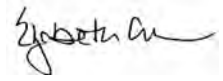
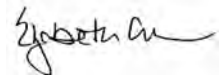


**Land Adjacent to Lakeside School, Knowsley
Proposed Secondary School
Transport Statement**

April 2021 (Initial Issue)

**Prepared on behalf of
Witherslack Group Ltd**

Quality Management

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1. Introduction

1.1 INTRODUCTION

1.1.1 This Transport Statement (TS) has been prepared by Optima Highways and Transportation Consultancy Ltd (Optima) on behalf of Witherslack Group Ltd to consider the highways and transportation matters associated with the proposals to erect a Special Educational Needs (SEN) Secondary School on land adjacent to Lakeside School, Knowsley. Lakeside School is also currently operated by Witherslack Group Ltd as a SEN Primary School.

1.1.2 The Site lies within the administrative area of Knowsley Metropolitan Borough Council (KMBC) which, as a unitary authority, has responsibilities for both planning and highway matters. However, it should be noted that Naylor's Road, from which the Site takes access, falls under the jurisdiction of Liverpool City Council.

1.1.3 The Site in the local context is shown in Image 1.1 and on Figure 1.

Image 1.1 Site Location



1.2 PLANNING HISTORY

1.2.1 In 2016, an outline planning application for the erection of up to 18 residential dwellings (ref. 16/00082/OUT) was refused permission. In relation to highways the application was refused on grounds of deficient visibility, as the requested 4.5m x 90m visibility splays could not be achieved in both directions at the access. KMBC had requested that visibility standards from Design Manual for Roads and Bridges (DMRB) be applied on that basis that vehicle speeds were in excess of the 30mph speed limit along the frontage.

1.2.2 The refusal to grant outline planning permission was subsequently appealed (ref. APP/V4305/W/17/3171169). The original decision was overturned and outline permission granted in October 2017 for up to 18 residential dwellings. Regarding the issue of deficient visibility raised by KMBC, the Inspector deemed it appropriate to apply 2.4m x 43m visibility splays based on the



application of Manual for Streets (MfS) standards, as opposed to the initial 4.5m x 90m dimensions requested by KMBC, in accordance with DMRB.

1.2.3 The application of MfS visibility standards was deemed to be appropriate for the 30mph speed limit on Naylor's Road, with the Inspector also noting that the access is located on the outside of a bend, meaning that maximum achievable visibility, at a setback of 2.4m, is in practice much greater than the required 43m.

1.2.4 Whilst acknowledging that speeds maybe higher than 30mph, the Inspector considered that the narrowing and curved configuration of Naylor's Road along the Site frontage would serve to restrain vehicle speeds, as drivers would generally seek to exercise due caution.

1.3 PRE-APPLICATION ADVICE AND SCOPE OF REPORT

1.3.1 Pre-application advice relating to the current proposals has been received from KMBC (ref. 19/00064/PREAPP), dated 15/04/20. Regarding highways, the advice refers to KMBC's Supplementary Planning Document (SPD) – Ensuring a Choice of Travel, adopted September 2010, which sets out thresholds for when planning applications are to be supported by a Transport Assessment / Transport Statement and /or a Travel Plan.

1.3.2 Table 1 of the SPD is used for 'Determining Size of Development' and sets out thresholds for 'Minor', 'Medium', 'Large' and 'Major' sizes of development. In accordance with Table 1, a D1 Non-residential Institution that generates 25-100 vehicles per peak hour is a 'Medium' development.

1.3.3 Para.6.3 of the SPD refers to Policy T8 of the Knowsley Replacement Unitary Development Plan which covers Transport Assessments. Policy T8 states that a Transport Assessment is required for "*major traffic generating proposals*" and the SPD states that these proposals are those classed as 'Major' in Table 1.

1.3.4 For 'Medium' development proposals, the SPD refers to the DfT document 'Guidance on Transport Assessment' which has since been withdrawn. The current national guidance on transport assessments does not contain specific thresholds. Reference is therefore made back to Policy T8 for other criteria that would determine whether a Transport Assessment is required, which are:

- Proposals that are likely to cause significant harm because of existing road capacity or safety problems in the area;
- Proposals that are likely to significantly increase air pollution and/or noise because of traffic generation; and
- Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and
- Proposals that would impact on the bus network.

1.3.5 The proposed development is not considered likely to materially impact in any of these areas and therefore a Transport Statement has been provided, and a Travel Plan.

1.3.6 Regarding junction visibility the Council states a speed survey may be required to ascertain 85th percentile speeds along the Site frontage. KMBC goes on to state that should speeds recorded along the frontage be below 40mph, then MfS visibility standards should be applied, conversely should they be found to be in excess of 40mph, then DMRB visibility standards should be applied.

1.3.7 The report has been prepared in accordance with the Department for Communities and Local Government (DCLG) National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' published in 2014 which supersedes the DfT's 'Guidance on Transport Assessment'



document. Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF) as well as Knowsley's Local Plan.

1.3.8 Paragraph 109 of NPPF, February 2019 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.”

1.3.9 This report sets out the transport impacts relating to the development proposals and considers the sustainability and accessibility of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. The document structure is as follows:

- Section 2 – describes the Site, its surroundings and existing transport conditions including vehicular speed survey results and personal injury collision analysis;
- Section 3 – sets out the development proposals including means of access and provides information on the likely trip generation;
- Section 4 - describes the accessibility of the Site by non-car modes including accessibility to existing public transport provision; and
- Section 5 – summarises and concludes the Transport Statement.



