 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for pupils and staff of the school.

6.4 Access by Bus

- 6.4.1 The CIHT document *Planning for Public Transport in Developments* (1999) recommends a walking distance of up to 400m to bus stops for new/improved developments, which is equivalent to a five-minute walk based on a circa 1.4m/s walking speed.

- 6.4.2 As mentioned in Section 3, there are bus stops located outside of the entrance to PPS, facilities at these bus stops generally comprise a stop with timetable information. Table 6.2 summarises the main services that can be accessed via these bus stops, the information below being obtained from Traveline (<https://www.traveline.info>).

Table 6.2: Summary of the Main Local Bus Services

Service	Route	Weekday Frequency
3A	Huyton – Liverpool JL Airport	1 per hr throughout the day
76	Halewood – Liverpool	2 per hr throughout the day

- 6.4.3 The above table demonstrates that the bus services which run along Hollies Road and stop outside of the main school entrance are frequent and offer the opportunity for parents who live within the Halewood area to use this mode of transport to access the school. These bus services also offer the opportunity for the use by staff who may be required to travel to destinations across further afield.

6.5 Access by Rail

- 6.5.1 Halewood train station is located a circa 100m walk to the south of PPS. The station is located on City Line of the Merseyside rail network and provides half hourly direct services between Liverpool Lime Street and the numerous intervening stations to Warrington Central and beyond.

- 6.5.2 Whilst this has limited use for parents with pupils at PPS, these services can be used by staff to travel to destinations across the wide city region.

6.6 Minimum Accessibility Standard Assessment (MASA)

- 6.6.1 The Minimum Accessibility Standards Assessment (MASA) requires a score to be given for developments, depending on the land use type, scale, location, and facilities provided. The minimum required scores are provided in Table 6.3 based on a non-residential institution located in a 'Other Urban' location.

Table 6.3: Minimum Required MASA Scoring

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access and parking
Non-residential Institution 'Other Urban' Location	4	5	6	1

- 6.6.2 The MASA undertaken for the site is included in full in Appendix D. However, a summary of the scoring awarded is provided in Table 6.4.

Table 6.4: MASA Scoring Results

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access and parking
Non-residential Institution 'Other Urban' Location	4	5	5	1

- 6.6.3 It can be seen from Tables 6.3 and 6.4 that the development proposals meet the minimum required score in for the walking, cycling and private vehicle categories but do not meet the required minimum scores for the public transport category, despite bus stops and a rail station being located within a 2 to 3 minute walk of the school. The primary reason for the lower score in the public transport category relates to the fact that that the school's development proposals do not contribute towards the upgrade of existing bus infrastructure or bus priority measures.
- 6.6.4 Given the scheme proposals are for a comparative small extension to an existing local school facility, the outcome of the MASA is considered to show that the school is generally compliant with the 'Ensuring a Choice of Travel SPD'.

6.7 Summary

- 6.7.1 This section of the report has demonstrated that PPS is in a sustainable location surrounded by residential areas that are within nationally recognised acceptable walking and cycling distances for pupils and staff.
- 6.7.2 In respect of public transport, the bus services which operate in proximity to PPS enable passengers to travel to and from Halewood to areas such as Woolton Village, Allerton, Liverpool city centre and more. These services offer the opportunity for parents who live within the Halewood area to use this mode of transport to access the school. They also offer the opportunity for the use by staff who may be required to travel to destinations further afield.

-
- 6.7.3 In addition, the train services which operate at Halewood train station enable passengers to travel to and from West Allerton, Liverpool South Parkway, Hunts Cross, Edge Hill, Liverpool Lime Street and more. These services also operate at times that provides a convenient choice particularly for staff and visitors to PPS to access destinations across the wider city region.
- 6.7.4 The MASA scores are generally in line with those required in the various categories. Given the nature and location of the existing school site, the outcome of the MASA is considered to show that the school is generally compliant with the *Ensuring a Choice of Travel SPD*.
- 6.7.5 To conclude, PPS could not be in a more sustainable location with regards to its accessibility to existing facilities that will encourage walking, cycling and the use of various modes of public transport. Parents/pupils and staff members therefore have the opportunity to utilise these sustainable modes of transport to access PPS.
- 6.7.6 A key theme of national and local transport planning policy is that development should be located where the need to travel will be limited and the use of sustainable transport modes can be promoted. NPPF states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*' and developments should provide '*safe and suitable*' access for all.
- 6.7.7 Given the above PPS is compliant with NPPF.

7 UPDATE TO TRAVEL PLAN

7.1 Introduction

- 7.1.1 PPS has a Travel Plan (TP) that was originally produced using the results of a survey in 2004 which ascertained the mode of transport used by pupils to get to school. This survey was updated in 2008 but was also supplemented by an additional survey of parents by way of questionnaire. This questionnaire was used to identify car use by parents and the problems they encounter on a daily basis.
- 7.1.2 Once planning permission for these proposals has been secured, the TP for PPS will be updated. It is envisaged that this updated TP can be secured by way of a planning condition. This updated TP will require a new set of travel surveys to be undertaken. As a Condition to a planning approval the implementation of the TP will be a binding commitment by PPS.
- 7.1.3 This section of the TS outlines the potential methodology that could be adopted for the updated travel surveys and provides an indication of the measures that could form part of the updated TP.

7.2 Travel Survey Methodology

- 7.2.1 The factors influencing travel behaviour to school by pupils and staff will vary. Parents of pupils will tend to take their children to school, with the choice of mode being dependent on a whole set of varying circumstances including the age of their children. Staff members also have their own separate set of issues that influence their choice of mode of transport to access the school.
- 7.2.2 Given the above, it is envisaged that the new travel surveys will be split into the following categories:
- Parents of pre-school pupils;
 - Parents of infant school pupils;
 - Parents of primary school pupils; and
 - Staff.
- 7.2.3 It is envisaged that the surveys will take the form of a questionnaire issued via email to the parents of pupils and staff members. The questionnaire will be anonymous thus allowing the respondents to answer honestly with the aim to get an accurate overview of the travel behaviours and trends.
- 7.2.4 Other survey methods are available such as 'hands up' surveys of pupils, however the use of questionnaires allows parents to answer qualitative questions relating to perceptions of various modes of transport and the potential barriers to their use. Answers to these types of questions are vital in understanding the thinking behind the mode choice of parents/staff and allows more robust measures and targets to be included within the TP.

Pupil Survey

7.2.5 It is envisaged that the survey for the pupils from each of the above groups will gather information on the following topic areas:

- The mode of transport generally used to access the school;
- The factors that influence the choice of this mode of transport;
- The distance from school;
- The likelihood of using a different form of transport; and
- The reasons that lie behind some of the responses to the above questions.

7.2.6 It is likely that these surveys will gather information on the journey to and from school separately as factors affecting the choice of mode may differ at school drop off time compared to pick up time.

Staff Survey

7.2.7 It is envisaged that the survey of staff will gather information on the following topic areas:

- How staff usually travel to work;
- Factors which influence the choice of mode; and
- Whether staff members would be willing to consider a different mode of transport to travel to work.

7.2.8 In general employees travelling to/from work tend to be use the same or similar modes of transport. As such the questionnaire for school staff would not differentiate between trips to/from work.

7.3 Mode Shift Targets

7.3.1 In order for TP measures to be successfully adopted, it is important to set achievable but still somewhat challenging targets that can be monitored and reviewed at regular intervals. The updated travel surveys will provide the basis from which mode share targets can be calculated.

7.3.2 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). It is envisaged that the most suitable way to set targets will be to suggest a reduction in the use of the car with an increase in walking, cycling and public transport. It is generally accepted that a reduction in car trips of between 5% to 10% is both realistic and challenging and it is considered this reduction should be assigned over a 3 to 5 year timeframe across the sustainable the various modes of sustainable transport based on their existing proportions.

7.4 Modeshift STARS

- 7.4.1 In recognition of the importance given to this TP, it is recommended that PPS becomes a member of Modeshift STARS. National STARS¹ accreditation is awarded to education, business and community settings that go above and beyond in developing, implementing and monitoring an Effective Travel Plan to bring about a change in travel behaviour and reduce the number of single occupancy vehicle journeys to, from and between their sites.
- 7.4.2 Launched in 2008, the STARS Education scheme is supported by the DfT and has seen over 1,400 schools in England achieve accreditation since its inception. As of January 2020, 69 local authorities are participating in the scheme with well over 3,500 schools registered nationally. In the autumn and spring of each year, schools, local authorities and key partners come together for the National STARS School Travel Awards which recognise the outstanding schools from each local authority.
- 7.4.3 Travel Plans developed under the STARS Education scheme have achieved the following results:
- Between the 2015/16 and 2018/19 academic years, single family car trips on the journey to school for all STARS accredited schools has reduced by circa 3%;
 - Over the same period, single family car trips for Silver and Gold accredited schools reduced by circa 7%;
 - All STARS accredited schools achieved an increase of walking to school of circa 1% between 2015/16 and 2018/19;
 - Silver and Gold level STARS schools saw walking increase between 2015/16 and 2018/19, by 2%; and
 - Gold STARS accredited schools saw cycling increase between 2015/16 and 2018/19 by circa 1.5%.

7.5 Potential Travel Plan Measures

- 7.5.1 It is important that TP measures are appropriate and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.5.2 Not only should the measures be realistic, but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the TP Co-ordinator (TPC) for PPS, should be presented in the TP.
- 7.5.3 From our experience of the delivery of TP's across a number of educational establishments it is envisaged that the following are likely to form part of the measures to be adopted in the TP.

¹ <https://modeshiftstars.org/education/>

Measures to Encourage Walking

- Participate in walk to school week and other walking promotion initiatives;
- Integrate road safety education into curriculum for all key stages;
- Provision of literature stating health benefits of walking to school;
- Instigate Park & Stride initiatives; and
- Production of a Safe Walking Routes to School Plan to aid participants in walk to school week.

Measures to Encourage Cycling

- Review the suitability of the number and quality of the current on-site cycle parking provision;
- Install shower facilities for staff use if not already available;
- Provision of cycle proficiency training;
- Provision of literature stating the health benefits of cycling to school;
- In conjunction with KC, the production of a Safe Cycle Routes to School Plan;
- Encourage the formation of Bicycle User Groups amongst staff;
- Participate in National Bike Week and other cycle promotion initiatives; and
- Liaison with local cycle retailers to negotiate discounted cycles and cycling equipment.

Measures to Encourage Public Transport

- Provide detailed public transport information including the identification of areas that can be accessed via public transport; and
- Liaison with public transport operators/Merseytravel/Travelwise to negotiate discount tickets for staff;

Measure to Reduce Single Occupancy Car Trips

- Promotion of staff car sharing;
- Greater enforcement of waiting restrictions in the vicinity of PPS to discourage parent drop off/pick up; and
- Use of teacher/pupil (name and shame) initiatives outside the school gates at drop and pick up times.

Traffic Management Measures

- Stagger the start/finish times of the pre-school, infant, junior schools;
- Explore with the highway authority the potential for the extension of parking restrictions in the vicinity of PPS including the delivery of a residents parking scheme on Trispen Close for which it is understood there are some scheme proposals;
- Explore with the highway authority the potential to provide lay-bys on Hollies Road; and

- Review the potential to provide bollards at key locations to help prevent illegal/inconsiderate parking.

Marketing and Implementation Plan

- Produce communications strategy to promote the relaunch of the Travel Plan;
- Establish linkages with Travelwise team to organise promotion events;
- Use school website to promote Travel Plan and include all the information mentioned above;
- Production of Welcome to PPS information packs for new starters including all of the travel information mentioned above;
- Set up notice boards in staff rooms, where viable, including promotion of sustainable modes of transport;
- Actively engage with Modeshift STARS to ensure best practice is being employed in the delivery of the Travel Plan;
- Carry out annual staff and pupil surveys; and
- Complete and publish first annual monitoring report on website.

7.6 Timescales for the Delivery of the Travel Plan

7.6.1 It is envisaged that the PPS TP will be rolled out in accordance with the following timescales.

- | | |
|------------------------------------|-------------------|
| • Planning permission | Spring 23; |
| • Undertake updated travel surveys | Summer 23; |
| • Analysis of questionnaires | Summer/Autumn 23; |
| • Formulate TP | Autumn 23; and |
| • Role out of initial TP measures | Winter 23. |

7.6.2 It is envisaged that the full TP will be in place prior to the occupation of the school extension so that the new pupils/staff to the school will have the option to use sustainable modes of transport to access PPS.

