



Knowsley Metropolitan Borough Council

GRACE PARK LUF

Transport Statement





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Transport Statement

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. This Transport Statement (TS) has been produced by WSP on behalf of Knowsley Metropolitan Borough Council (herein referred to as KMBC) in support of the following full planning application:
- “Full planning permission for the external landscape and public realm works including the creation of two artificial grass pitches with associated fencing and infrastructure, a flexible use civic plaza, a clubhouse with changing facilities and café facilities, a car park, floodlighting, CCTV, general landscaping improvements, including a play area, shared use pedestrian/cycle route, further circulation routes in addition to the shared route, acoustic fencing, a feature play area, sustainable drainage works, and an area of hardstanding to include a temporary construction compound.”*
- 1.1.2. Grace Park (herein referred to as ‘the site’) is a community space located off Leather’s Lane and Wood Road in Halewood in Knowsley. The site is owned by KMBC and managed in part by Halewood Town Council (Wood Road Fields) and partly by Halewood Town Junior Football Club (Greengates Playing Field). Delivering improvements to Grace Park are an essential part of the Council’s Halewood Levelling Up Fund (LUF) Investment Programme.
- 1.1.3. The site incorporates a number of functions and activities, including an existing children’s play area, public park and playing fields for Halewood Town Junior Football Club (a local junior football club).
- 1.1.4. The application site is shown on the submitted site location plan (Ref: 70119719_WSP_LUD_GRP_DR_LA_0002 - P03). The site measures approximately 7.1 ha in size.
- 1.1.5. The proposals are being brought forward following KMBC’s successful bid in securing £15.356m LUF in January 2023. The funding is designed to “level up” areas across the UK and support local growth. The LUF funding is designed to “level up” areas across the UK and support local growth. The funding proposal submitted to the Council includes an expansion of the local district centre, improvements to greenspace and leisure facilities, as well as funding improvements to walking and cycling connectivity to employment areas and throughout the district.
- 1.1.6. The funding aims to revitalise the district centre of Halewood, investing into local infrastructure that will improve the everyday lives of the local community. As well as meeting the needs of the growing population and complement housing developments in the East of Halewood, the Levelling Up bid was developed to address significant health inequalities, tackle the Climate Emergency, all of which are critical if KMBCs are to truly ‘level up’ Halewood. The improvements contained within the proposals for Grace Park are an essential part of the Levelling Up proposals and associated investment

1.2 PURPOSE OF THE DOCUMENT

- 1.2.1. The purpose of this TS is to assess the potential impact of the proposed development on the existing, surrounding transport network, including the local highway network, walking and cycling infrastructure, and public transport systems.

- 1.2.2. This TS has been produced in accordance with all national, regional and local policy guidance and works to highlight how the proposed development is not only located in an accessible location, but can help to promote active travel and sustainable public transport use in the area.
- 1.2.3. In accordance with the National Planning Policy Framework¹ (NPPF), this TS assesses the impact of the proposed development on the local highway and transport network.

1.3 SCOPE OF THE REPORT

- 1.3.1. Following the introductory chapter, the remainder of this TS is structured as follows:

- Section 2 – Existing Conditions;
- Section 3 – Proposed Development;
- Section 4 – Policy Review;
- Section 5 – Trip Generation;
- Section 6 – Emergency and Servicing Strategy; and
- Section 7 – Summary and Conclusion.

¹ The NPPF was revised on 12 December 2024. The changes to the NPPF have been considered during the course of producing this report. Details of the most recent NPPF are included in Section 4 in this report.

2 EXISTING CONDITIONS

2.1 INTRODUCTION

- 2.1.1. The existing conditions of Grace Park are outlined in this chapter, consisting of a summary of the site location and local highway network, a review of existing public transport and walking, cycling and public transport accessibility, and a review on highway safety.
- 2.1.2. The Site incorporates several recreational functions and activities, including an existing children's play area, a public park, and playing fields used by Halewood Town Junior Football Club. The land is designated as Urban Greenspace within the Knowsley Core Strategy.
- 2.1.3. To the west of the site is where the play area and gym equipment is located, abutting Wood Road to the north. To the eastern part of the site, there are two existing playing pitches used by Halewood Town Junior Football Club, which are separated from the recreational open space by fencing and are not available for public use. The pitches are accessed directly from Leathers Lane to the East.
- 2.1.4. The playing pitches are considered by the Club to be in poor condition and no longer meet safety requirements or appropriate playing pitch standards. As a result, the pitches are regularly deemed unplayable, particularly during colder and wetter periods when they become waterlogged, leading to frequent match cancellations.