2. Existing Conditions

2.1 INTRODUCTION

2.1.1 This section describes the location of the Site and considers the existing conditions on the surrounding highway network, including the speed survey results and also includes a review of recent personal injury collision data.

2.2 EXISTING SITE

2.2.1 The Site is located adjacent to Lakeside School, an existing SEN Primary School, on land to the north of Naylor's Road, Knowsley. The Site was previously occupied by Wheathill Riding School.

2.2.2 The Site is bound to the north, east and west by areas of open farmland and a combination of Lakeside School/Naylor's Road to the south. Vehicular and pedestrian access to the Site is taken from Naylor's Road, some 100m west of the Lakeside School access, also from Naylor's Road. The vehicular access into the Site from Naylor's Road previously served the riding school buildings and a large residential property, and currently serves an agricultural access track that runs up the eastern boundary of the Site serving land and agricultural buildings to the north.

2.2.3 In the wider context, the Site is situated in the village of Roby, at the southern extent of Knowsley, some 10km to the east of Liverpool City Centre and some 17km west of Warrington. The location of the Site in relation to the wider surroundings is shown in Figure 2.

2.3 LOCAL HIGHWAY NETWORK

2.3.1 Naylor's Road is subject to a 30mph speed limit and is formed of a lit carriageway throughout. Naylor's Road is a bus route and provides access to the Site, Lakeside School and a number of residential estates along its circa 1.3km length.

2.3.2 Naylor's Road leads north from its traffic signal-controlled crossroad junction with B5178 Childwall Valley Road and Kings Drive for circa 800m, before a sweeping right-hand bend leads northeast for circa 200m, here the carriageway narrows to circa 6m and forms the southern frontage to the Site.

2.3.3 East of the Site access, Naylor's Road continues for circa 350m before meeting Holt Lane in the form of a priority junction where it continues as the priority route under the name Wheat Hill Road.

2.3.4 Wheat Hill Road leads north east for approximately 700m under the M62 Motorway, providing access to a number of residential estates, before meeting A5080 Tarbock Road at a signal controlled staggered cross road junction with St John's Road.

2.3.5 To the east of the junction, A5080 Tarbock Road runs into A5080 Cronton Road which leads to the grade-separated interchange of the M62 and M57 Motorways known as Tarbock Roundabout.

2.4 EXISTING PEDESTRIAN AND CYCLE FACILITIES

2.4.1 There are footways on both sides of Naylor's Road leading to the north from the junction with Childwall Valley Road. The eastern footway terminates just to the south of the junction with Naylor'sfield Drive and the footway on the western side continues past the existing Primary School and the Site. Footway provision to both sides of the carriageway commences again just to the west of the access into Childwall Golf Club although this is intermittent with a continuous footway provided through to the junction with A5080 Tarbock Road only on the western side.



2.4.2 There are dedicated pedestrian crossing facilities on some arms at the traffic signal controlled junctions at each end of Naylor's Road / Wheat Hill Road.

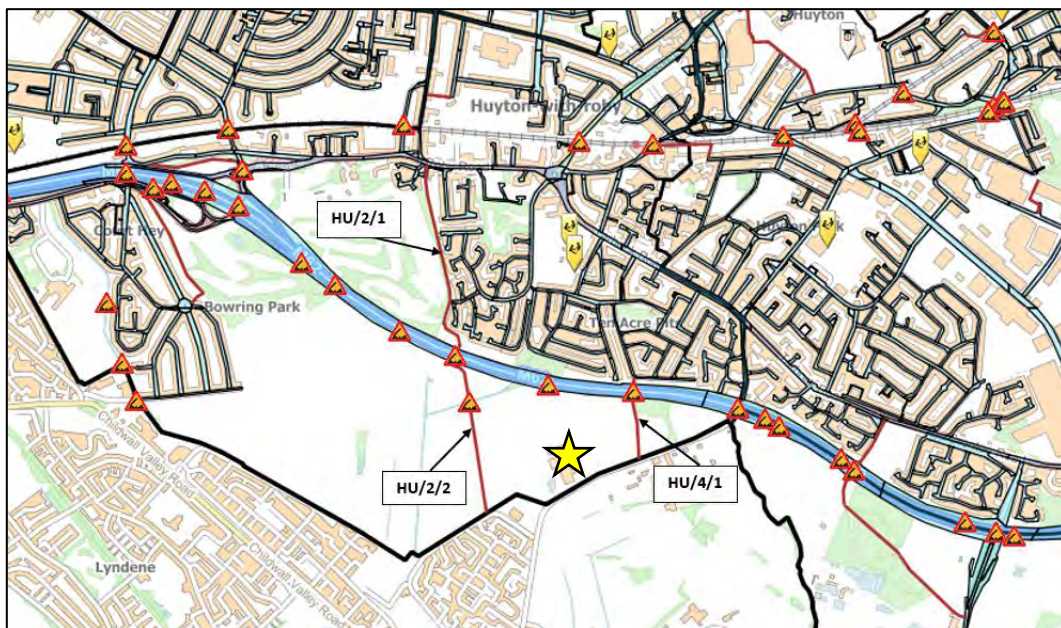
2.4.3 Public Rights of Way HU/2/1 and HU/2/2 combine to provide a safe and convenient off-street pedestrian route between Naylor'sfield Drive and A5080 Roby Road and can be used to access residential areas and facilities to the north of M62, including Roby and Huyton Railway Stations.