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8 SUMMARY AND CONCLUSIONS

8.1 Summary

- 8.1.1 This TS considers the highways and transportation implications associated with extension of PPS on Hollies Road, Halewood, Knowsley. The scheme looks for approval for the erection of a two-storey rear extension to the existing school buildings together with the erection of 7 no. temporary modular classroom buildings on land to the front of the existing school buildings.
- 8.1.2 This additional capacity will help meet the requirements for KC to provide additional school places associated with the ongoing delivery of the circa 2,000 new homes in East Halewood. PPS is one of only a few schools in the neighbouring area that can develop its school site in order to meet the increasing development within the area.
- 8.1.3 The proposed development will utilise the existing vehicular and pedestrian access points. The on-site car and cycle parking provision will be extended as part of the scheme proposals.
- 8.1.4 A review of accident data for the local area has been undertaken for the most recent five years. This review concluded that the proposed development should not generate or exasperate any existing road safety issues in the vicinity of the proposed development.
- 8.1.5 The proposed development is an extension to the existing PPS. This site already benefits from access to existing pedestrian/cycle and public transport infrastructure that offers opportunities for the use of sustainable modes to be used to access the site. The site is also located within easy walking/cycling distance of numerous local residential catchment areas. The school is therefore accessible by local residents to take their children to school or by potential staff.
- 8.1.6 PPS has a TP that is somewhat out of data. Once planning permission for these proposals has been secured, the TP for PPS will be updated. It is envisaged that this updated TP can be secured by way of a planning condition. This updated TP will require a new set of travel surveys to be undertaken. To demonstrate a willingness to update this TP, the TS has provided a suggested methodology to update the travel surveys and provided a list of potential measures that can be implemented as part of the TP.
- 8.1.7 An extensive parking beat survey was undertaken on the roads in the vicinity of PPS. This demonstrated a number of issues relating the amount of parent parking and the locations of illegal/inconsiderate parking. It is intended to deal with these parking issues via the updated TP, this TP being secured by a Condition to any planning approval for this scheme.
- 8.1.8 As agreed with the highway officers at KC, the increase of local pupils accessing PPS would be unlikely to raise highway network capacity concerns. On the basis of the above, no formal assessment has

been undertaken of the impact of this scheme on the adjacent highway network. The proposed development will therefore not have a ‘severe’ impact on the local highway network.

8.2 Conclusions

- 8.2.1 It is concluded that the proposed development would not result in an ‘*unacceptable impact on highway safety*’ nor have a ‘severe’ impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible, especially when bearing in mind that the proposed development is to be located in an area that currently caters for pedestrian, cycle and public transport use.
- 8.2.2 PPS is also committed to measures to help encourage travel by sustainable modes and to minimise the inconvenience caused to neighbouring residents as a result of indiscriminate parking.
- 8.2.3 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.

APPENDIX A

SCOPING CORRESPONDENCE

Vanessa Blackburn

From: Doran, James <James.Doran@knowsley.gov.uk>
Sent: 13 February 2023 15:01
To: Dave Schumacher
Subject: TIA Request

Hello Dave,

Se scope below;

Scope

A Transport Statement (TS) will be required to consider the highways and transport implications of the proposed school extension and expanded intake.

In particular the TS should focus on the acute parking issues which are experienced in the surrounding residential areas at school drop off and pick up times. A section of this report should also be provided to highlight potential mitigation measures which can be used at a later date to support a future Travel Plan document.

Accurate parking surveys will need to be completed at school drop off and pick up times. These will need to take into account Hollies Road, Rutland Avenue, Trispen Close, Crantock Close and Bodmin Way. These surveys should be agreed in advance with the Highway Authority to ensure validity and the extent that of road which should be surveyed. The results shall be used to inform a parking strategy and provide suitable mitigation measures which are likely to include, but not be limited to the introduction of lay-bys along Hollies Road to accommodate school parking. Careful attention should be paid to the implications of the proposed permit parking in the Trispen Close area which has the potential to focus traffic onto Hollies Road and the surrounding area. Reference should also be made to the new housing at the East of Halewood development sites.

James Doran
Group Manager (Building Projects and Maintenance)
Assets

Telephone: 0151 443 4185
Mobile: 07500765023

Knowsley Council, Huyton Municipal - Third Floor, Archway Road, Huyton, Knowsley,



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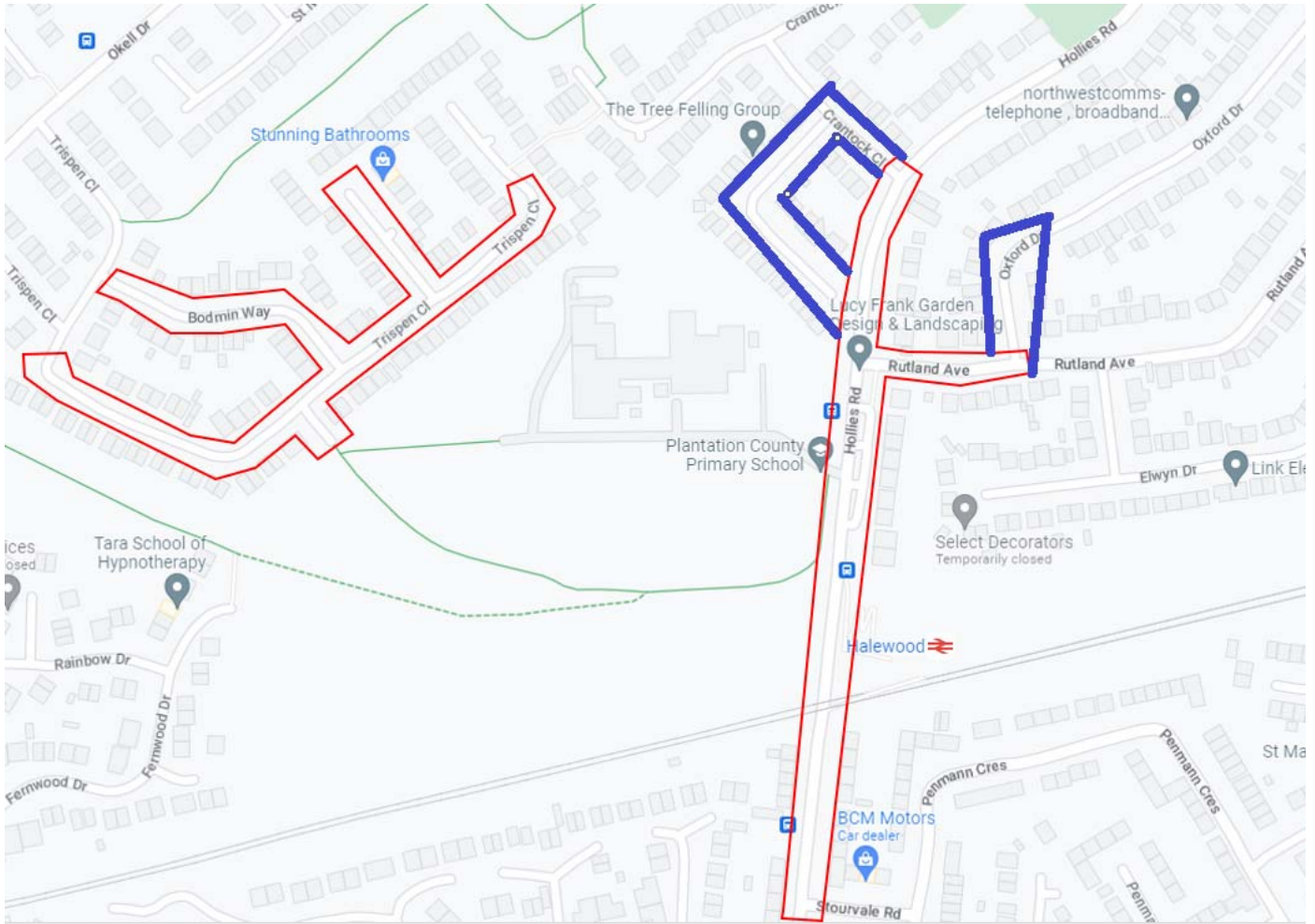
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Vanessa Blackburn

From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Sent: 13 February 2023 16:29
To: Dave Schumacher
Subject: RE: External Mail: FW: Survey Quotes - Halewood

Few bits extra in blue below



Anthony Morley
Lead Engineer
Highways and Capital Delivery

Telephone: 0151 443 5030
Mobile: 07385 347627

Knowsley Council, Nutgrove Building - Second Floor, Westmorland Road, Huyton, Knowsley,



Vanessa Blackburn

From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Sent: 21 February 2023 11:02
To: Doran, James; Dave Schumacher; Tully, Joanne; Williams, David
Subject: RE: External Mail: RE: TIA Request

Morning

I can confirm that a capacity assessment with regard to the surrounding junctions will not be required,

Best Regards,

Anthony Morley
Lead Engineer
Highways and Capital Delivery

Telephone: 0151 443 5030
Mobile: 07385 347627

Knowsley Council, Nutgrove Building - Second Floor, Westmorland Road, Huyton, Knowsley,



From: Doran, James <James.Doran@knowsley.gov.uk>
Sent: 21 February 2023 10:59
To: Dave Schumacher <d.schumacher@primetp.co.uk>; Tully, Joanne <joanne.tully@knowsley.gov.uk>; Williams, David <David.Williams@knowsley.gov.uk>; Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Subject: RE: External Mail: RE: TIA Request

Thanks Dave,

[@Morley, Anthony](#) – can you confirm the point around the highway capacity assessment is not required?

[@Williams, David](#) & [@Tully, Joanne](#) - will you be able to respond to the points in yellow please?

Thanks,

James Doran
Group Manager (Building Projects and Maintenance)
Assets

Telephone: 0151 443 4185
Mobile: 07500765023

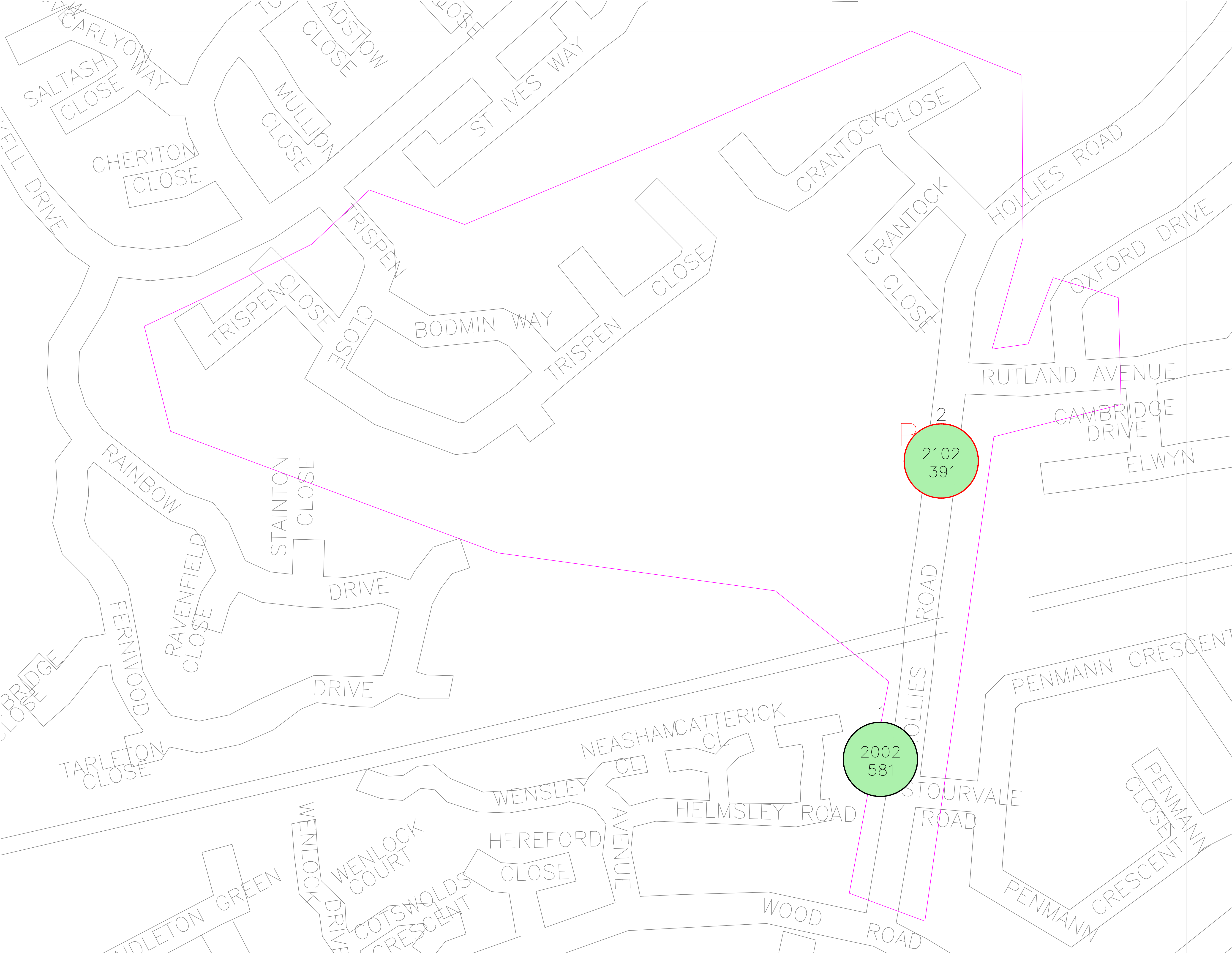
Knowsley Council, Huyton Municipal - Third Floor, Archway Road, Huyton, Knowsley,

APPENDIX B

ACCIDENT DATA SUPPLIED BY KC

Plantation County Primary School - 5 Year

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
1		E08000011	2002581	Slight	Monday	14/12/2020	17:12	344794/385510		
Location: HOLLIES ROAD 1st Rd: U 2nd Rd: U										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	Single c'way	T/Stag Give	Dark/lights lit	Rain	Wet	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	S N	On main	Junt cleared	No	None		None
2	Car	No	Going ahead	N S	On main	Junt appr	No	None		None
Cas	No Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	77	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Drv/Rider	Female	54	Slight	No	Not ped	Not ped	Not ped	Other
Description: V 001 WAS DRIVING ON HOLLIES ROAD TOWARDS CHURCH ROAD. V 002 WAS DRIVING ON THE OPPOSITE SIDE ON HOLLIES ROAD HEADING TOWARDS LEATHERS LANE. DRIVER OF V 002 HAS BEEN DAZZLED BY HEADLAMPS ON V001 VEHICLE. BOTH VEHICLES HAVE THEN COLLIDED HEAD ON.										
User Information: Contributory Factors: 406V001A 409V002A 410V001A 410V002A 705V001A										
2		E08000011	2102391	Slight	Tuesday	02/11/2021	14:30	344835/385711		
Location: HOLLIES ROAD SEGMENT 1 TO 152 HOLLIES ROAD 1st Rd: U 2nd Rd:										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
20 MPH	Single c'way	T/Stag Auth	Daylight	Fine	Dry	School XP	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	N S	On main	Mid junction	No	None		None
Cas	No Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Pedestrian	Male	12	Slight	No	East	Offside	In c'way	Other
Description: CHILD HAS RAN OUT FROM THE SCHOOL IN FRONT OF MOVING VEHICLES AND NOT WITH THE AID OF SCHOOL CROSSING PATROL. CHILD HAS THEN RAN INTO THE PATH OF V001 AND FALLEN TO THE FLOOR SUFFERING MINOR INJURY.										
User Information: Contributory Factors: 802C001A 804C001B										



