

Merseyside Dog Rehoming Centre

Transport Statement

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TM/SC/25081-01 Transport Statement

26th July 2023

Prepared by:

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Prepared For:

Dogs Trust

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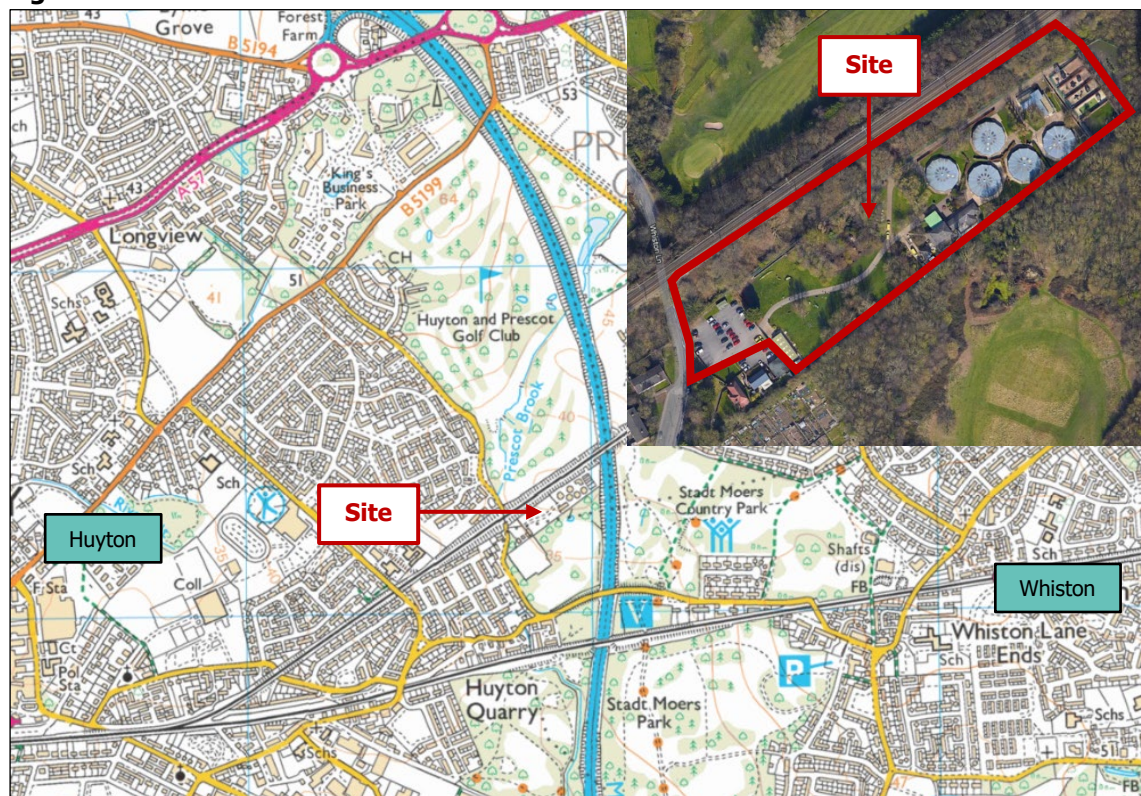


1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by DTA on behalf of the applicant, Dogs Trust, to consider the transport implications of a planning application for the proposed redevelopment of Merseyside Dogs Trust, Huyton, L36 6HP.
- 1.1.2 The Merseyside Centre has been part of the Dogs Trust portfolio for many decades. However, the centre is now coming to a point where its facilities are in need of upgrading, to bring it in line with its more advanced and modern sister centres. This will ensure that the level of care and welfare for the dogs, and staff alike are up to their consistent standards provided elsewhere within the UK.
- 1.1.3 **Figure 1** indicates the location of the site, with the proposed site layout plan contained within **Appendix A**.