2.4.4 HU/2/2 runs north from Naylor'sfield Drive through an area of farmland, before crossing the M62 via a footbridge. Here HU/2/1 continues north for circa 700m, running adjacent to the Bowring Park Golf Club before meeting A5080 Roby Road. The route can be accessed in under a 500m walk via continuous footway provision along Naylor's Road and Naylor'sfield Drive.

2.4.5 To the east of the Site, PRoW HU/4/1 runs north for circa 350m from Naylor's Road through an area of open farmland, before crossing the M62 via a foot bridge and connecting with Yew Tree Road. The route provides an additional safe and convenient pedestrian link to residential estates and public transport facilities to the north of the M62 and can be reached in under 300m via continuous footway provision along the northern flank of Naylor's Road.

2.4.6 There is also a network of non-definitive Public Rights of Way in the vicinity of the Site. Image 2.1 contains an extract from KMBC's Definitive Public Rights of Way map.

Image 2.1 Extract from Knowsley Council's Definitive Public Rights of Way Map



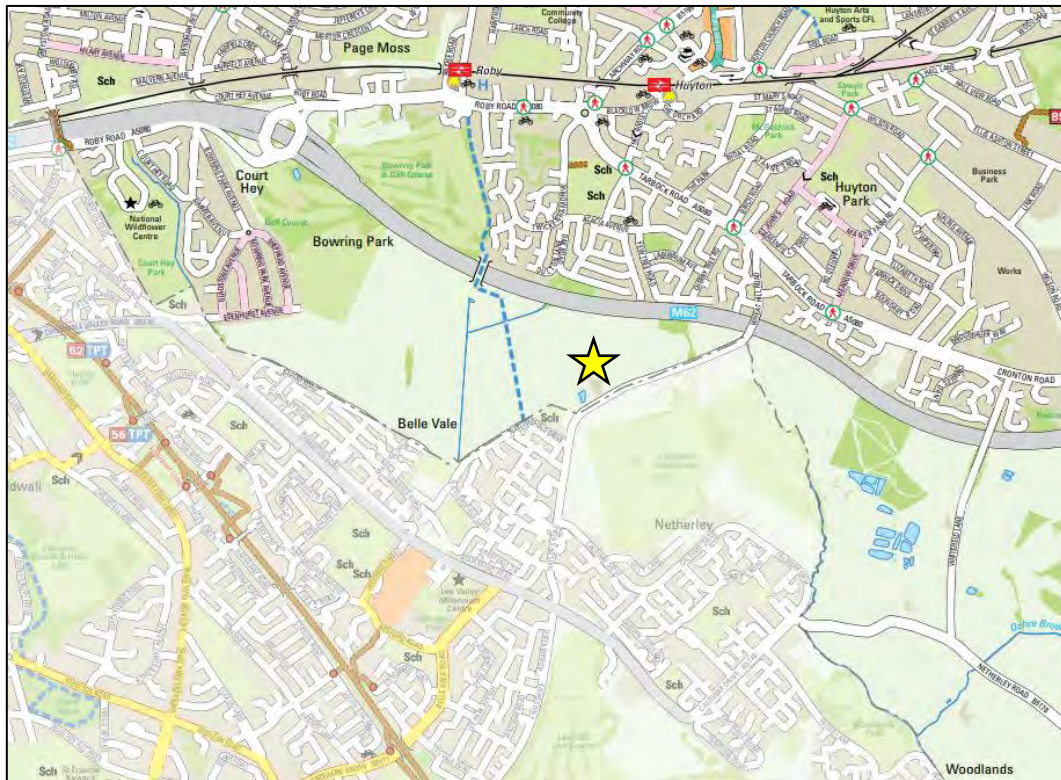
Source: www.highways.knowsley.gov.uk

2.4.7 The Site is situated on the boundary between Knowsley Metropolitan Borough Council and Liverpool City Council and each authority provides separate advisory cycle information.

2.4.8 An extract from the Knowsley Council Cycle Map, which also indicates Liverpool City Council (LCC) cycle information is shown in Image 2.2, where on road signed cycle routes are shown in yellow, traffic-free cycle paths in brown and on foot only sections shown in dashed blue.



Image 2.2 Extract from the Knowsley Cycle Map



Source: www.knowsley.gov.uk/things-to-do/knowsley-cycling

2.5 VEHICLE SPEED SURVEY

2.5.1 In order to ascertain vehicle speeds along the frontage of the Site in the vicinity of the proposed access on to Naylor's Road, a radar speed survey has been commissioned.

2.5.2 Vehicle speeds were recorded on Wednesday 3rd March 2021 for traffic approaching in both directions, in free-flowing conditions when the road surface was dry. The speed surveys were carried out generally in accordance with DMRB CA 185 'Vehicle speed measurement'. Full speed survey data is contained within Appendix A with a summary of the recorded data given in Table 2.1.