Knowsley Council
Department of Regeneration,
Economy and Skills
PO Box 24 Archway Road
Huyton
Knowsley
Merseyside L36 9YU

PROJECT TITLE

Plantation County Primary School

DRAWING INFORMATION

5 Year Accident Search

Design By	EB	Design Date	14/02/2023
Drawn By	EB	Drawn Date	14/02/2023
Checked By	AM	Checked Date	14/02/2023
Approved By	AM	Approved Date	14/02/2023

Drawing Status	FOR INFORMATION	Drawing Scale	NTS
Drawing Number	PT/TM/7430	Revision	-

APPENDIX C

SUMMARY OF PARKING BEAT SURVEY



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

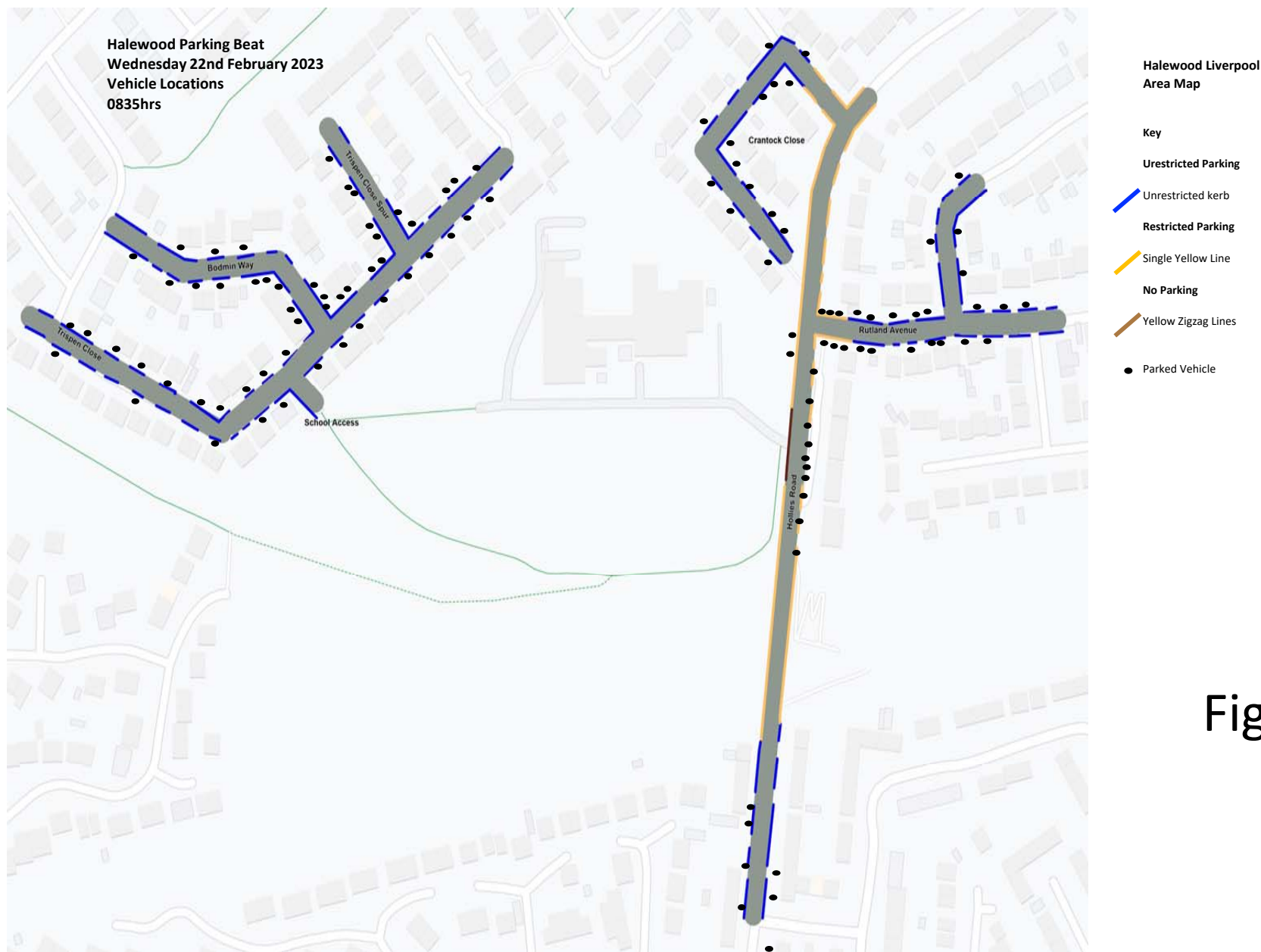


Fig. 6

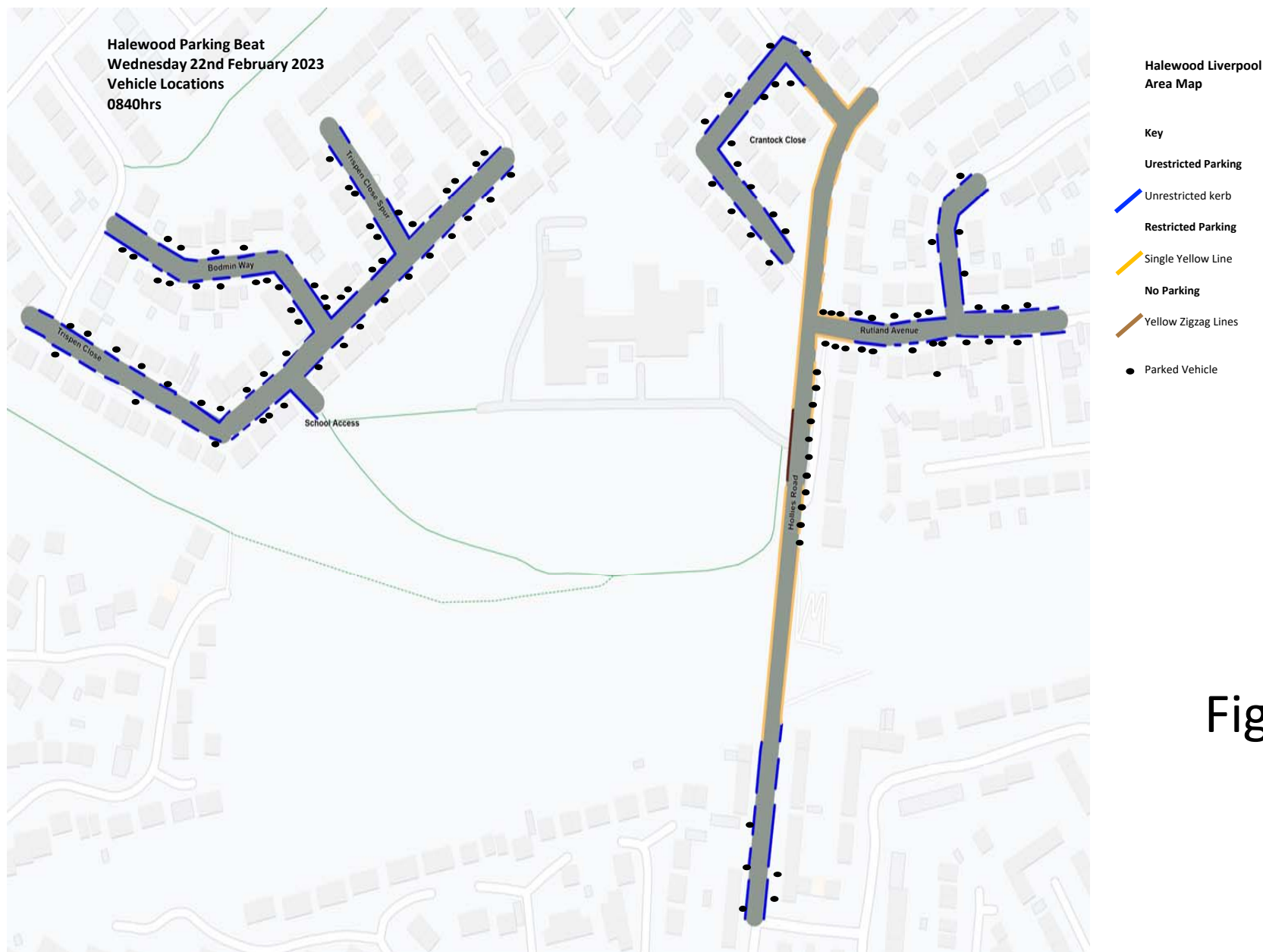


Fig. 7

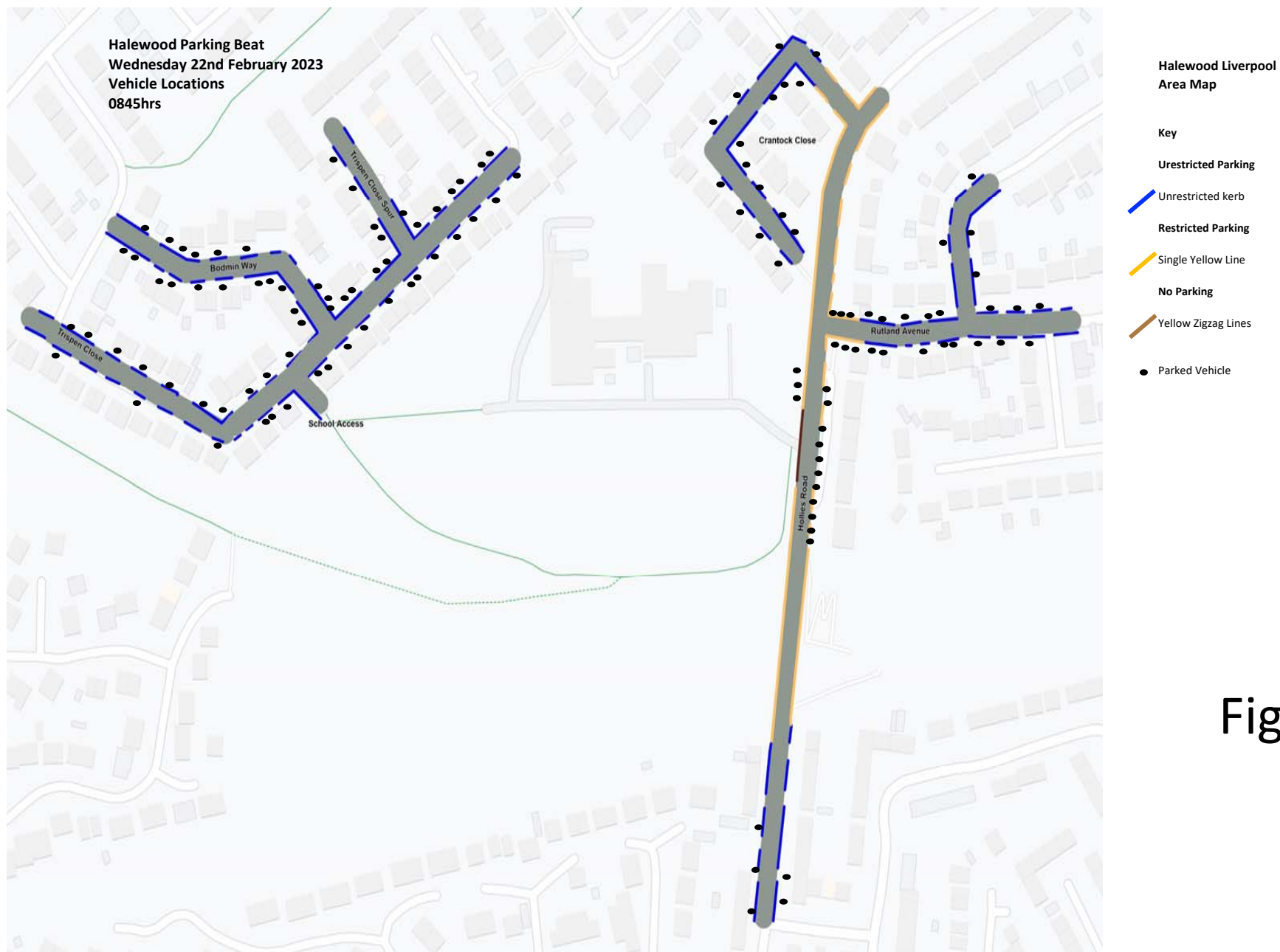


Fig. 8

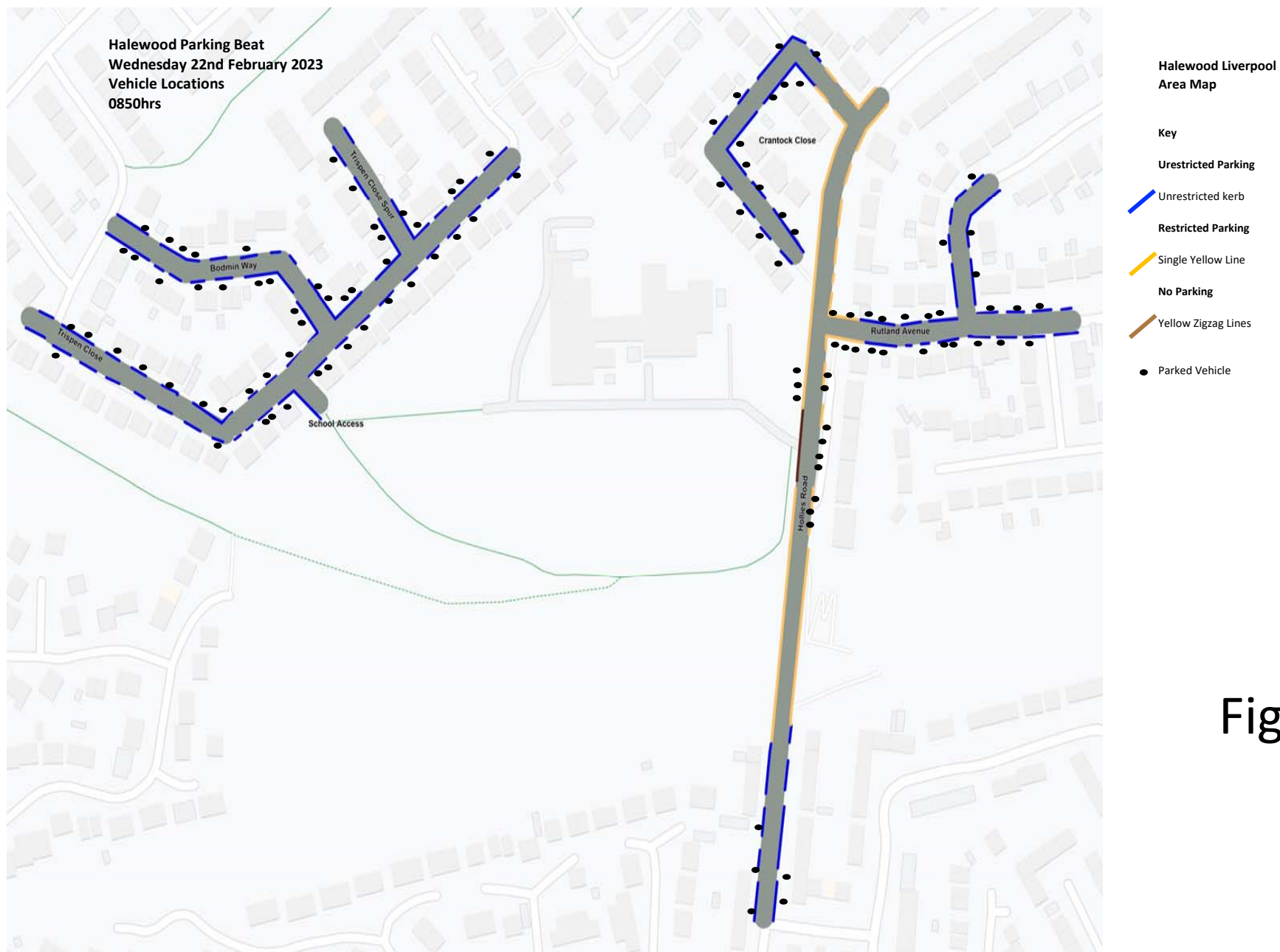


Fig. 9

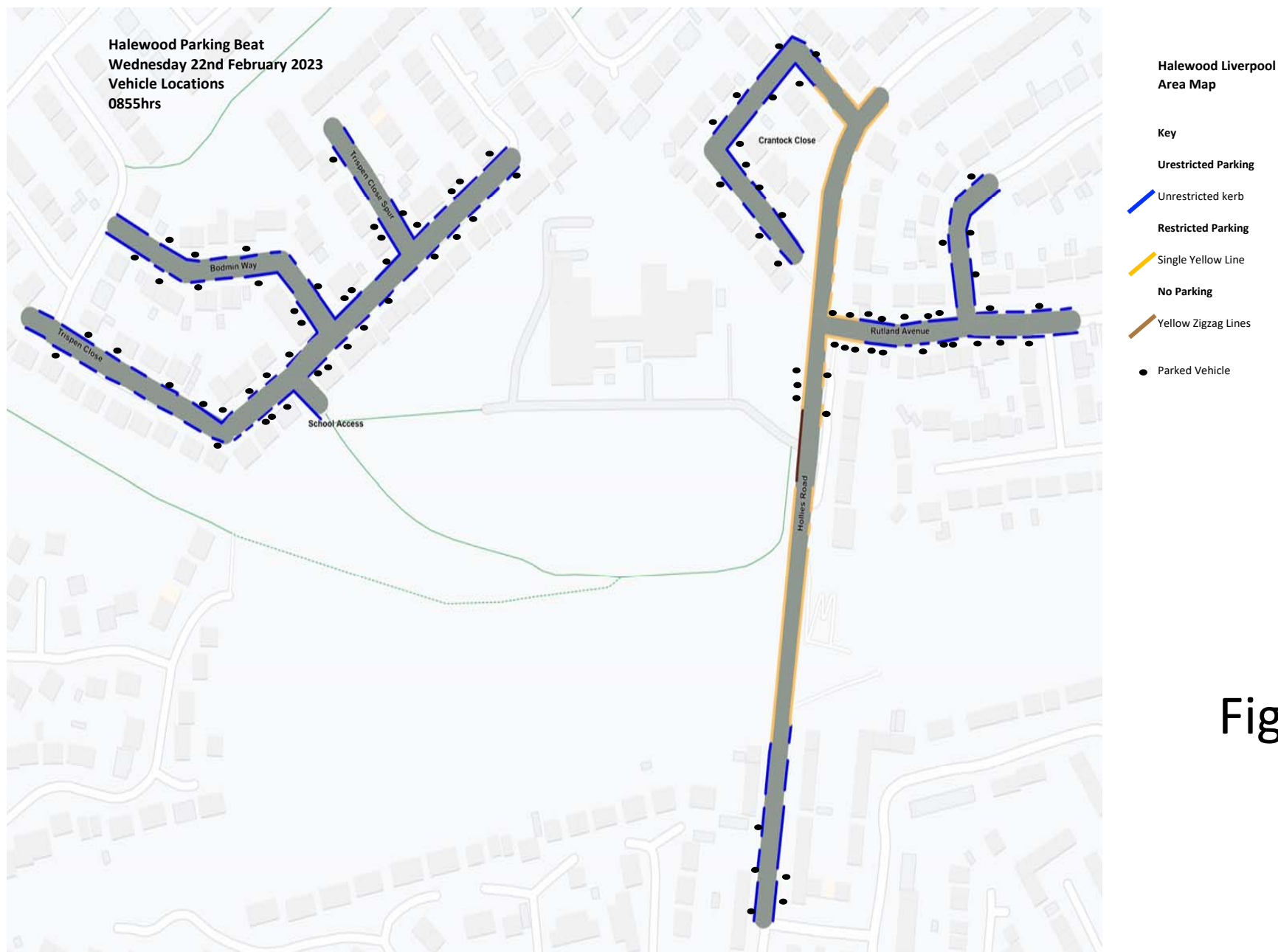


Fig. 10



Fig. 11



Fig. 12

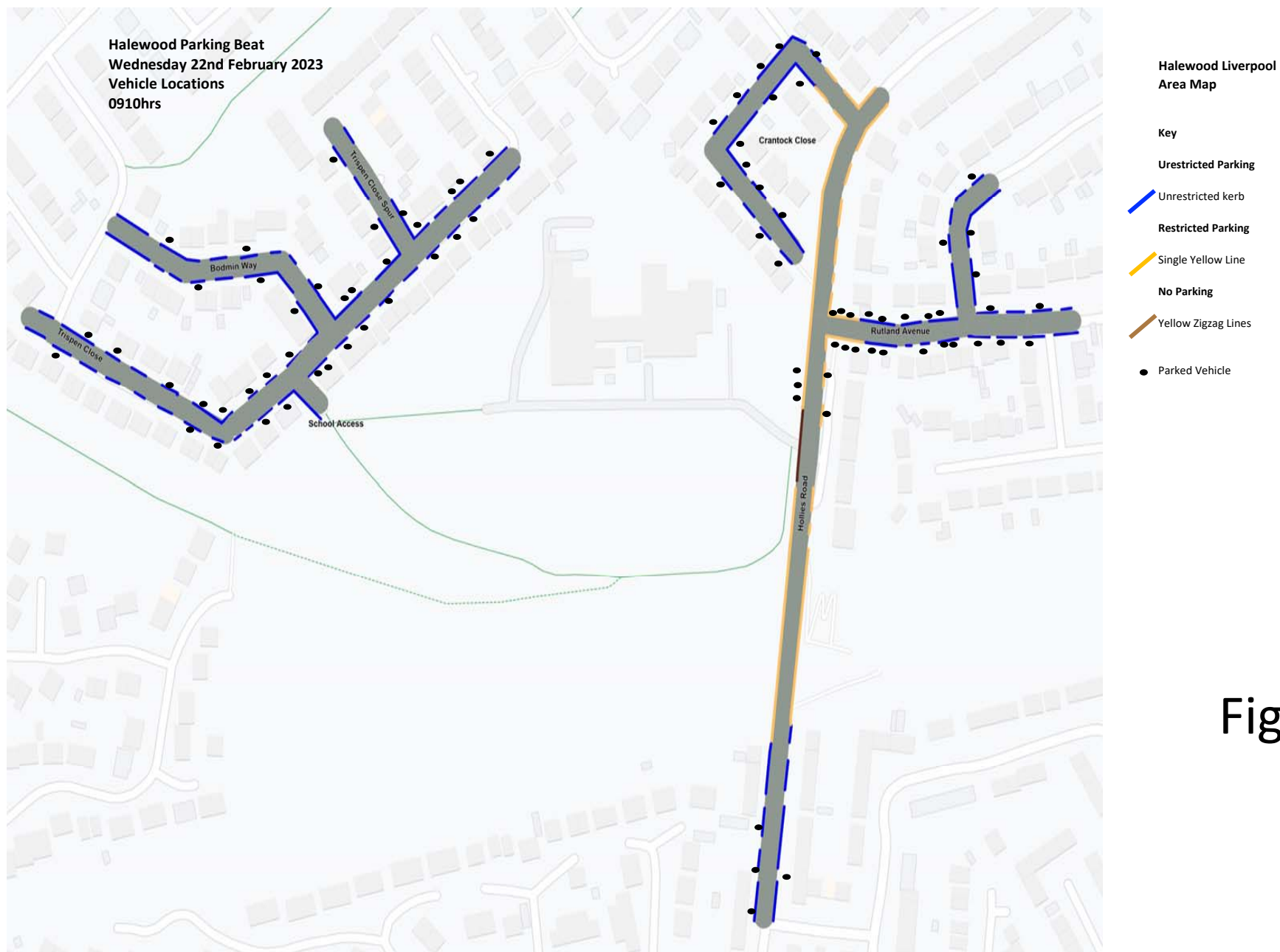