Figure 1: Site Location





- 1.1.4 The TS has been prepared in line with guidance as set out in the Knowsley Metropolitan Borough Council's (KMBC) Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel', and national guidance as detailed in the National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG),
- 1.1.5 This report aims to advise the Local Highway Authority, KMBC the transport characteristics of the development site and surrounding area, and to examine the likely transport implications of the proposed development.
- 1.1.6 The report concludes that the proposed redevelopment can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed.
- 1.2 **Report Structure**
- 1.2.1 Following this introduction, the remainder of the report is structured as follows:
- Chapter 2** describes the site; including the accessibility of the site using sustainable modes of travel such as walking, cycling and public transport;
- Chapter 3** defines the development proposals including the proposed access, servicing and car parking arrangements;
- Chapter 4** establishes the vehicle trips generated by the proposed development and the impact on the local highway network; and
- Chapter 5** provides summary and conclusions to this TS derived from the analysis presented in the above chapters.



2.0 EXISTING CONDITIONS

2.1 Planning History

2.1.1 Planning permission was first granted in the late 1990's for the construction of enlarged kennels with an associated administration/ office building.

2.1.2 Subsequent to the above, a series of applications have allowed for improvements to the rehoming centre and facilities within it, which includes a covered exercise run (05/00780/FUL), a two storey side extension (09/00184/FUL), and more recently a single storey extension (14/00379/FUL).

2.2 Site Location and Surrounding Area

2.2.1 The site comprises approximately 2.59Ha and is located off Whiston Lane, which falls to the immediate east of the Huyton Settlement Boundary.

2.2.2 In terms of the wider context, the site is approximately 6km south of Knowsley and around 11km east of Liverpool. The site is broadly rectangular in shape and the existing access to the site is from Whiston Lane to the east.

2.2.3 The site lies in an established residential area with a mix of leisure, community and industrial buildings close by, and is flanked to the immediate north by a railway line and to the east by the M57 motorway. Allotments are located to the south, with the western boundary formed by Whiston Lane.

2.3 Current Site Use

2.2.4 The site is brownfield in nature and consists of a Dogs Trust Rehoming Centre. The current site includes a number of existing buildings and levels of hard surfacing.

2.4 Highway Network

2.4.1 The site benefits from highway frontage over a length of Whiston Lane. Whiston Lane is a classified road (C category) with a local distributor function and is subject to a 30mph speed limit. Whiston Lane connects to Huyton Lane (B5199) to the north of the site and



Wood Lane/Pottery Lane to the south. Whiston Lane passes beneath a railway line just to the north of the site, the bridge has a 4.5m height restriction.

2.4.2 The western side of Whiston Lane is residential in character. Whiston Lane is around 5.5m wide along the site frontage, widening to the north beyond the railway line. Footways are present along the western edge of the carriageway in the vicinity of the site, with the section opposite the site frontage being typically 1.5m wide. This narrows immediately north of the railway bridge prior to widening again to around 1.5m-2m along the residential frontage.

2.5 Traffic Survey Data

2.5.1 In order to establish the current traffic levels and vehicle speeds on Whiston Lane, an Automated Traffic Count (ATC) was undertaken over seven consecutive days starting Tuesday 4th April 2023. The location of the ATC is shown in **Figure 2**, with the results of the survey summarised in **Table 1**. The full survey results are contained within **Appendix B**.

Figure 2: ATC Location





Table 1: ATC Summary (Weekday Average)

	Whiston Lane	
	Northbound	Southbound
85%ile Vehicle Speed	33 mph	33 mph
Mean Vehicle Speed	29 mph	29 mph
AM Peak	151	198
PM Peak	173	196
Daily Flow (24hr)	1984	2459
HGV %	1%	1%
Visibility Splay	50m	50m

2.5.2 Information obtained from the ATC shows that during the network peak periods (08:00-09:00 and 17:00-18:00), an average of around 350 two-way vehicle movements were recorded. This level of traffic is well within the capacity of the existing road and raises no issues with respect to the existing volume of traffic on the local highway network.

2.5.3 The speed survey show that traffic speeds are within the range expected for the established speed limit on Whiston Lane.

2.6 Highway Safety

2.5.4 Personal Injury Collision (PIC) data for the local area been obtained from the CrashMap website for the most recent five-year period to 2021. Analysis has been undertaken to determine if there any trends in the types or location of the PICs on the local road network in the vicinity of the development site.