Table 2.1 Vehicle Speed Survey – Naylor's Road

Parameter	Eastbound 200 readings	Westbound 200 readings
Mean Speed	33 mph	34 mph
85 th Percentile Speed	38 mph	37 mph
85 th Percentile Wet Weather Speed	35.5 mph	34.5 mph

2.5.3 When using speed survey readings recorded in dry weather conditions it is necessary to adjust the resultant 85th percentile speeds as Stopping Sight Distance (SSD) recommendations are based on deceleration rates that were recorded in wet weather conditions when driver behaviour is different. A reduction in speed is applied of 4kpm (2.5mph).

2.5.4 The values in Table 2.1 demonstrate that, although speeds recorded are above the plated 30mph speed limit, critically they are below 40mph in both directions. Therefore, based on the information provided by KMBC at the pre-application stage, MfS visibility standards will be used to assess suitability of visibility at the proposed Site access, details of which can be found in section 3.3.

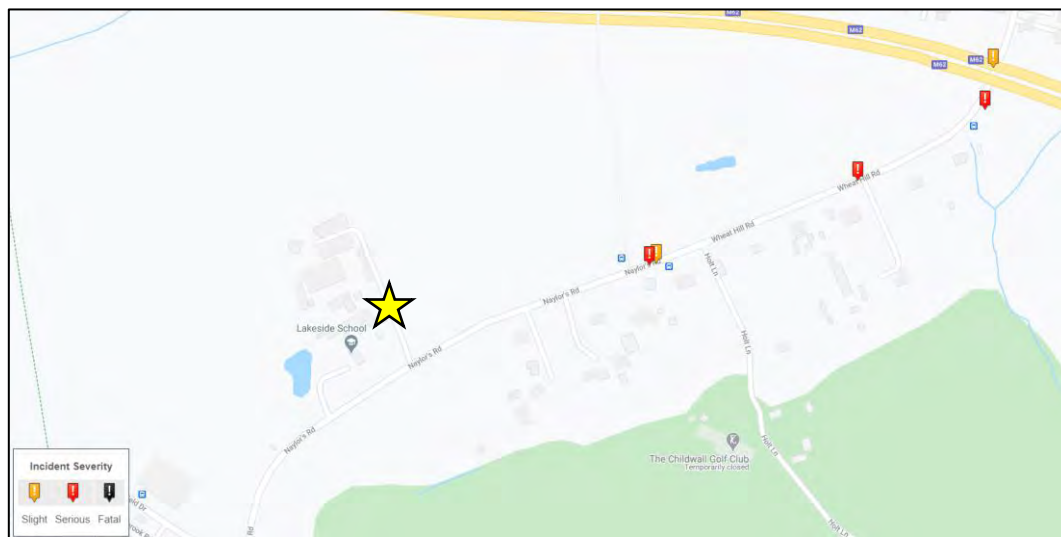


2.6 PERSONAL INJURY COLLISION DATA

2.6.1 The Crashmap website has been utilised to ascertain whether there have been any personal injury collisions in the vicinity of the proposed school. In the last five years (2016-2020) there has been a total of five personal injury collisions along Naylor's Road as shown in Image 2.3 which contains an extract from the mapping on the website.

2.6.2 Of these five personal injury collisions, two were recorded as slight in severity, three as severe, with no fatal injuries recorded. The collision recorded close to the bus stops on Naylor's Road that resulted in serious injury involved a pedal cycle and the collision in the same location that resulted in a slight injury involved a pedestrian. No incidents resulting in child casualties have been recorded.

Image 2.3 Extract from Crashmap Collision Mapping



Source: www.crashmap.co.uk/Search

2.6.3 From the above analysis of the collision data no specific road safety concerns have been identified which would be exacerbated by the proposed development.



3. Development Proposals

3.1 INTRODUCTION

3.1.1 This section of the Transport Statement sets out the details of the proposed development, including the access arrangements, parking provision and servicing. This section also considers the likely peak hour traffic generation, comparing existing and proposed scenarios.

3.2 PROPOSALS

3.2.1 The proposals are for the erection of an additional Secondary School building and expansion of the existing Lakeside School unit, currently operating as a SEN Primary School with a total of 34 pupils, 32 full time and 17 part time staff members. A single storey linkage between the two schools is also proposed.

3.2.2 The proposed Secondary School is to provide up to 60 additional pupil places, with the proposals also allowing Lakeside School to cater for an additional 12 pupils, taking the overall total student numbers at both Lakeside School and the proposed Secondary School to 106.

3.2.3 School vehicles which are stored on-site, leave between 07:00 and 08:00hrs to pick up pupils, arriving back around 08:45hrs depending on traffic. In the afternoon, the vehicles start to leave at school finishing time of 15:00hrs, returning between 16:00 and 17:00hrs depending on traffic and the run distances.

3.2.4 Pupil hours at the schools will be 08:45hrs to 15:00hrs, the same as now for Lakeside School. Teaching staff generally arrive around 08:00hrs and leave between 16:00 and 16:30hrs with some staying on site until around 17:30hrs.

3.2.5 The layout of the proposed SEN Secondary School is shown on C4 Projects drawing no. 20034-C4P-AV-ZZ-DR-A-0510_P6 - Site Plan as Proposed, a copy of which is contained at Appendix B.