Fig. 13

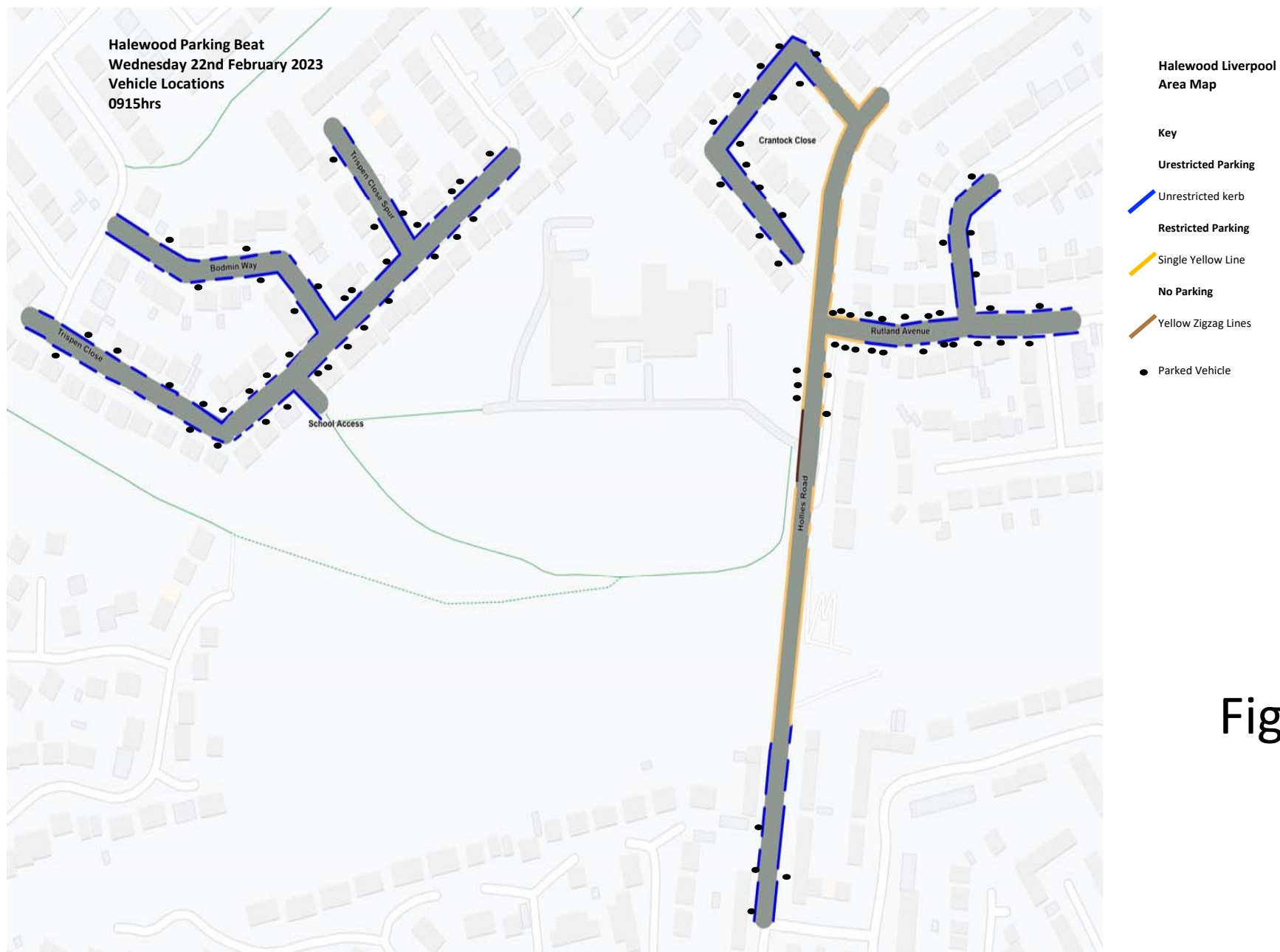


Fig. 14

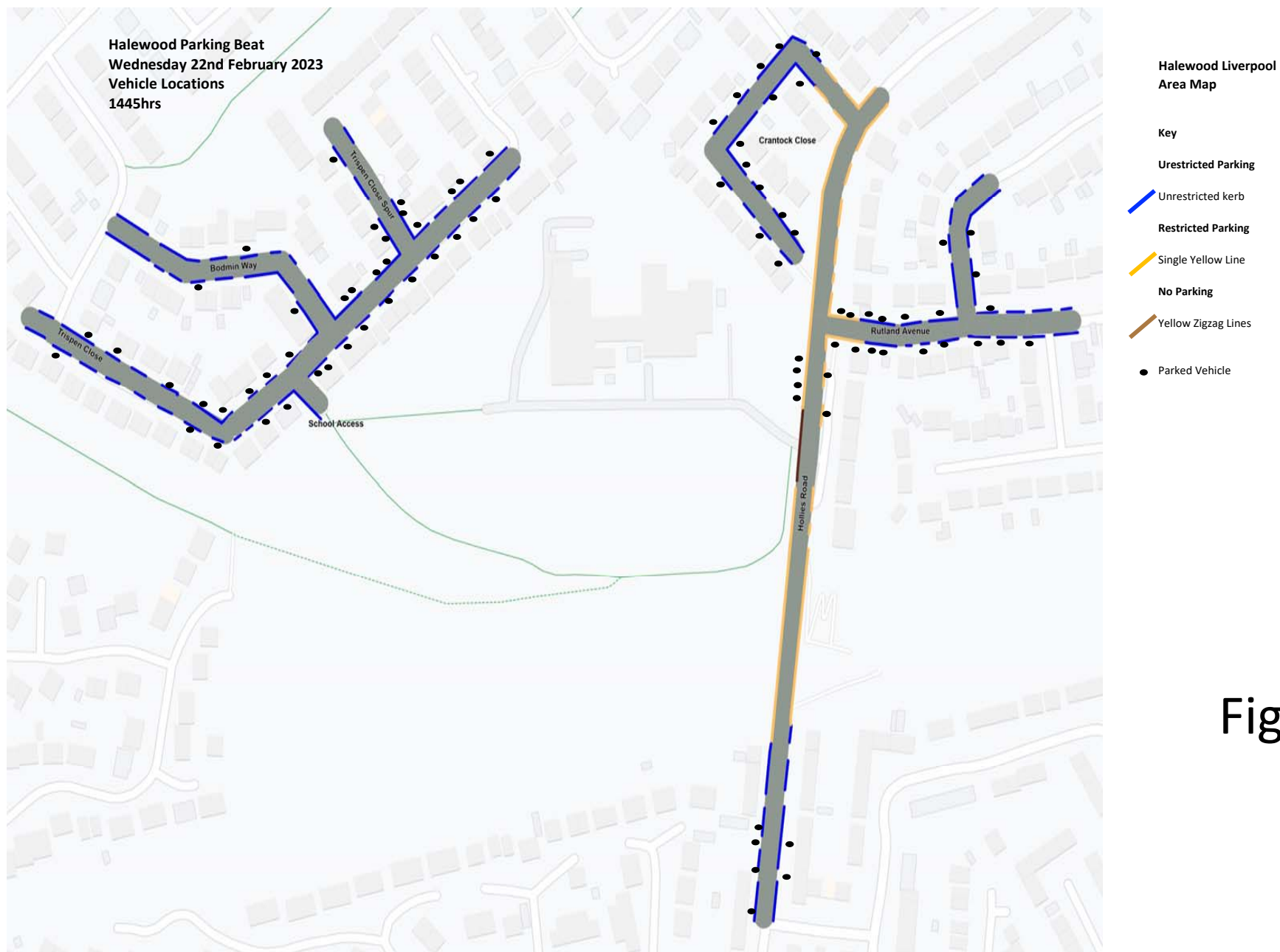


Fig. 15

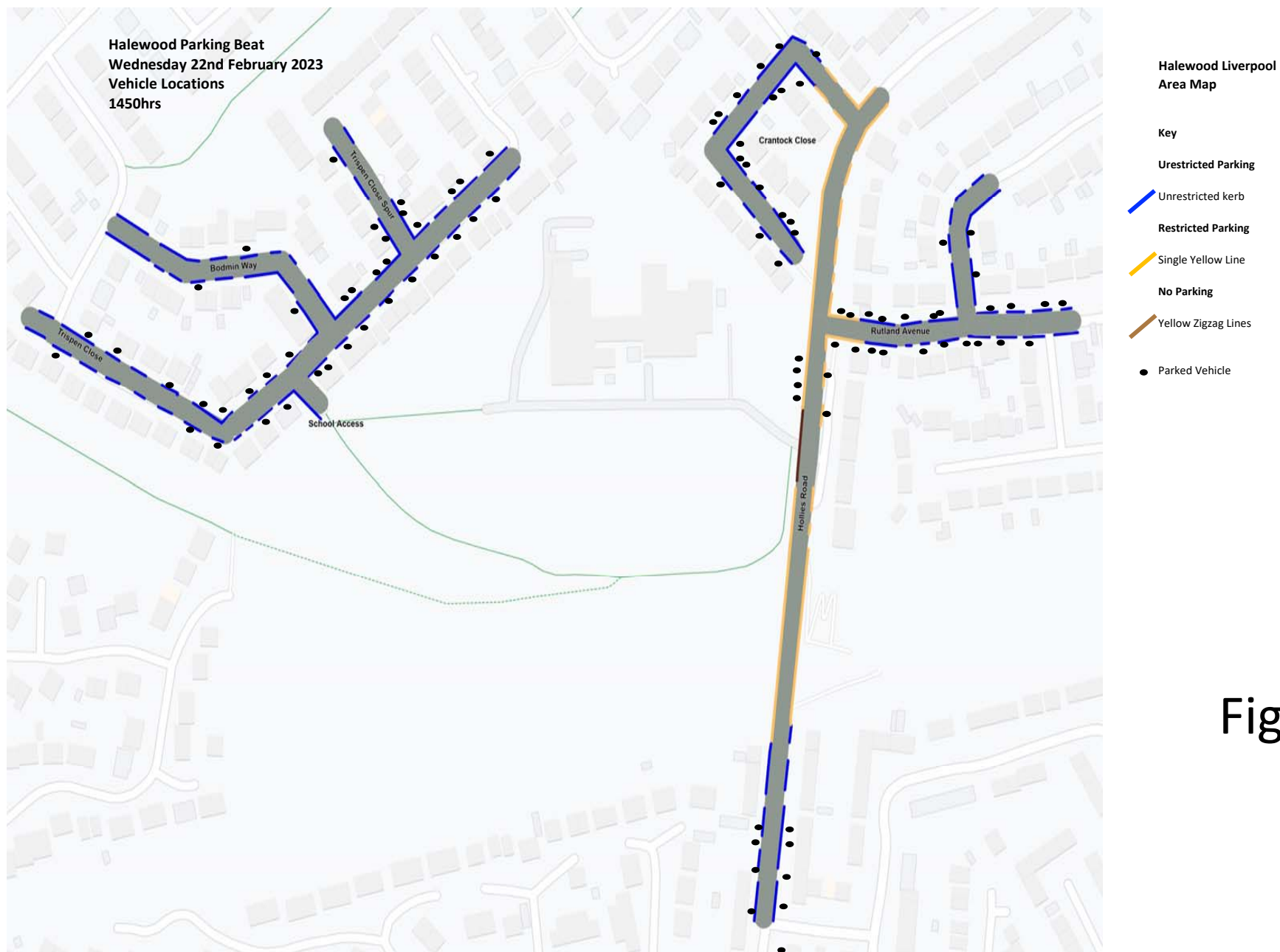


Fig. 16

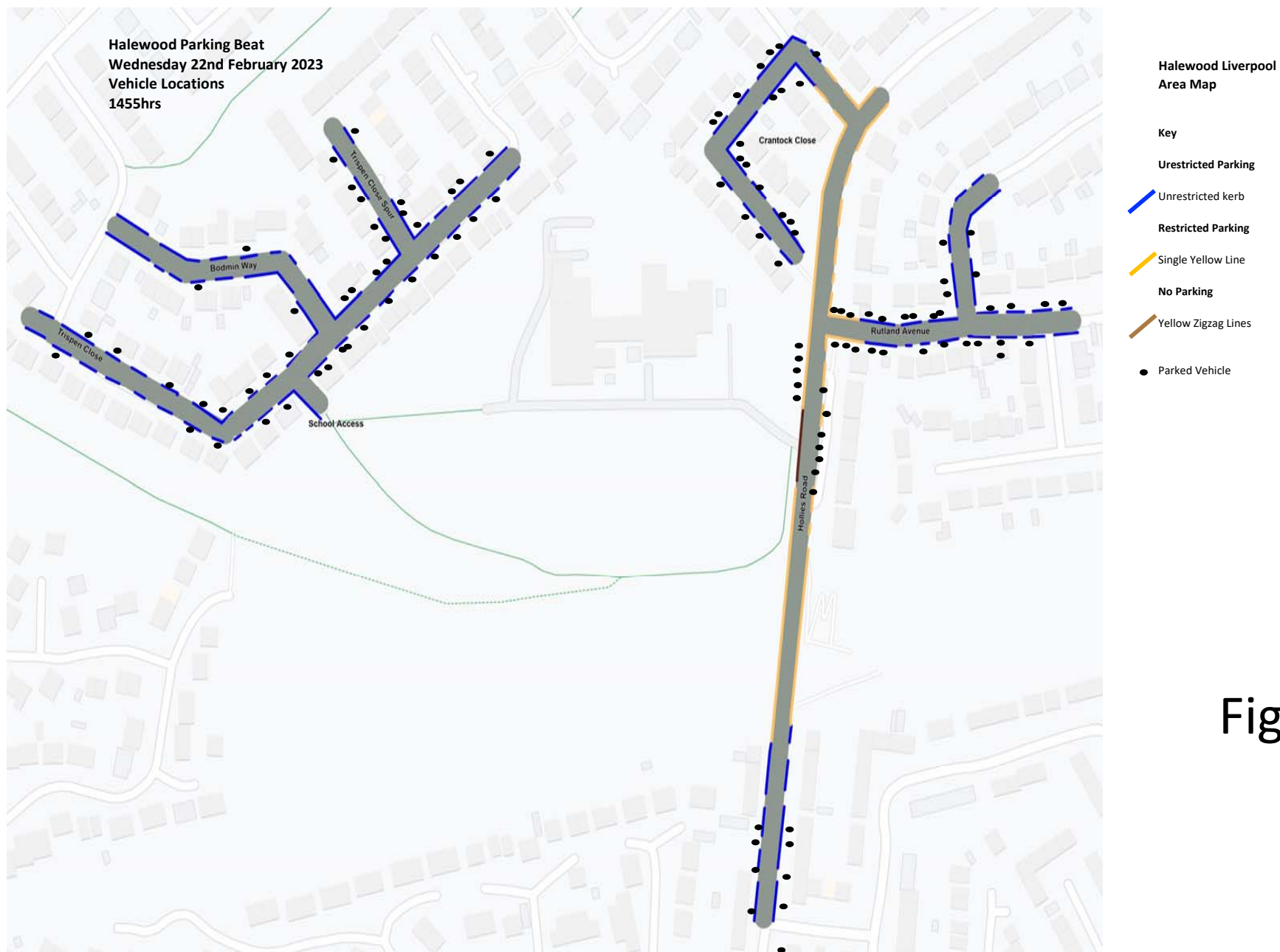


Fig. 17

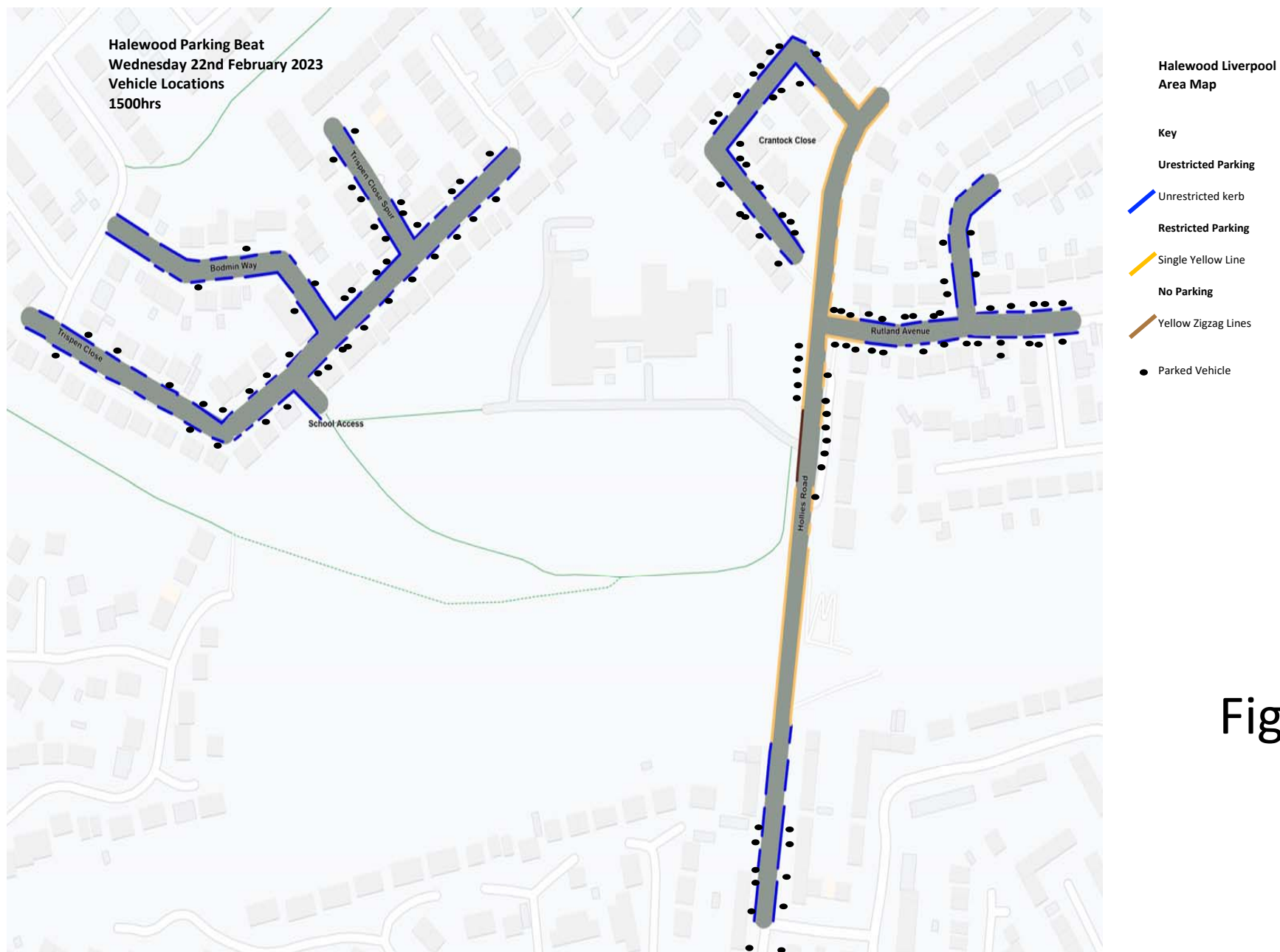


Fig. 18

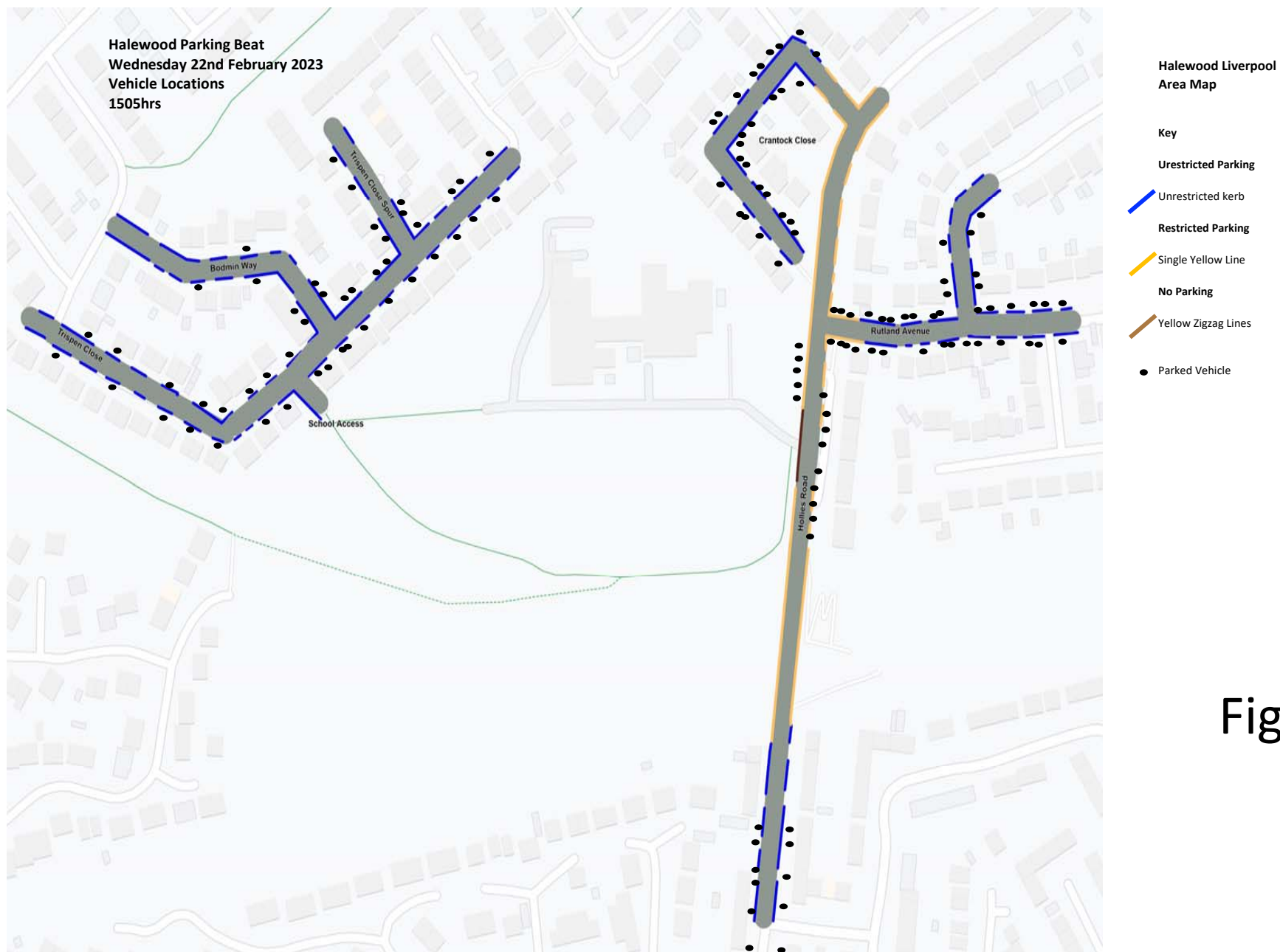


Fig. 19

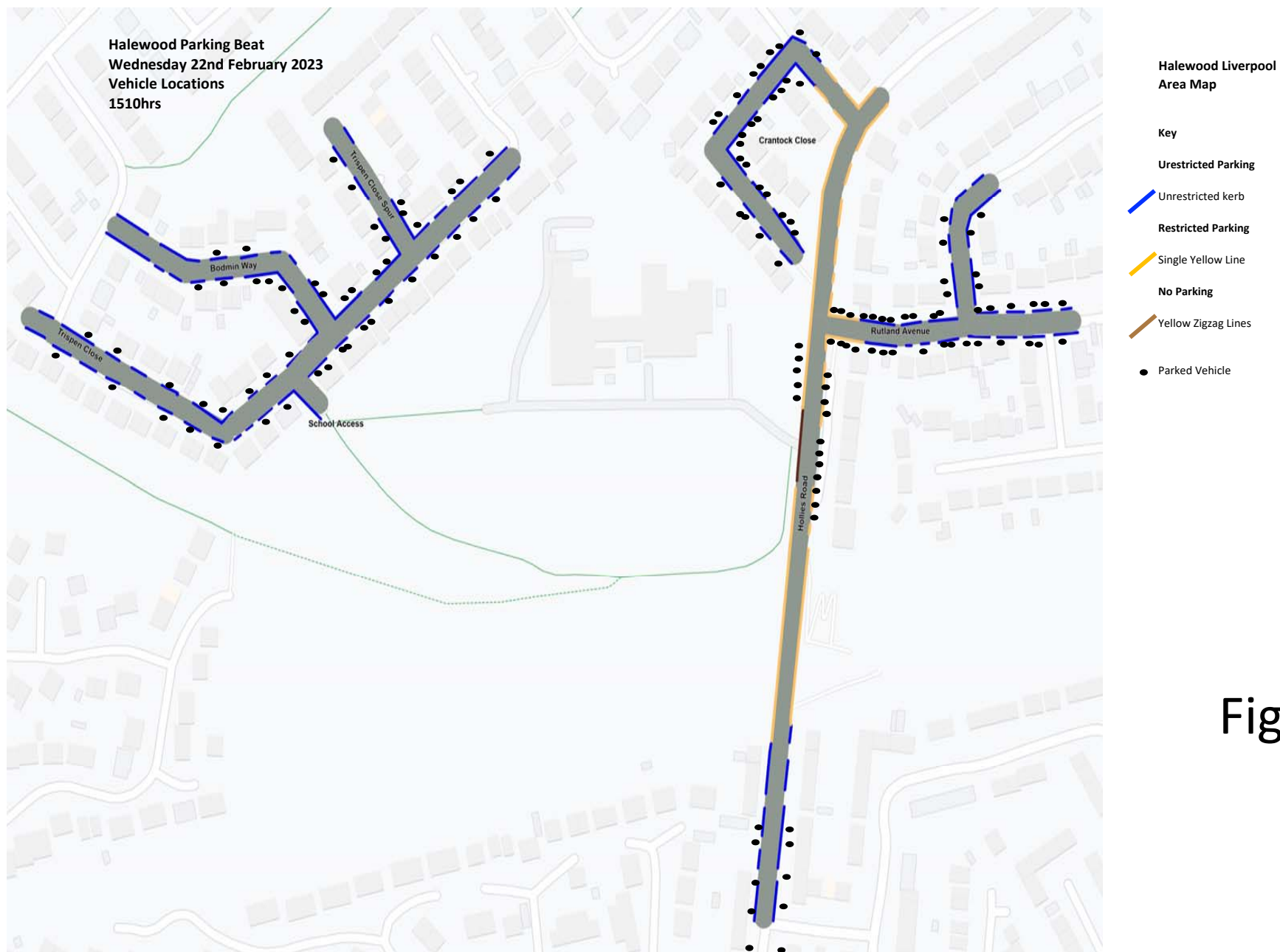


Fig. 20

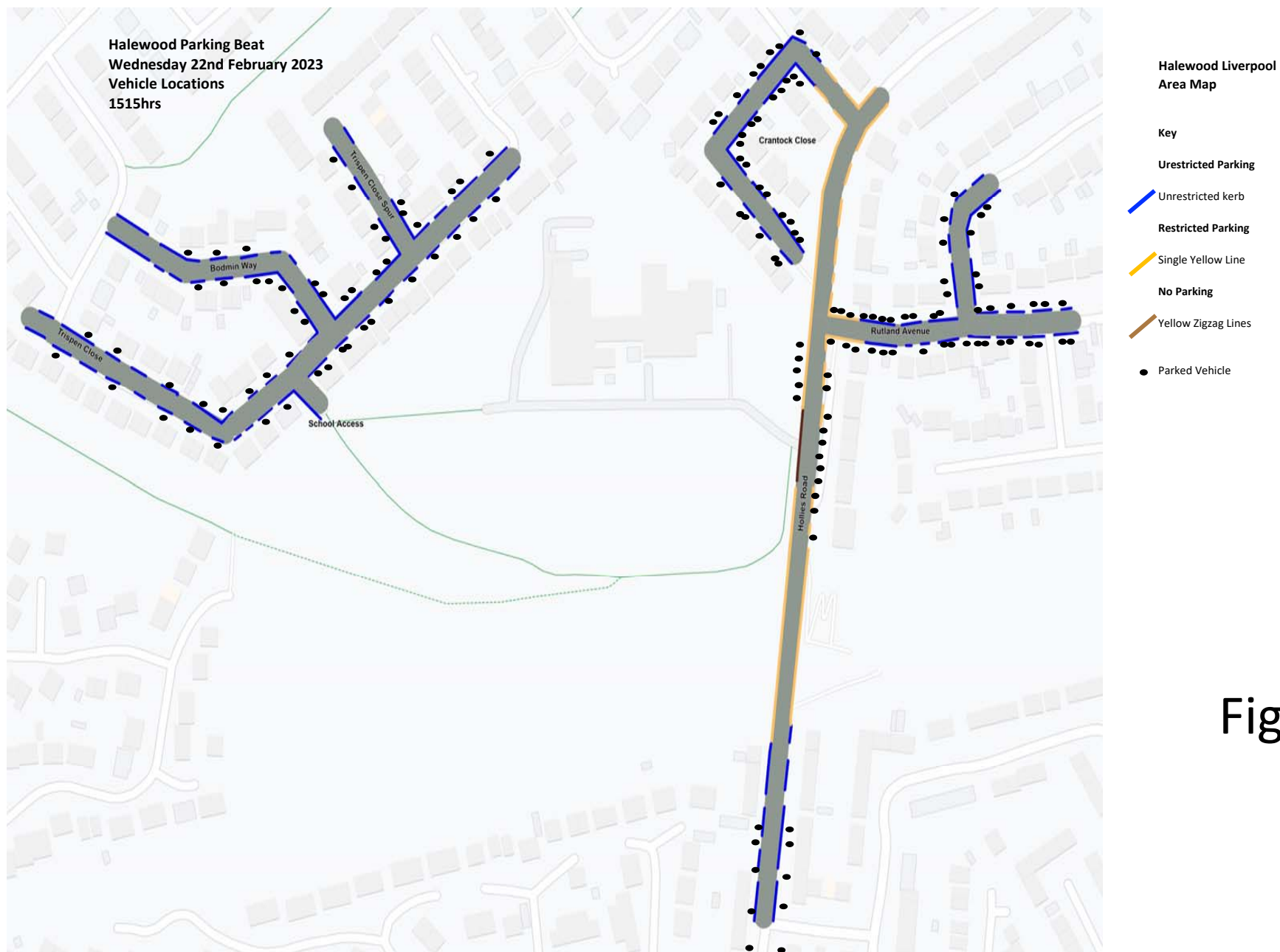


Fig. 21

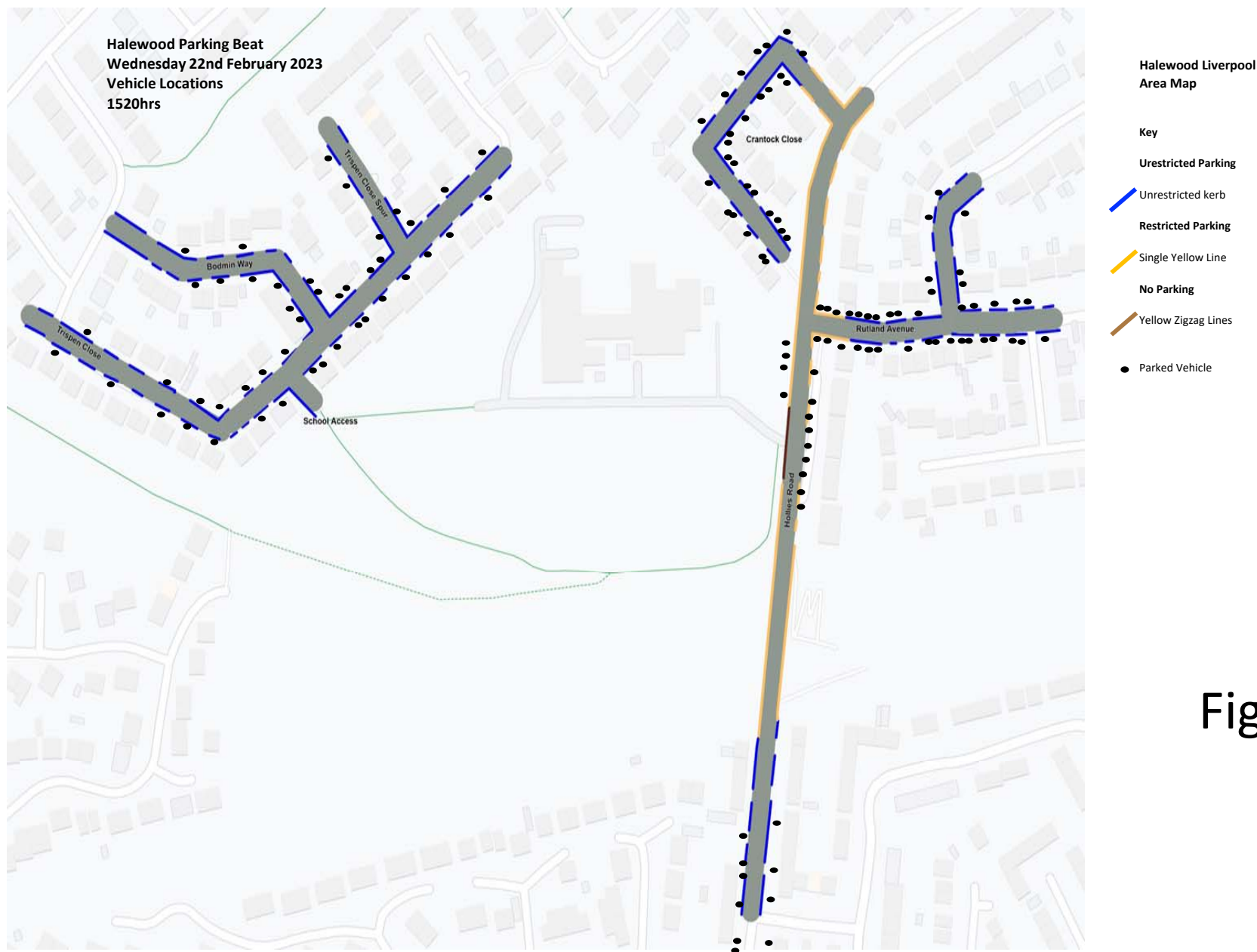


Fig. 22

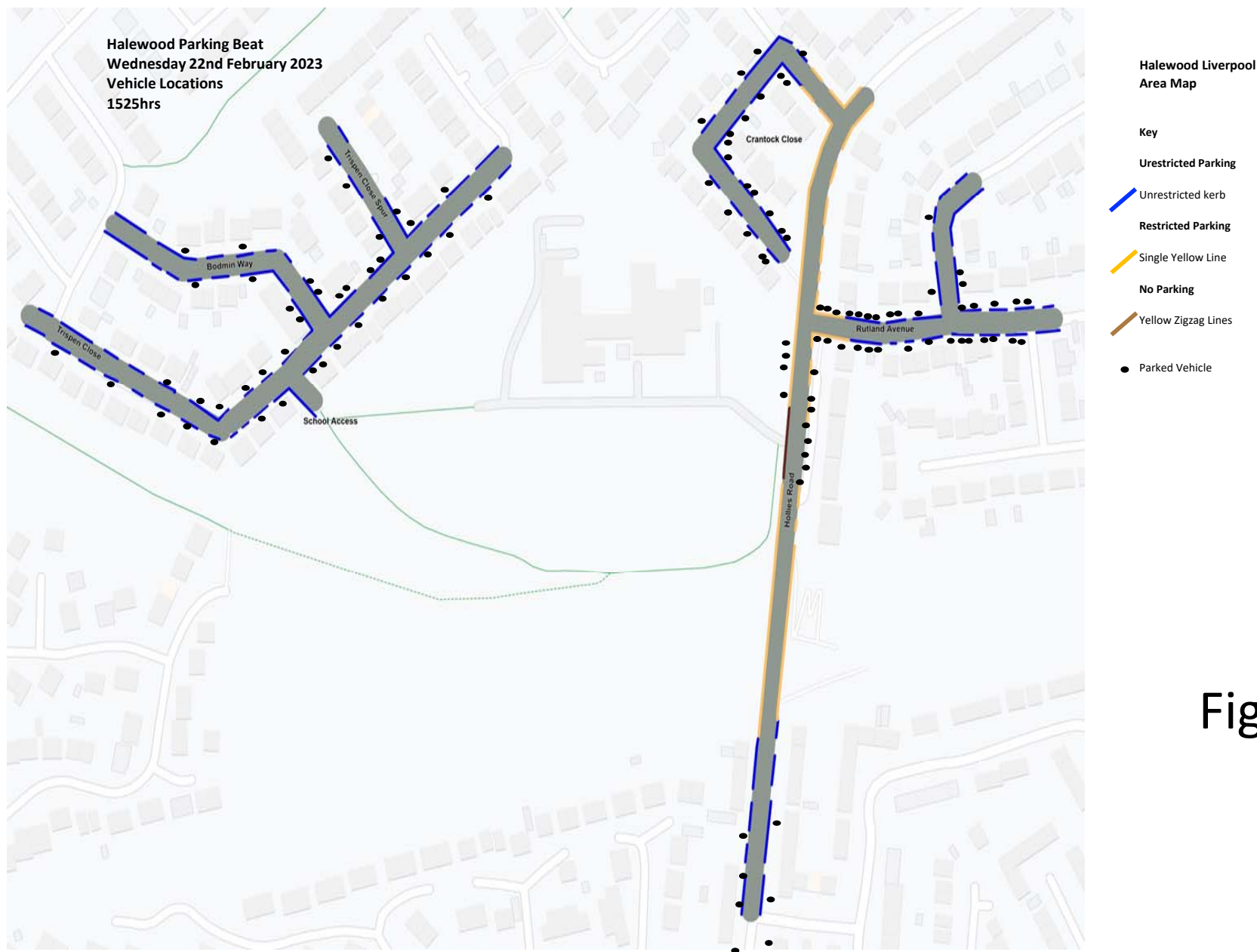


Fig. 23

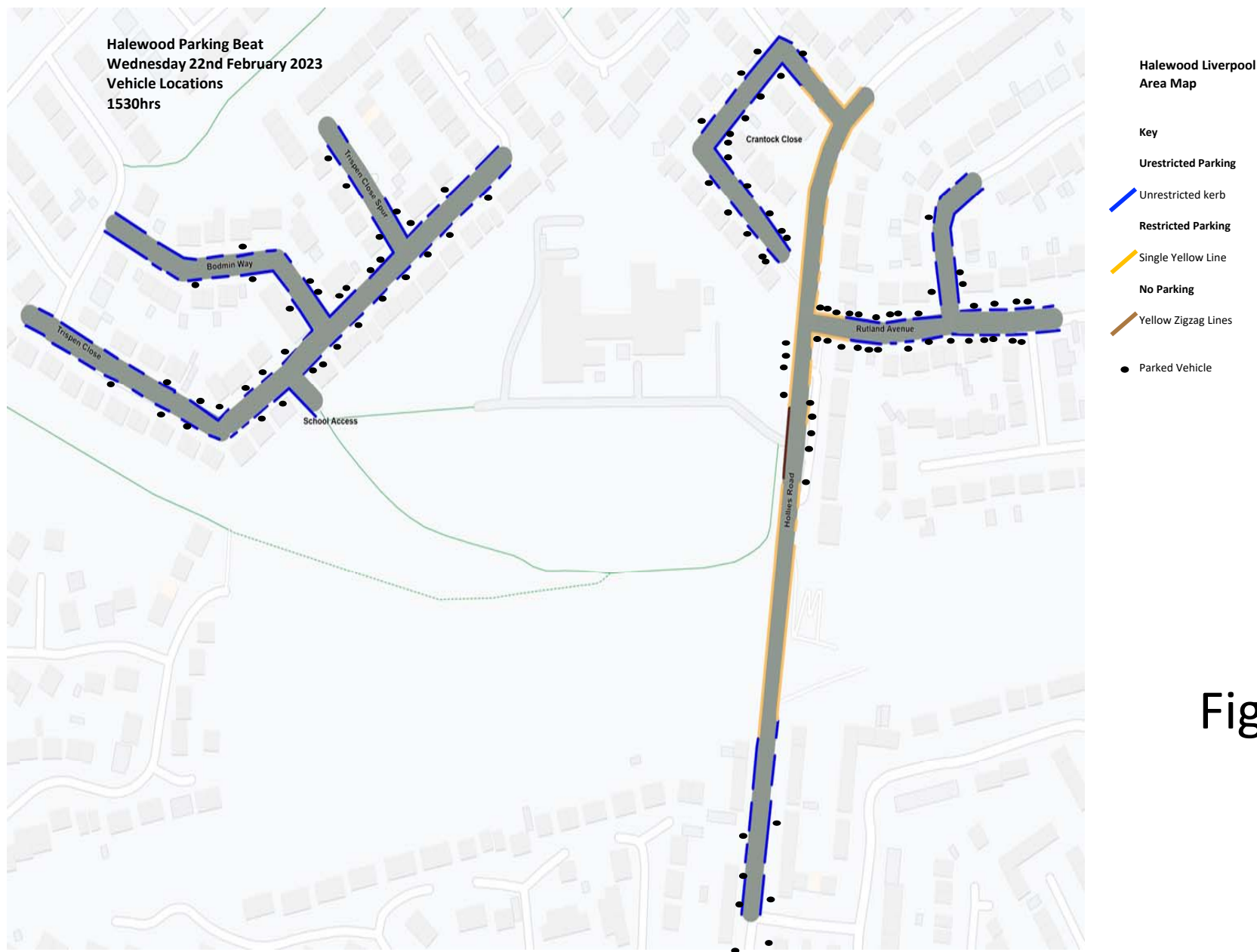


Fig. 24

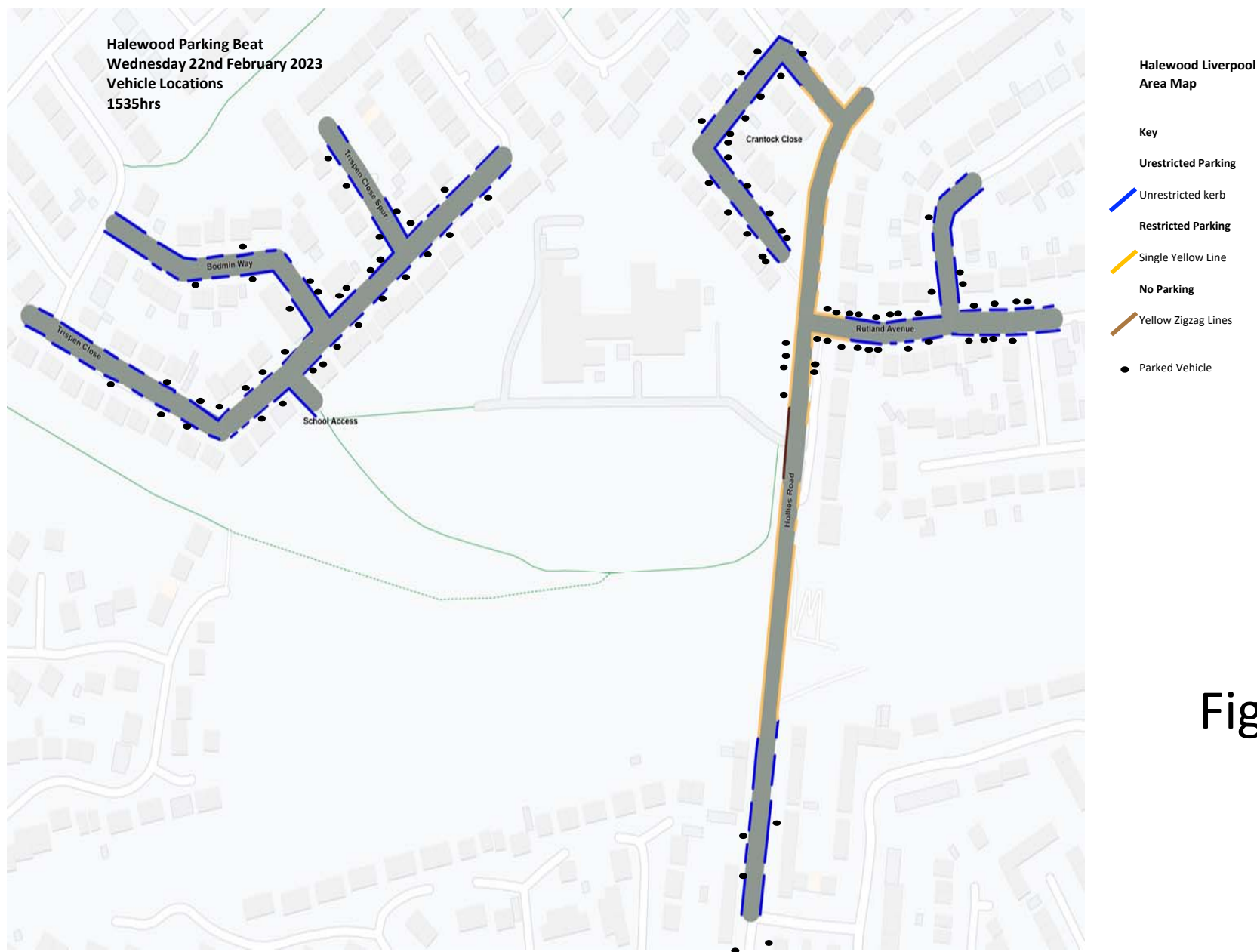


Fig. 25

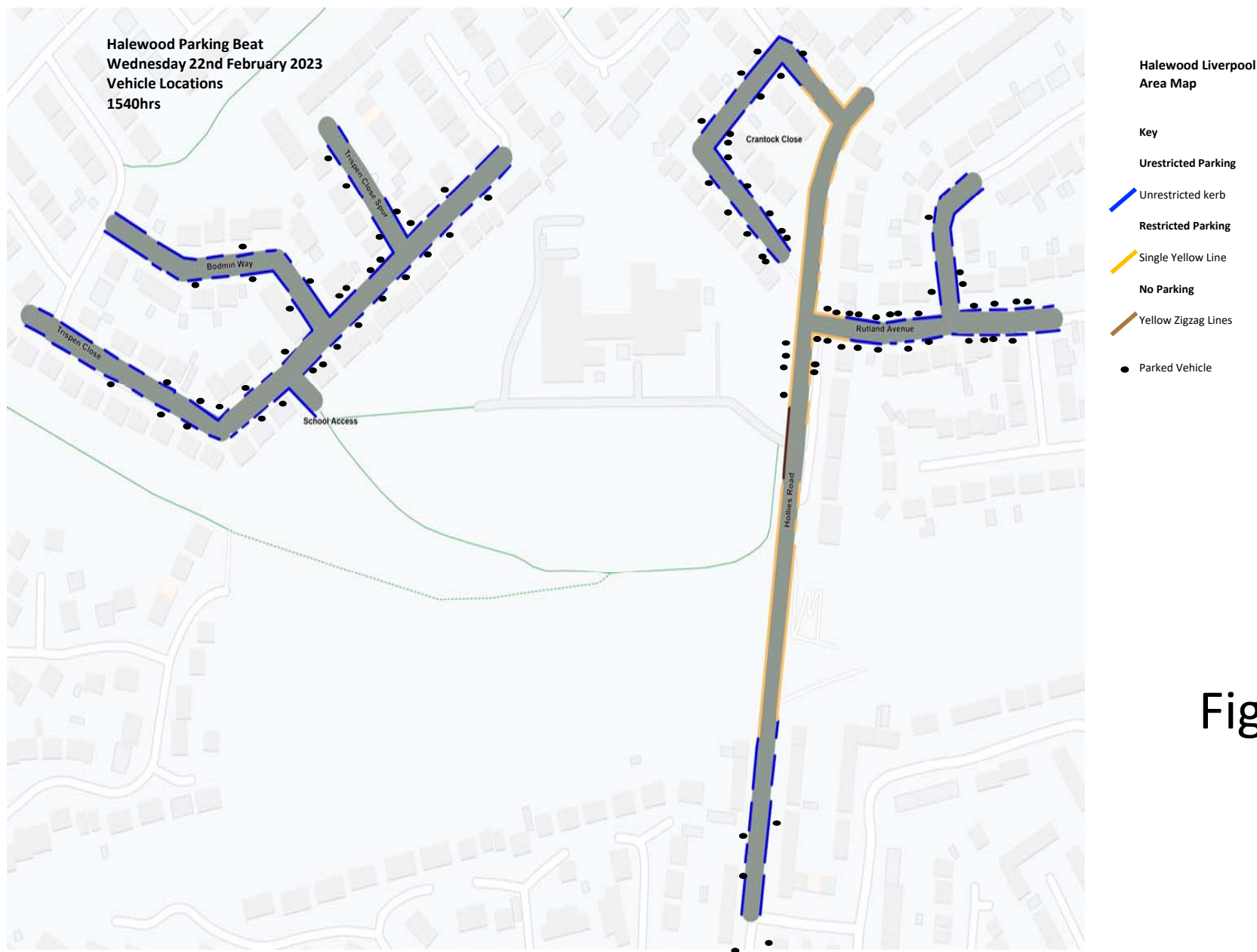


Fig. 26

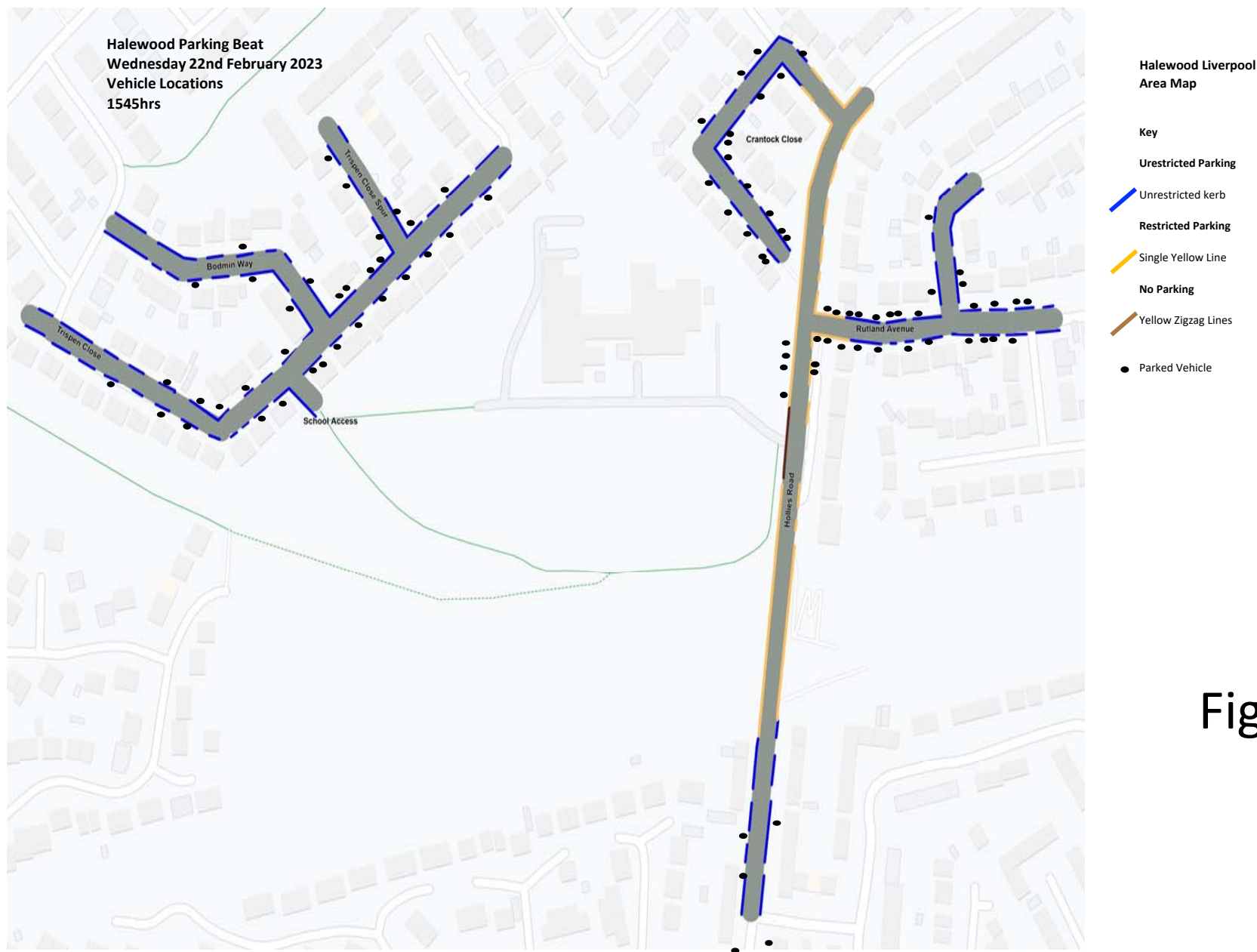


Fig. 27

[illegible][illegible][illegible]

Legal/Obstructive Parking																												