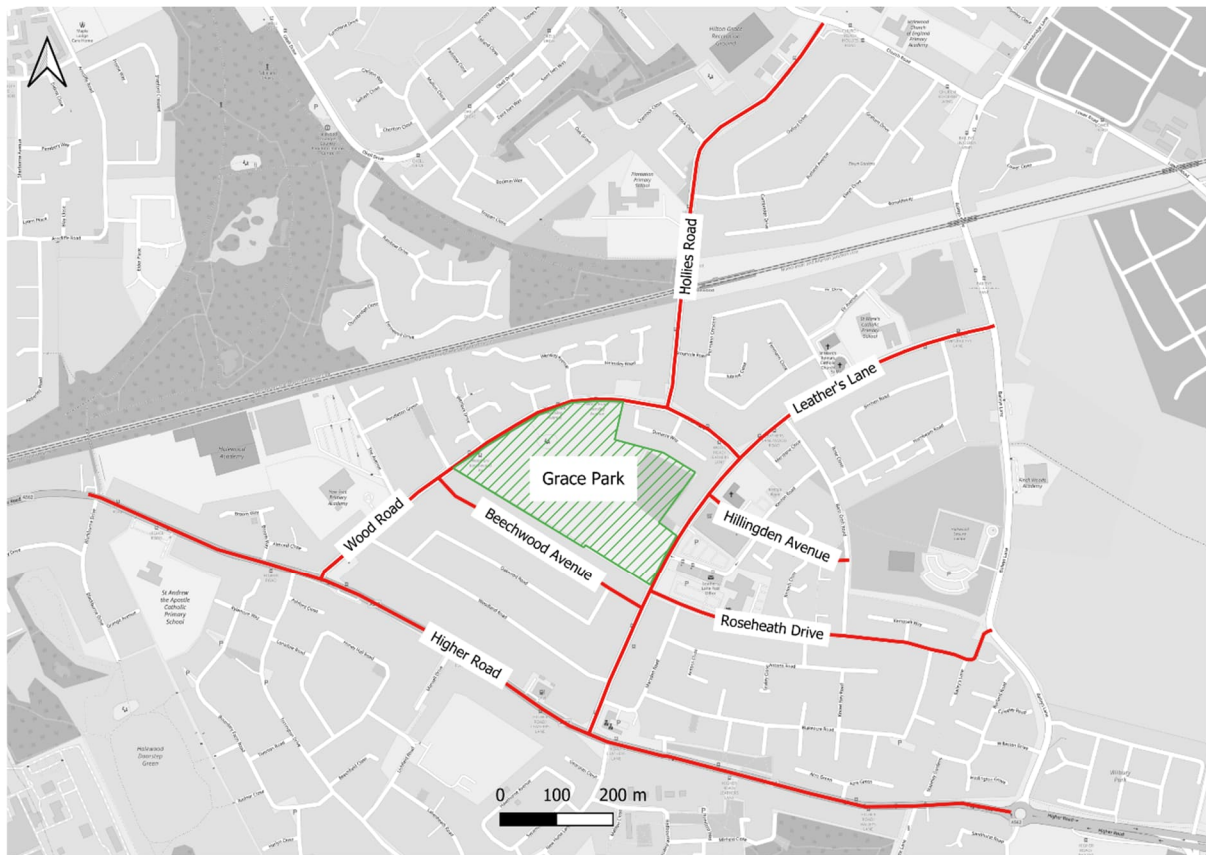
2.2 SITE LOCATION

- 2.2.1. The site is approximately 7Ha in area. Wood Road bounds the site around the north and the west. Leather's Lane bounds the site around the southeast. The site is bound by houses to the southwest and the northeast.
- 2.2.2. The site currently has no car or cycle parking provisions.
- 2.2.3. To the east of the site sits Halewood Shopping Centre, which houses retail units, a library and a health centre. Located to the southeast are a primary school and a secondary school; Yew Tree House and Halewood Academy respectively.

2.3 EXISTING HIGHWAY NETWORK

The location of the site and the surrounding highway network is shown in Figure 2-1.

Figure 2-1 - Site location plan and local highway network



WOOD ROAD

- 2.3.1. Wood Road is a single carriageway which borders the site to the north and the west. The road connects with the A562 Higher Road by a signal-controlled junction to the southwest, and it connects with Leather's Lane by a priority T-junction to the northeast. Bus stops are provided close to the junction with Leather's Lane, as well as the junction with A562 Higher Road. Footpaths and streetlights are provided on both sides of Wood Road, and the road is subject to a 20mph limit as seen in Figure 2-2.