3.3 ACCESS AND SERVICING

3.3.1 Both the Site and Lakeside School are currently accessed separately to the south, from Naylor's Road. Under the proposals, the existing access into the Site is to be upgraded and shall become the main vehicular access for both the proposed unit and Lakeside School, with existing access to Lakeside School limited to use by a small number of essential vehicles only.

3.3.2 As well as resurfacing, the upgrade to the access comprises the provision of a 6m kerb radii to both sides and 'give-way' road markings will be added. To the western side of the access a footway connection will be provided which connects with the pedestrian infrastructure within the school grounds. To the eastern side, the 6m radius will extend beyond the back of adopted highway (back of footway) as 'edge of carriageway' road markings. These markings are designed to ensure that any vehicles on the adjacent agricultural access track give way to vehicles exiting the school grounds to avoid two vehicles side by side at the give-way line on to Naylor's Road.

3.3.3 Tactile paving will be provided at the junction of the access with Naylor's Road to assist any passing pedestrians with sight loss cross safely.

3.3.4 As vehicle speeds recorded on Naylor's Road along the Site frontage result in 85th percentile wet weather speeds of less than 40mph in both directions, MfS visibility standards have been applied, in line with pre-application advice received from KMBC.

3.3.5 Drawing 21045/GA/01, contained at Appendix C shows that visibility splays of 2.4m x 52m to the east and 2.4m x 55m to the west, in line with MfS requirements, can be achieved along Naylor's



Road for drivers exiting the development at the proposed access location, which accommodate the recorded 85th percentile wet weather speeds contained within Table 2.1.

3.3.6 For completeness, the drawing contained appendix C also shows the maximum achievable visibility splays out of the proposed site access of 2.4m x 115m to the east and 2.4m x 153m to the west.

3.3.7 C4 Projects drawing demonstrates that sufficient turning space has been allocated for refuse collection, other service vehicles will be able to turn in the areas available at either the proposed drop off area or the northern extent of the car park.

3.4 PARKING PROVISION

3.4.1 C4 Projects drawing proposes a total of 85 staff and visitor parking spaces, including 3 disabled and 4 Electric Vehicle Charging Bays. The car park is to serve both the proposed SEN Secondary School and the adjacent Lakeside School.

3.4.2 KMBC's Supplementary Planning Document (SPD) – Ensuring a Choice of Travel sets out the Council's required parking standards, relative to the size and location of the proposed development. Appendix A of the document contains standards for maximum vehicular and minimum disabled, bicycle, motorcycle and coach parking/drop off provision.

3.4.3 The proposals fall under D1 Non-residential institutions – School (Primary and Secondary) and is located within an 'Other Areas' category. The guidance therefore suggests that maximum car parking provision should be 2 spaces per classroom. Based on the proposals, this would allow for maximum parking provision of up to 40 spaces.

3.4.4 Although the level of proposed parking exceeds the suggested maximum level, it is seen as proportionate for teaching with the SEN setting. Pupil to staff ratios in the SEN classroom setting are 2:1 with other specialist staff providing Sensory, Language, Therapy and Pastoral care all supported by administrative, welfare, maintenance and driver staff that are all integral to the success of the school.

3.4.5 Teaching within a SEN setting requires specialised training, and as such the labour pool is incomparably smaller than that of mainstream teachers and staff members. It is unlikely that a high proportion of staff members can be sourced from the local area where more opportunity for travel by other modes would be available. Geographically, the location of SEN Schools is also sparse, when compared with the provision of mainstream educational schools requiring teachers and support staff as well as pupils to travel longer distances.

3.4.6 Taking into consideration the variations outlined above, it is fair to assume that demand for on-site parking will be higher than that of a mainstream educational school, for which the Council's standards are perceivably based.

3.4.7 Therefore, and in the absence of any specific SEN School Parking Standard within KMBC's Ensuring a Choice of Travel SPD that takes into account these specific circumstances, it is concluded that the levels of parking proposed are appropriate for the proposed use.

3.4.8 Secure cycle storage is to be provided in the form of a Coventry Cantilever Cycle Shelter, housing 5 Sheffield Style Cycle Stands.

3.4.9 A minibus drop off area is also provided, in line with the required guidance.



3.5 TRAFFIC GENERATION AND DISTRIBUTION

3.5.1 The likely peak hour trip generation has been estimated for the proposed Secondary School and extension to the Primary School on a pro-rata basis by utilising a 2019 Manual Classified Count (MCC) at the access to the adjacent Lakeside School.

3.5.2 Utilising existing 2019 count data of the adjacent school to estimate the proposed traffic generation, offers a highly representative traffic generation methodology, especially when compared with the traditional approach of applying more generic trip rates derived from the TRICS database.

3.5.3 The Manual Classified Count (MCC) was undertaken on Tuesday 8th October 2019 between the hours of 07:00-10:00 and 14:30-18:30 and the full MCC data can be found at Appendix D.

3.5.4 The 2019 traffic survey identified the existing weekday morning and evening peak hours for the Primary School as follows:

- AM Peak Hour: 08:00 – 09:00hrs; and
- PM Peak Hour: 15:00 – 16:00hrs.

3.5.5 The 2019 MCC was conducted during term-time under neutral conditions, and at the time Lakeside School was attended by a total of 34 pupils who were accompanied by 32 full time and 17 part time staff members. Given that the proposed Secondary School effectively forms a Phase 2 expansion of the existing Lakeside School, it is fair to estimate the levels traffic generated by the proposed development would be proportionally similar, and therefore can be estimated on a pro-rata basis.