2.5.5 The review has indicated that that there have been no recorded collisions in the vicinity of the proposed site access. The nearest collisions were recorded some 200m north on Whiston Lane. Both collisions were recorded in 2018 and were 'slight' in severity. Neither collision involved a vulnerable road user (child/ pedestrian/ cyclist).

2.5.6 To the south, a single 'slight' collision was recorded in 2021. The records show that a number of vehicles were involved, which could suggest driver error.

2.5.7 From this analysis, it is clear that there are no identifiable highway safety issues within the local area that would warrant mitigation as part of the development proposals.



2.7 Pedestrian and Cycle Provision

- 2.7.1 The site is located within an established residential area and consequently served by a good quality pedestrian network. Pedestrian provision is generally of good condition with adequate width footways and street lighting present.
- 2.7.2 A footway is provided along the western side of Whiston Lane in the direct vicinity of the site. This continues south along the residential frontage, providing a safe route for people to walk from the site to the nearest bus stops as well as towards the town centre.
- 2.7.3 The streets surrounding the site are residential in character and provides a good basis to cycle to key areas of activity to the west of the site.
- 2.7.4 Given the above, it is concluded that there are good opportunities for travel by foot and cycle travel between the site and the surrounding areas.

2.8 Public Transport Facilities

Bus Services

- 2.8.1 The nearest set of bus stop to the site are located on Pottery Lane (WB)/ Wood Lane (EB), approximately 350m south of the site. Both stops comprise of a flag and pole with timetable information. The stops are served by routes 239 and 248. Stops are also located on York Road, around 400m north of the site, serving route 246 on an hourly basis.
- 2.8.2 A summary of bus services available from these stops is provided in **Table 2**.

Table 2: Local Bus Services

Bus Number	Stop Location	Route	Approximate Frequency	
			Monday – Saturday	Sunday
239	Wood/ Pottery Lane	Prescot to Broad Green	40 mins	No Service
248	Wood/ Pottery Lane	Huyton to Prescot	Three per day	No Service
246	York Road	Huyton Circular	60 mins	No Service



- 2.8.3 The above analysis shows that the proposed development site is well served by bus services, with bus stops accessible within a five minutes' walk of the site.

Rail Services

- 2.8.4 The closest railway station is Huyton Railway Station, approximately 3km west of the site. The station is well-connected to Liverpool, as well as Manchester and Wigan.

- 2.8.5 A summary of the rail services from Huyton Railway Station is outlined in **Table 3**.

Table 3: Summary of Rail Services: Huyton Rail Station

Destination	Typical Frequency	Approximate Journey Time
Liverpool	Five per hour	20 mins
Wigan	Two per hour	35 mins
Manchester	One per hour	45 mins

2.9 **Summary**

- 2.9.1 Overall, it is clear that the proposed development has good links to pedestrian and cycle facilities as well as connections to the public transport network.



3.0 DEVELOPMENT PROPOSALS

3.1 Description of Proposed Development

3.1.1 The proposed works include the demolition of the five existing parasol kennels, puppy block, line kennels and training barn building. These will be replaced with a new rehoming building with annexed training barn closer to the existing car park, as well as new intake and booked kennel blocks. A new vet & puppy block is also proposed to be built off the existing reception and office block. All new proposed buildings will be provided with state of the art exercise paddocks, alongside proposals to provide yearlong accessible lead walking paths, and reshaping of existing mounds and fields.

3.1.2 The proposed site layout is attached at **Appendix A**.

3.2 Access

3.2.1 It is proposed that the site will be accessed from Whiston Lane by means of a new simple priority junction supplemented with a 1.5m wide footway on the northern side, as shown on the site layout plan. The new access would be located some 20m north of the existing access; enabling improved visibility. The existing access will be made redundant and subsequently closed.

3.2.2 The location of the access has been determined following the traffic speed survey and allows for visibility splays of 2.4m x 50m in both directions as required by the average 85th percentile speeds of 34mph, therefore providing a betterment over the existing situation.