Location	Description	Wednesday 22nd February 2023						Wednesday 22nd February 2023						Wednesday 22nd February 2023						Wednesday 22nd February 2023								
		N/a	N/a	N/a	N/a	08:35	08:40	08:45	08:50	08:55	09:00	09:05	09:10	09:15	14:45	14:50	14:55	15:00	15:05	15:10	15:15	15:20	15:25	15:30	15:35	15:40	15:45	
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
		0	0	0	0	2	0	3	3	5	5	5	5	5	6	6	5	5	5	5	5	5	4	4	4	4	6	6
Hollies Road	Single Yellow	0	0	0	0	6	6	6	5	5	5	6	6	4	4	6	6	7	7	6	6	6	6	5	5	5	5	
Rutland Avenue	Single Yellow	0	0	0	0	8	6	9	8	10	10	11	11	11	10	10	11	11	12	12	11	10	10	10	11	11	11	
Total		0	0	0	0	8	6	9	8	10	10	11	11	11	10	10	11	11	12	12	11	10	10	10	11	11	11	

Fig.28

APPENDIX D

MASA

Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 800m of a district or local centre (see Accessibility Maps) OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	This is an extension to an existing school located within an existing high density residential area.
		No	0		
Internal layout	Does ‘circulation’ and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1	Internal layout provides footways throughout the site
		No	0		
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	Yes	-1	1	Footways are provided adjacent all the surrounding roads. Formal and informal crossing points are provided at appropriate locations.
		No	1		
	Total Score			4	
	Minimum score required			4	

Comments or action needed to correct any shortfall

N/A

Access by Cycle			Points	Score	Justification for Scoring
Location	<u>Residential Development</u> : Is the site within 1500m of a district or local centre (see Accessibility Maps) Or <u>Non-residential development</u> : Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	The school is located within Halewood. Density is >30dph as per Map 3
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1	1	Segregated cycle route provided within the site.
		No	0		
External Access	Is the development within 400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route, or develop a route.	Yes	1	1	Trans Penning Trail located within 400m of the school
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Showers & lockers provided
		No	0		
	Total Score			5	
	Minimum score required			5	
Comments or action needed to correct any shortfall					
N/A					

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	2	Existing bus stops on Hollies Road outside of the school entrance.
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	1	Direct footways provided to bus stops on Hollies Road
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	Bus stops on Hollis Road provide access to a number of services. Also Halewood rail station provides access to a number of rail services
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1		
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1		
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1		
		No	0		
	Total Score			5	
	Minimum score required			6	
Comments or action needed to correct any shortfall					
N/A					

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Parking			Points	Score	Justification for Scoring
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	Parking provision does not exceed Council's maximum standards
		No	0		
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2		
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	N/A	
		No	0		
	Does it support the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1		
		No	0		
		Total Score			1
	Minimum score required			1	

Comments or action needed to correct any shortfall.

N/A