

Project Land Bounded by Villiers Road and Penrhyn Road,
Knowsley Business Park, Knowsley

Technical Note

LPA Ref 22/00163/FUL

From Roy Kong

Date 22 June 2022

Project No. 24158402

Response to Knowsley Highways -2

Background

1. This technical note responds to further Knowsley Council Highways team comments received on 21 June 2022 through Mark Quinn.
2. The comments are quoted below.

"The previous highway consultation response outlined the fact that a sensitivity test would be required to examine the impacts of the development if it were to be used exclusively for B2. It is noted that the applicant and transport consultant think this situation to be unlikely, however, they also state that the end user is not known and therefore it is quite reasonable to request the impact of the potential development to be considered. The sensitivity test, for an exclusive B2 use should be presented to the highways authority for consideration.

Furthermore, the Steer Highways Technical Note appears to misunderstand the implications of the MTW data used. For clarity, the mode share used, which is derived from the Census MTW data is not sufficiently robust as it uses the car ownership levels of the Knowsley MSOA in which the site is located. Kirkby has a particularly low car ownership, and therefore to use this, when in fact staff will be drawn from a much wider area, will clearly lead to a misrepresentation of the number of vehicles which will be attracted to the site. New, more representative mode splits should be used in the sensitivity test discussed in the paragraph above."

Response

We have addressed the comments provided with a sensitivity test carried out with two major variables changed compared to our original Transport Assessment.

- Assuming 100% B2 use; and
- Using the census data for the England 'North West' region which represent a wider catchment area (with higher car travel mode share).

Table 1 shows the mode share comparison between Knowsley and 'North West'

Table 2 shows the original forecast total person trip generation by mode split (Same as Table 5.4 in the Transport Assessment).

Table 3 shows the forecast total person trip generation by mode split using the sensitivity test results.

Table 4 shows the net difference between the original TA analysis and the sensitivity test.

The sensitivity test shows +117 difference in total daily (16 hours) person trips and +99 difference in daily (16 hours) vehicle trips compared to the original forecast.

The forecast peak hourly 2-way vehicle trips generated from the development under the sensitivity test are still low (18 in AM Peak hour and 17 in PM Peak Hour). The results equate to under 1 trip per 3 mins

generated by the development which would not be perceptible once trips are distributed to the surrounding highway network.

Therefore, it is not considered necessary to carry out any off-site highway capacity assessments and has no noticeable impacts upon the surrounding highway network.

Table 1: Mode Share

Journey to Work Travel Mode	TA (Mainly Knowsley)	Sensitivity Test (North West)
Underground, metro, light rail, tram	0.2%	0.7%
Train	4.2%	2.9%
Bus, minibus or coach	11.0%	8.7%
Taxi	2.7%	0.9%
Motorcycle, scooter or moped	0.4%	0.6%
Driving a car or van	56.3%	65.5%
Passenger in a car or van	8.9%	6.4%
Bicycle	2.1%	2.3%
On foot	13.7%	11.4%
Other method of travel to work	0.5%	0.6%
Total	100%	100%

Table 2: (Transport Assessment Table 5.4) Forecast Total Person Trip Generation by Mode of Transport

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (05:00-21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Metro, Light Rail, Tram	0	0	0	0	0	0	0	0	0
Train	1	0	1	0	1	1	5	5	10
Bus, Minibus, Coach	2	1	3	1	1	2	14	14	28
Taxi	1	0	1	0	0	0	3	3	6
Motorcycle, Scooter, Moped	0	0	0	0	0	0	1	1	2
Driving a Car or Van	9	3	12	4	7	11	72	72	144
Passenger in a Car or Van	1	1	2	1	1	2	11	11	22
Bicycle	0	0	0	0	0	0	3	3	6
On Foot	2	1	3	1	2	3	17	17	34
Other Method of Travel to Work	0	0	0	0	0	0	1	1	2
Total	16	6	22	7	12	19	127	127	254

Table 3: (Sensitivity Test) Forecast Total Person Trip Generation by Mode of Transport

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (05:00-21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Metro, Light Rail, Tram	0	0	0	0	0	0	1	1	2
Train	1	0	1	0	1	1	5	5	11
Bus, Minibus, Coach	2	1	2	1	2	2	16	16	32
Taxi	0	0	0	0	0	0	2	2	3
Motorcycle, Scooter, Moped	0	0	0	0	0	0	1	1	2
Driving a Car or Van	13	5	18	4	13	17	124	120	243
Passenger in a Car or Van	1	1	2	0	1	2	12	12	24
Bicycle	0	0	1	0	0	1	4	4	8
On Foot	2	1	3	1	2	3	22	21	42
Other Method of Travel to Work	0	0	0	0	0	0	1	1	2
Total	20	8	28	7	20	26	189	183	371

Table 4: (Net difference) Forecast Total Person Trip Generation by Mode of Transport

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (05:00-21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Metro, Light Rail, Tram	0	0	0	0	0	0	1	1	2
Train	0	0	0	0	0	0	0	0	1
Bus, Minibus, Coach	0	0	-1	0	1	0	2	2	4
Taxi	-1	0	-1	0	0	0	-1	-1	-3
Motorcycle, Scooter, Moped	0	0	0	0	0	0	0	0	0
Driving a Car or Van	4	2	6	0	6	6	52	48	99
Passenger in a Car or Van	0	0	0	-1	0	0	1	1	2
Bicycle	0	0	1	0	0	1	1	1	2
On Foot	0	0	0	0	0	0	5	4	8
Other Method of Travel to Work	0	0	0	0	0	0	0	0	0
Total	4	2	6	0	8	7	62	56	117