3.3 Servicing/ Deliveries

3.3.1 A once weekly refuse collection will be undertaken from within the site. Swept path analysis of the layout, has been undertaken for a large refuse vehicle and is shown on the site plan. This demonstrates that the refuse vehicle can enter the site, turn around and exit the site in forward gear.

3.3.2 Deliveries will generally be undertaken by smaller delivery vehicles within the site.



3.4 **Parking Provision**

Car

- 3.4.1 The car parking provision that is proposed is based on need. The applicant has confirmed that the existing site occasionally experiences minor overspill of parking, with the overspill vehicles parking within the site on grassed areas. In order to better accommodate the demand, the development proposals will result in a marginal increase in parking on site from the current 43 to 55 (38 visitor and 17 staff) across two parking compounds, as shown on the site layout plan.
- 3.4.2 The site also proposes electric vehicle (EV) charging facilities for four of the total spaces, with an additional 20% designed to accommodate passive provision to future proof additional provision.
- 3.4.1 Accessible spaces (four) will also be provided and located in the main car park on entrance to the site.

Cycle

- 3.4.2 Local cycle parking standards are contained within KMBC's Ensuring a Choice of Travel SPD. A review of the SPD reveals that the development does not fall within the categories set within the SPD.
- 3.4.3 In the absence of a category that sets cycle parking standards for the proposed development, the site layout will include cycle parking for six bikes, so that the option to cycle is available. This is in accordance with policies encouraging sustainable forms of transport.
- 3.4.4 The demand of the cycle parking facilities will be monitored during the process of the Travel Plan, with the number of cycle spaces increased accordingly, should it be required.

3.5 **Proposed Operation**

- 3.5.1 The site employs 41 members of staff, with the applicant confirming that there are typically 25 members of staff on site each day. Operational hours (weekdays and weekends) for the existing Trust Rehoming Centre are between 08:30 and 17:30. Mornings are taken up with cleaning routines, veterinary visits and exercise prior to the



centres opening to the public. Visiting times for the public are between 10:00 and 16:00.

3.5.2 The centre typically attracts around 20-30 visitors per day, which include volunteer, visiting public and other non-public visitor vehicles (veterinary medical supplies, food deliveries, refuse collection, external vet visits, Royal Mail, staff carrying out preadoption home visits)

3.6 Promoting Sustainable Travel

3.6.1 This report has demonstrated that the location of the site is such that staff will have opportunities to travel by sustainable modes – in particular by walking, cycling and public transport. A Workplace Travel Plan has been produced (DTA report reference 25081-02) to accompany the application, which sets out targets and measures for reducing car use. This TS should be read in conjunction with the Travel Plan.

4.0 TRAFFIC IMPACT

4.1.1 The existing vehicle movements associated with the facility were recorded in surveys undertaken on Thursday 27th and Saturday 29th April 2023. The results of the surveys are provided in **Table 4**.

Table 4: Existing Situation- Staff/ Visitor Vehicular Trips

Time Period	Thursday 27 th April 2023		Saturday 29 th April 2023	
	In	Out	In	Out
0700-0800	1	1	0	0
0800-0900	18	0	19	0
0900-1000	6	0	7	0
1000-1100	0	0	2	0
1100-1200	4	0	6	2
1200-1300	8	4	10	6
1300-1400	11	8	18	10
1400-1500	6	11	15	18
1500-1600	3	6	11	15
1600-1700	0	7	1	18
1700-1800	0	20	0	19
1800-1900	0	0	0	0
Total	57	57	89	88



- 4.1.2 As shown above, the level of traffic generated by the existing facility is not significant with 114 two-way movements recorded on the Thursday and 177 two-way movements recorded on the Saturday. During the weekday peak periods, 18 vehicles arrived at the site in the morning peak and 20 vehicles departed the site in the evening peak.
- 4.1.3 No material change in traffic generation is forecast as a result of the planning application, with the forecast visitor and staff numbers remaining largely the same. Consequently, the redevelopment proposals would have a negligible impact on the operation of the local highway network.
- 4.1.4 It is proposed that a Construction Traffic Management Plan would be prepared for agreement with the local highway authority, to manage vehicle movements during the redevelopment of the site. This can be appropriately conditioned.