3.5.6 The proposed Secondary School is to provide up to 60 additional pupil places, with the proposals also allowing Lakeside School to cater for an additional 12 pupils, taking the overall total student numbers at both Lakeside School and the proposed Secondary School to 106.

3.5.7 As such, the predicated peak hour turning movements have been calculated on a pro-rata basis, factoring up existing peak hour turning movements recorded in 2019, with existing and proposed traffic generation presented in Table 3.1 below.

Table 3.1 Existing and Proposed Peak Hour Traffic Generation

Period	Existing Peak Hour Turning Movements (34 Pupils)				Proposed Turning Movements (106 Pupils)			
	Left Out	Right Out	Left In	Right In	Left Out	Right Out	Left In	Right In
AM Peak Hour (0800-0900)	8	7	17	22	25	22	53	69
PM Peak Hour (1500-1600)	16	11	2	1	50	34	6	3

3.5.8 It has been assumed that the distribution of additional traffic on to the local highway network will be broadly in line with the patterns for the existing Primary School as staff recruitment needs will be similar.

3.5.9 As can be seen from the 2019 count, traffic will be distributed fairly evenly on to Naylor's Road for the proposed development in both the AM and PM Peak hours, with a slight increase in traffic turning right in/left out of the site access.

Once on the wider highway network it is unlikely that the proposals for a SEN Secondary School and expansion to the existing Lakeside School will result in any material levels of traffic at any one junction in either of the weekday peak hours.



4. Opportunities for Sustainable Travel

4.1 ACCESSIBILITY ON FOOT

4.1.1 It is generally considered that an acceptable maximum walking distance from home to a place of work is 2km. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' (2000) recommends various thresholds for desirable, acceptable and preferred maximum walking distances depending on journey purpose/location as shown in Table 4.1.

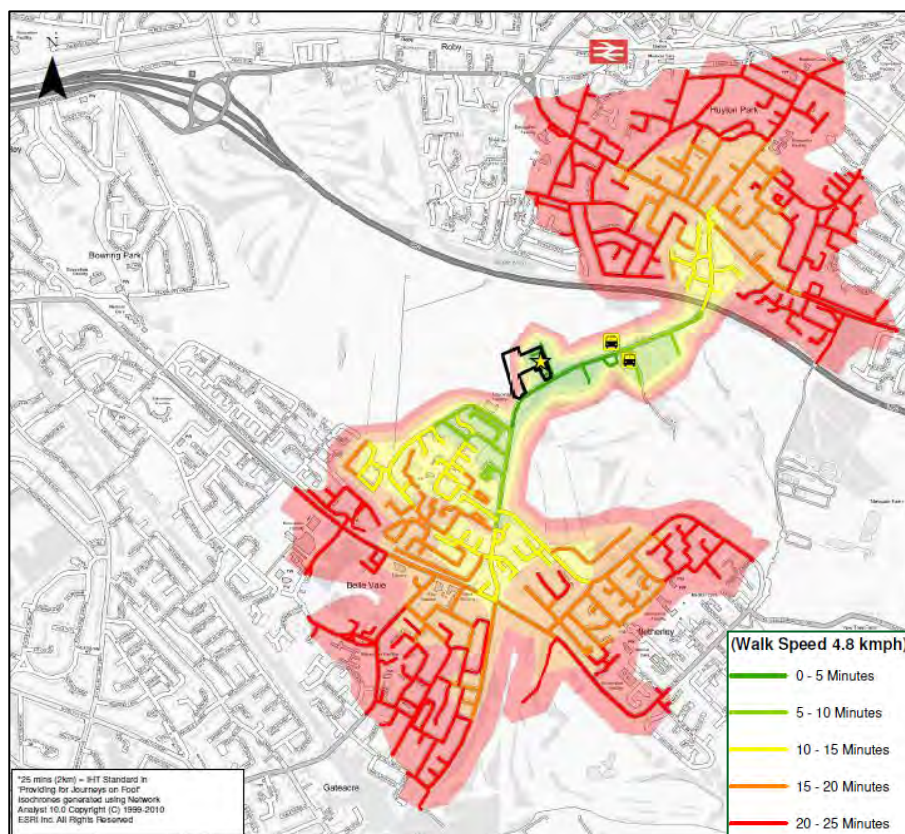
Table 4.1 Suggested Acceptable Walking Distances

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journeys on Foot' published by CIHT

4.1.2 Using GIS Network Analyst software, typical walk times (up to 25 mins equating to 2km) have been plotted from the Site which are shown on Figure 3. An extract of Figure 3 is provided at Image 4.1.

Image 4.1 Pedestrian Accessibility



4.1.3 Figure 3 demonstrates that the bus stops on Naylor's Road to the east of the Site are within a 5 minute walk of the proposed Secondary School. The nearest railway station (Huyton) is just over a 25 minute walk north of the development.



4.2 ACCESSIBILITY BY CYCLE

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note (LTN) 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km.