Figure 2-2 - Grace Park from Wood Road²



BEECHWOOD AVENUE

- 2.3.2. Beechwood Avenue is a 20mph residential street running to the south of the site. The road is approximately 5m wide, with footpaths of approximately 3m wide on both sides. Beechwood Avenue connects with Wood Road to the west and Leather's Lane to the east by priority T-junctions.

HOLLIES ROAD

- 2.3.3. Hollies Road is a single carriageway subject to a 20mph speed limit. The road provides pedestrian access to Halewood Railway Station which is 300m from the site. There are several bus stops provided on both sides of the road.
- 2.3.4. Hollies Road connects with Wood Road to the south and Church Road to the north by priority T-junctions. The road also provides access to residential area via priority T-junctions with Crantock Close, Rutland Avenue and Stourvale Road.

LEATHER'S LANE

- 2.3.5. Leather's Lane connects to the A562 Higher Road by a signal-controlled junction with cycle advance stop lines to the southwest, and to Bailey's Lane by a priority junction to the northeast. The road also provides access to Barn Croft Road, Wood Road, Hillingden Avenue and Roseheath Drive by priority junctions. Leather's Lane is a single carriageway approximately 1km in length. Access to Halewood Shopping Centre and the Halewood Town Junior Football Academy are gained from Leather's Lane. Leather's Lane has footpaths on both sides, a zebra crossing adjacent to the

² A site visit was undertaken in the Autumn of 2024. All photos are representative of this time.

shopping centre and bus stops spaced along the road. Leather's Lane is subject to 30mph speed limit and there is a school zone outside St Marks Catholic Primary School.

Figure 2-3 - Shopping centre and football club



HILLINGDEN AVENUE

- 2.3.6. Hillingden Avenue connects Leather's Lane to the west and Barn Croft Road to the east, both by priority T-junctions. The road is a single carriageway and runs immediately northeast of Halewood Shopping Centre. Hillingden Avenue provides access to a one-way bus and taxi only lane which routes to the west to the three bus stops and lay-bys within the shopping centre. This bus access is shown in Figure 2-4.

Figure 2-4 - Shopping centre one-way bus lane



- 2.3.7. Hillingden Avenue is circa 275m in length and has a 30mph speed limit. There are double yellow lines on the western extent from Leather's Lane to Kenton Road, and there are no restrictions on parking east of Kenton Road. Hillingden Avenue has priority T-junctions with Kenton Road and residential accesses including Vine Close, Hillingden Close and Kinloch Close.

ROSEHEATH DRIVE

- 2.3.8. Roseheath Drive is a single carriageway circa 540m in length. The road connects to Leather's Lane to the west. There is a no through route to the east with bollards closing off the road to vehicles between Roseheath Drive and Bailey's Lane while allowing pedestrians and cyclists full accessibility, as shown in Figure 2-5.

Figure 2-5 - Bollards on Roseheath Drive



- 2.3.9. Roseheath Drive forms the minor arm of the priority T-junction with Leather's Lane. The road connects to Barn Croft Road by a priority T-junction and provides access to residential dwellings via Marsden Road, Eagle Grove and Blakeacre Road. Roseheath Drive also provides access to the customers' car park of Halewood Shopping Centre and staff parking of the library and health centre. Footpaths are provided on both sides and dropped curbs and tactile paving are provided at pedestrian crossings along the road.

A562 HIGHER ROAD

- 2.3.10. The A562 Higher Road is a major road which runs through Halewood and is located approximately 250m south of the site. The road has largely residential frontages, and also access to a Shell petrol station, St Andrew the Apostle's Catholic Primary School, and commercial developments. There are several bus stops provided at intervals on both sides of the road. The A562 Higher Road is a single carriageway west of the roundabout with Bailey's Lane, where it becomes a dual carriageway to the east and merges with the A561 Speke Boulevard. To the northwest the A562 Higher Road continues towards Liverpool city centre.
- 2.3.11. West of Bailey's Lane, the A562 Higher Road is subject to a 30mph speed limit. Foot paths are provided on both side as well as signalised pedestrian crossings. There is one lane travelling in either direction with a central reservation and several pedestrian refuge islands. Signal-controlled junctions with advance stop lines for cyclists are provided at Leather's Lane. East of Bailey's Lane, the speed limit of the A562 Higher Road changes from a 30mph to a 40mph, and footpaths are provided until Finch Lane.