5.0 SUMMARY & CONCLUSIONS

- 5.1.1 This Transport Statement has been prepared to consider the transport implications of a planning application for the proposed redevelopment of Merseyside Dogs Trust, Huyton.
- 5.1.2 The proposal comprises of upgrading the existing site to bring it in line with its more advanced and modern sister centres. The proposed works include the demolition of existing parasol kennels, puppy block, line kennels and training barn building. These will be replaced with a new rehoming building, as well as new intake and booked kennel blocks. A new vet & puppy block is also proposed to be built off the existing reception and office block.
- 5.1.3 The key findings of the assessment can be summarised as follows:
- The application site benefits from good links to local active and sustainable transport modes;
 - A review of the latest personal injury collision data does not indicate any existing highway safety issues requiring mitigation;
 - The site access strategy includes a newly formed priority junction, north of the existing access, enabling improved visibility;
 - Car parking spaces on site will marginally increase- from 43 to 55 to better



accommodate existing demand;

- No material change in traffic generation is forecast as a result of the planning application, with the forecast visitor and staff numbers remaining largely the same. Consequently, the redevelopment proposals would have a negligible impact on the operation of the local highway network;
- A Construction Traffic Management Plan would be prepared for agreement with the local highway authority, to manage vehicle movements during the redevelopment of the site.
- A Travel Plan will be implemented in order to promote sustainable transport modes and reduce unnecessary car use.

5.1.4 Paragraph 111 of the NPPF states that: ‘...Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.’ This report has demonstrated that the impacts of the proposed development are not deemed severe.

5.1.5 Based on the information provided, it is concluded that there are therefore no transport reasons why the proposed redevelopment should not be granted planning permission.

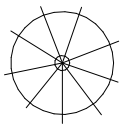
Appendix A
Site Layout Plans

KEY

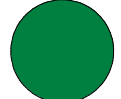
Refer to Landscape Architect drawings for exact specification.

- Brushed Finish Concrete.
- Artificial Grass
- Sand
- Grass / natural planting.
Refer to landscape plan for further detail.
- Hogging / gravel walking path.
Refer to landscape plan for further detail.
- Loose Gravel
Refer to landscape plan for further detail.
- Pedestrian Surface / Pavers
- Tactile Paving
- Road / Tarmac.
Details to be progressed during detailed design stage.
Refer to Civils for specification

V - Ditch. Refer to Civil Engineer's & Landscape Architect's layout.



Indicative tree location. Refer to Landscape Architect's layout.



Existing Tree location to be retained. Recommended action: No repair required.



Proposed Fire Hydrant Locations.

Boundary Treatments

- A Combination of below fence types used as boundary for dog exercise areas.
- 1 Type 2: 1.1m High timber fence with 0.9m weld mesh & weld mesh cranked top.
Note: No cranked top required when depicted by light green
- 2 Type 3: 2m High weld mesh fence with weld mesh cranked top.
- B Existing 2m High weld mesh fence
- C 2m High weld mesh fence with 100x150mm timber posts. (Note: No crank top required)

A1

This drawing must not be scaled.
Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:		Chk'd:
A	Combined Booked & TBA building split into two separate buildings - JS	10.03.23
B	Site plan amended following development of buildings. Additional grass areas indicated on plan-JS	22.03.23
C	Site plan amended to vehicle tracking feedback. Proposed Fire Hydrant locations shown - JS	29.03.23
D	Entrance courtyard amended following design development - JS	21.04.23
E	Boundary treatments indicated on site plan. Drop off size increased to accommodate large vehicle turning circle. Paved walkway shown to front entrance. New swale locations indicated - JS	14.06.23
F	Bike store noted on site plan. Accessible parking space introduced into secondary staff car park - JS	16.06.23

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STATUS
S2 - Issued for Information

Contract: Dogs Trust
Merseyside Rehoming Centre
Title: Site Plan

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PDA Job No: 22013	
PDA - EX - 00 - GA - A - (90) 9000	REV F
ORIGINATOR	VOLUME
LEVEL	TYPE
ROLE	NUMBER