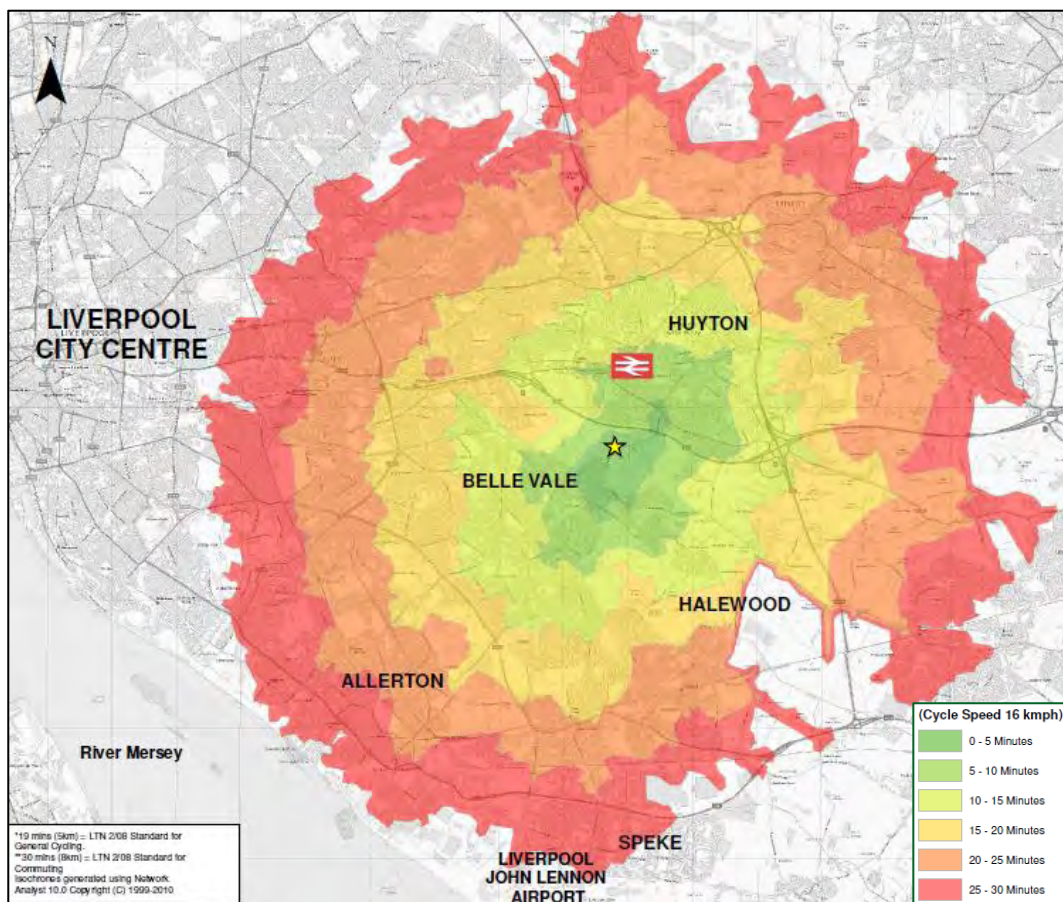
4.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

4.2.3 Using GIS Network Analyst software typical cycle times from the Site (with 19 mins approximating to around a 5km distance) are shown on Figure 4 and within Image 4.2.

4.2.4 Figure 4 demonstrates that there are large areas of the local population within an easy cycling distance of the proposed Secondary School including Huyton, Belle Vale, Halewood, Allerton & Speke.

4.2.5 Huyton Railway Station is within a 10 minute cycle ride allowing for the possibility of multi-modal trips to and from the proposed Secondary School.

Image 4.2 Cycle Accessibility



4.3 ACCESSIBILITY BY PUBLIC TRANSPORT

Bus

4.3.1 The nearest bus stops to the Site are located along the Naylor's Road some 300m east of the proposed development. The location of the nearest bus stops can be seen on Figure 3.

4.3.2 Both the east and westbound stops are marked by flag and pole bus stops, with timetable information also present to both sides. A summary of the bus stop provision is provided within Table 4.2.

Table 4.2 Naylor's Road Bus Stop Provision

Bus Stop Reference	Location	Direction	Facilities	Services
merdwatj	Naylor's Road/Holt Lane (opposite)	Eastbound	Flag & Pole, on-street markings & timetable	3, 89, 217, 217A & 227
merdwatm	Naylor's Road/Holt Lane (adjacent)	Westbound	Flag & Pole, on-street markings & timetable	3, 89, 217A & 227