2.4 SUSTAINABLE TRANSPORT NETWORK

WALKING

- 2.4.1. Walking is an important mode of transport as it can form part of a long-distance, multi-modal journey as well as giving residents in the area direct access to their local amenities.

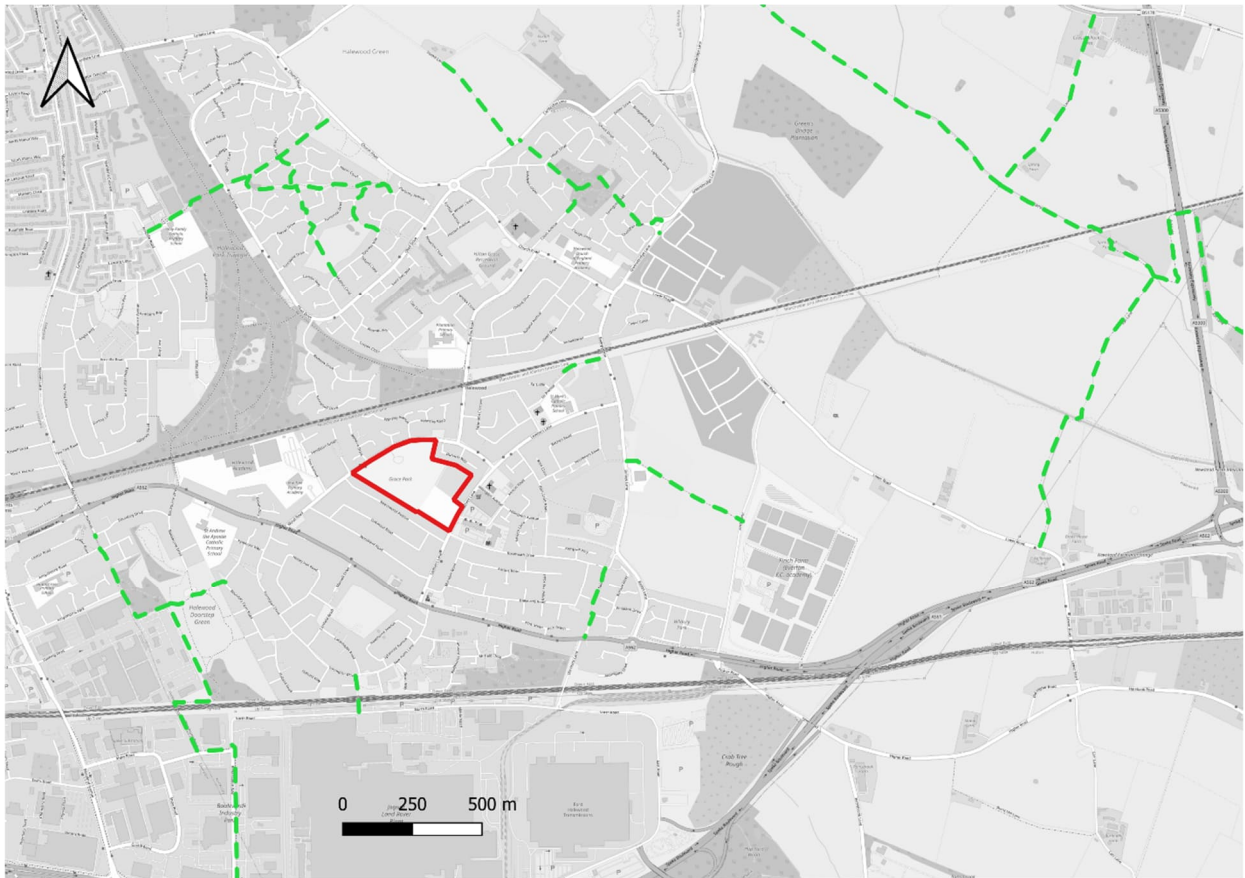
The Institution of Highways & Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' outlines the preferred maximum walking distance for commuting from an origin point, by persons without a mobility impairment, as 2000m. The amenities accessible from the site by walking are shown in Table 2-1.