Scale: 1 : 500
Date: 07.03.23
Drawn: JS
Checked: OSRH

Appendix B

ATC Data

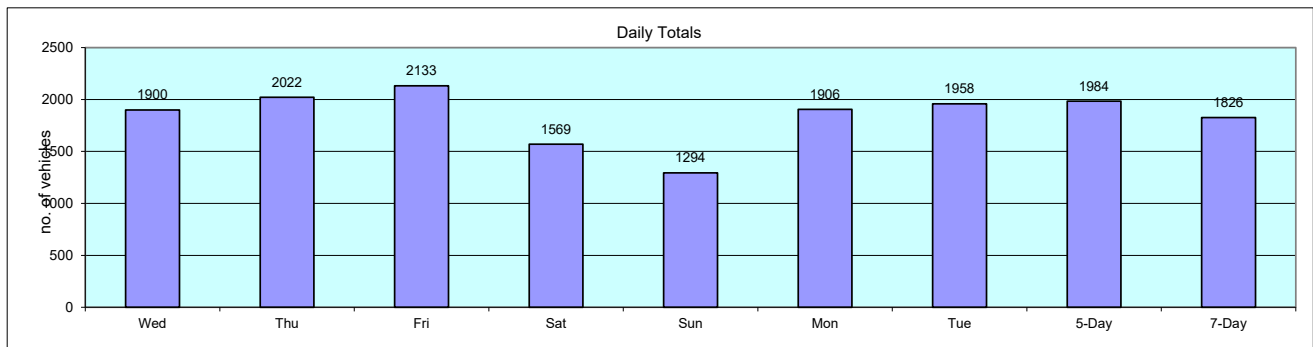
180A Whiston Ln, Huyton, Whiston, Liverpool L36 6HN, UK

☉ 337°NW (T) • 53.414919, -2.817486 ±8 m ▲ 76 m

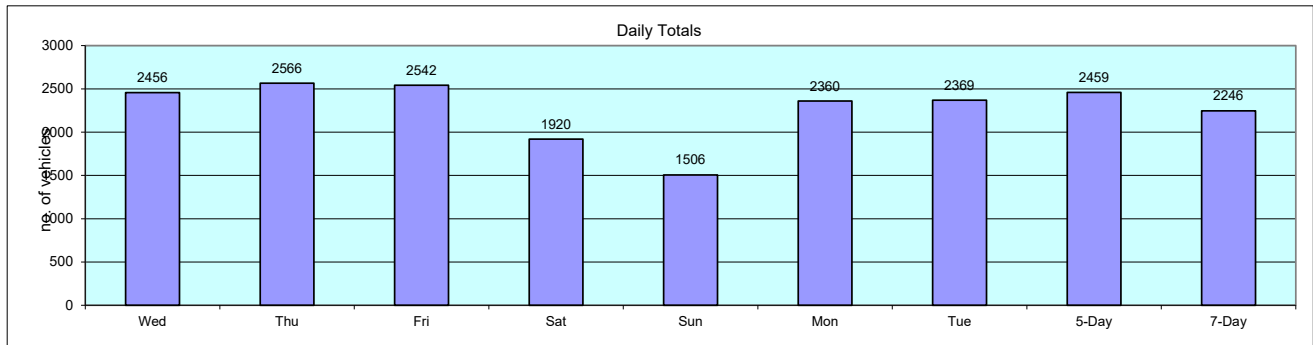


12205		HUYTON									
		APRIL 2023				Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date							
Site No: 12205001	Whiston Lane, Huyton (N of Dogs Trust) 53.415028, -2.817510	Channel: Northbound	Wed 29-Mar-23	Tue 04-Apr-23	30	12782	1984	1826	33.3	28.5	
		Channel: Southbound	Wed 29-Mar-23	Tue 04-Apr-23		15719	2459	2246	33.5	28.8	