4.3.3 A summary of the bus services operating along the Naylor's Road is provided within Table 4.3 below.

Table 4.3 Existing Bus Services – Naylor's Road

Service	Route	Day of Operation	Service Frequency (one way)	Operating times
217 (Stagecoach)	Halewood - Huyton	Tues, Wed & Thurs	1 per day	06:56
		Saturday	3 per day	06:28, 06:56 & 07:56
		Sunday	-	No Service
217A (Stagecoach)	Halewood - Kirby	Monday – Friday	1 per hour	19:59 – 23:59
		Saturday	1 per hour	19:59 – 23:59
		Sunday	1 per hour	06:59 – 23:59
217A (Stagecoach)	Kirby - Halewood	Monday – Friday	1 per hour	18:46 – 23:46
		Saturday	1 per hour	18:46 – 23:46
		Sunday	1 per hour	07:16 – 23:46
227 (Stagecoach)	Huyton - Kirby	Monday – Friday	1 per hour	19:29 – 23:29
		Saturday	1 per hour	19:29 – 23:29
		Sunday	1 per hour	07:29 – 23:29
227 (Stagecoach)	Kirby - Huyton	Monday – Friday	1 per hour	19:16 – 23:16
		Saturday	1 per hour	19:16 – 23:16
		Sunday	1 per hour	08:16 – 23:16
89 (Arriva)	Speke - St. Helens	Monday – Friday	5 per hour	06:59 – 23:35
		Saturday	3 per hour	07:19 – 23:35
		Sunday	2 per hour	10:36 – 23:35
89 (Arriva)	St. Helens - Speke	Monday – Friday	5 per hour	06:17 – 22:57
		Saturday	3 per hour	06:17 – 22:57
		Sunday	2 per hour	09:30 – 22:57
3 (Huyton Travel)	Halewood - Huyton Quarry	Monday – Friday	1 per hour	08:02 – 19:02
		Saturday	1 per hour	09:02 – 19:02
		Sunday	-	No Service
3 (Huyton Travel)	Huyton Quarry - Halewood	Monday – Friday	1 per hour	06:57 – 17:57
		Saturday	1 per hour	07:57 – 17:57
		Sunday	-	No Service



4.3.4 Bus services 3 and 89 combine to provide up to 6 services per hour weekdays, offering staff with a frequent and convenient alternative public transport opportunity to surrounding areas, including Huyton, Speke, Halewood & St Helens. In addition, services 217, 217A, 227 provide frequent evening and weekend services.

4.3.5 Indicative bus journey times to following destinations from Naylor's Road bus stops are as follows:

- Huyton – 9 minutes;
- Speke – 24 minutes;
- Halewood - 29 minutes; and
- St. Helens – 42 minutes.

Rail

4.3.6 The nearest railway station to the development is Huyton which is some 2.1km by road to the north, and can be reached in 8 minutes by bicycle, 14 minutes via bus and around 27 minutes on foot. Huyton is a Mersey Travel station and is operated by Northern. The station has a free car park which has 10 spaces, and 12 cycle storage spaces are also available.

4.3.7 Huyton functions as an interchange station between the Liverpool-Wigan Line and the northern route of the Liverpool-Manchester Line. A summary of the existing rail services (running Monday to Saturday) at Huyton is provided in Table 4.4. The 'first' train refers to the time of the first train arriving at Huyton from the given destination and the 'last' train refers to the time of the last train returning to the given destination from Huyton.

Table 4.4 Rail Services at Huyton Station (Monday to Saturday)

Route	Operator	Frequency	First	Last	Average Journey time
Huyton - St. Helens Central	Northern	3 per hour	06:51	23:30	12 Minutes
Huyton - Liverpool Lime Street	Northern	3 per hour	05:19	23:16	16 Minutes
Huyton - Wigan North Western	Northern	bi-hourly	07:07	22:30	31 Minutes
Huyton - Preston	Northern	bi-hourly	07:07	22:30	52 Minutes

4.4 SCHOOL TRAVEL PLAN

4.4.1 The operator of the School (Witherslack Group Ltd) is committed to the implementation, monitoring and maintenance of a School Travel Plan at the proposed Secondary School and existing Primary School which will assist staff and potentially pupils to utilise more sustainable forms of travel. The School Travel Plan has been submitted as part of the planning application for the proposed Secondary School and extension to the Primary School.



5. Summary and Conclusions

5.1 SUMMARY

5.1.1 Optima has been appointed by Witherslack Group Ltd to prepare a Transport Statement (TS) that considers the highways and transportation matters associated with the proposals to erect a SEN Secondary School on land adjacent to the existing Lakeside School. It is also proposed to expand the existing Lakeside School and provide an internal link between the two buildings.

5.1.2 The proposed Secondary School is to provide up to 60 additional pupil places, with the proposals also allowing Lakeside School to cater for an additional 12 pupils, taking the overall total student numbers at both Lakeside School and the proposed Secondary School to 106.

5.1.3 Both the Site and Lakeside School are currently accessed separately to the south, from Naylor's Road. Under the proposals, the existing access into the Site is to be upgraded and shall become the main vehicular access for both the proposed unit and Lakeside School, with existing access to Lakeside School limited to use by a small number of essential vehicles only.

5.1.4 It has been demonstrated that appropriate levels of visibility in accordance with MfS guidance can be achieved along Naylor's Road for drivers exiting the development at the proposed access location, which accommodate the recorded 85th percentile wet weather speeds recorded.

5.1.5 This report has demonstrated that the Site has good accessibility by other modes of transport to the private car; on foot, by cycle and public transport from local areas of population.

5.1.6 A review of personal injury collision data has been undertaken for the local study area and this has shown that there are no specific road safety concerns.

5.1.7 Once on the wider highway network it is unlikely that the proposals for a SEN Secondary School and expansion to the existing Lakeside School will result in any material levels of traffic at any one junction in either of the weekday peak hours.

5.2 CONCLUSIONS

5.2.1 This Transport Statement has demonstrated that there will be no unacceptable impact on highway safety and no severe impact on the highway network. The proposal will therefore accord with NPPF which 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."*

5.2.2 It is therefore concluded that there are no highway or transport related issues that would prevent the proposed Secondary School and extension to Lakeside School from being granted planning consent.