12205	HUYTON			Site No: 12205001	Location	Whiston Lane, Huyton (N of Dogs Trust)			
	Channel: Northbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	29/03/2023	30/03/23	31/03/23	01/04/23	02/04/23	03/04/23	04/04/23	Av	Av
Week Begin: 29-Mar-23									
00:00	11	8	5	16	20	9	7	8	11
01:00	3	3	4	18	10	6	8	5	7
02:00	4	3	4	7	6	4	1	3	4
03:00	4	3	3	2	2	1	2	3	2
04:00	2	5	4	4	9	4	1	3	4
05:00	15	15	8	9	8	10	10	12	11
06:00	27	24	32	12	12	35	34	30	25
07:00	116	104	114	35	16	118	101	111	86
08:00	168	174	172	74	30	118	122	151	123
09:00	125	125	107	79	47	103	109	114	99
10:00	92	102	113	139	93	101	103	102	106
11:00	97	98	132	133	96	114	121	112	113
12:00	117	109	144	134	103	146	137	131	127
13:00	121	126	153	129	111	124	137	132	129
14:00	124	138	181	120	108	118	132	139	132
15:00	159	165	178	96	127	136	187	165	150
16:00	166	189	177	122	102	199	159	178	159
17:00	171	186	155	116	104	176	179	173	155
18:00	117	135	143	85	77	120	148	133	118
19:00	101	120	108	84	90	114	120	113	105
20:00	66	93	74	72	58	72	56	72	70
21:00	48	57	72	42	38	51	44	54	50
22:00	29	29	29	28	20	20	30	27	26
23:00	17	11	21	13	7	7	10	13	12
12H,7-19	1573	1651	1769	1262	1014	1573	1635	1640	1497
16H,6-22	1815	1945	2055	1472	1212	1845	1889	1910	1748
18H,6-24	1861	1985	2105	1513	1239	1872	1929	1950	1786
24H,0-24	1900	2022	2133	1569	1294	1906	1958	1984	1826
Am	08:00	08:00	08:00	10:00	11:00	08:00	08:00		
Peak	168	174	172	139	96	118	122		
Pm	17:00	16:00	14:00	12:00	15:00	16:00	15:00		
Peak	171	189	181	134	127	199	187		



12205	HUYTON			Site No: 12205001		Location		Whiston Lane, Huyton (N of Dogs Trust)	
Channel: Southbound									
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	29/03/2023	30/03/23	31/03/23	01/04/23	02/04/23	03/04/23	04/04/23	Av	Av
Week Begin: 29-Mar-23									
00:00	9	8	9	16	14	7	7	8	10
01:00	4	6	2	14	11	7	4	5	7
02:00	1	0	5	7	6	4	7	3	4
03:00	1	1	1	5	5	2	2	1	2
04:00	3	1	2	10	7	4	2	2	4
05:00	23	24	24	5	6	15	22	22	17
06:00	50	48	46	19	12	48	46	48	38
07:00	155	156	132	37	20	153	143	148	114
08:00	222	242	233	89	45	151	140	198	160
09:00	133	134	135	100	53	120	119	128	113
10:00	128	118	131	145	107	106	127	122	123
11:00	145	137	143	170	96	146	142	143	140
12:00	158	144	184	176	135	163	159	162	160
13:00	164	177	202	159	155	161	156	172	168
14:00	187	190	180	164	132	155	189	180	171
15:00	220	213	224	156	141	204	193	211	193
16:00	217	239	201	149	130	237	233	225	201
17:00	193	193	196	124	111	202	195	196	173
18:00	166	203	152	112	106	158	170	170	152
19:00	117	132	121	79	78	141	142	131	116
20:00	72	100	95	68	60	77	64	82	77
21:00	40	62	54	65	38	46	55	51	51
22:00	29	22	43	30	22	39	35	34	31
23:00	19	16	27	21	16	14	17	19	19
12H,7-19	2088	2146	2113	1581	1231	1956	1966	2054	1869
16H,6-22	2367	2488	2429	1812	1419	2268	2273	2365	2151
18H,6-24	2415	2526	2499	1863	1457	2321	2325	2417	2201
24H,0-24	2456	2566	2542	1920	1506	2360	2369	2459	2246
Am	08:00	08:00	08:00	11:00	10:00	07:00	07:00		
Peak	222	242	233	170	107	153	143		
Pm	15:00	16:00	15:00	12:00	13:00	16:00	16:00		
Peak	220	239	224	176	155	237	233		





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