Table 2-1 – Local Amenities

Category	Local Amenity	Distance from site (m)
Public transport	Halewood Railway Station bus stop	290
	Wood Road / Leather's Lane bus stop	300
	Halewood Railway Station	400
	Halewood Shopping Centre bus stops	500
	Leather's Lane / Hornbeam Road bus stop	650
	Bailey's Lane bus stop	850
Retail and groceries	ALDI	400
	Home Bargains	450
	Tesco Express	500
	Iceland	500
	Specsavers	550
	Londis	950
Education	Yew Tree Primary Academy	350
	Halewood Academy	400
	St Marys Catholic Primary School	550
	Hollies Road Preschool	550
	Finch Woods Academy	1000
Pubs, cafes and restaurants	The Brunch Box	350
	Halewood Fish Bar	500
	Subway	500
	Keeley's	550
	Eagle and Child	1000

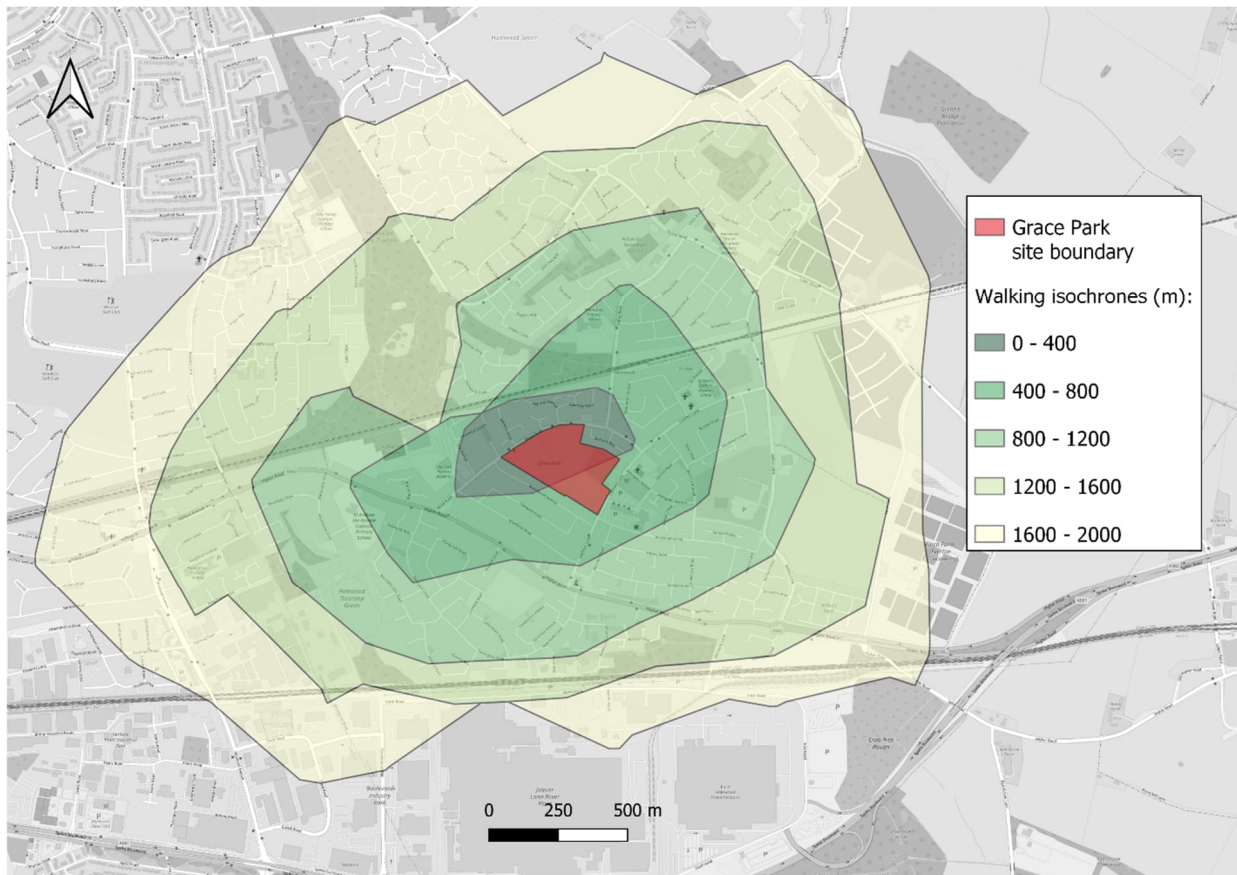
There are several Public Rights of Way (PRoWs) near the site, as shown in Figure 2-6.

Figure 2-6 - Existing PROW surrounding the Site



- 2.4.2. Figure 2-7 identifies the walking connectivity using appropriate isochrones, in intervals of 400m which aligns with the suggested acceptable walking distance in the guidance. The walking isochrones plan is included in Appendix A.

Figure 2-7 - Walking Isochrones



CYCLING

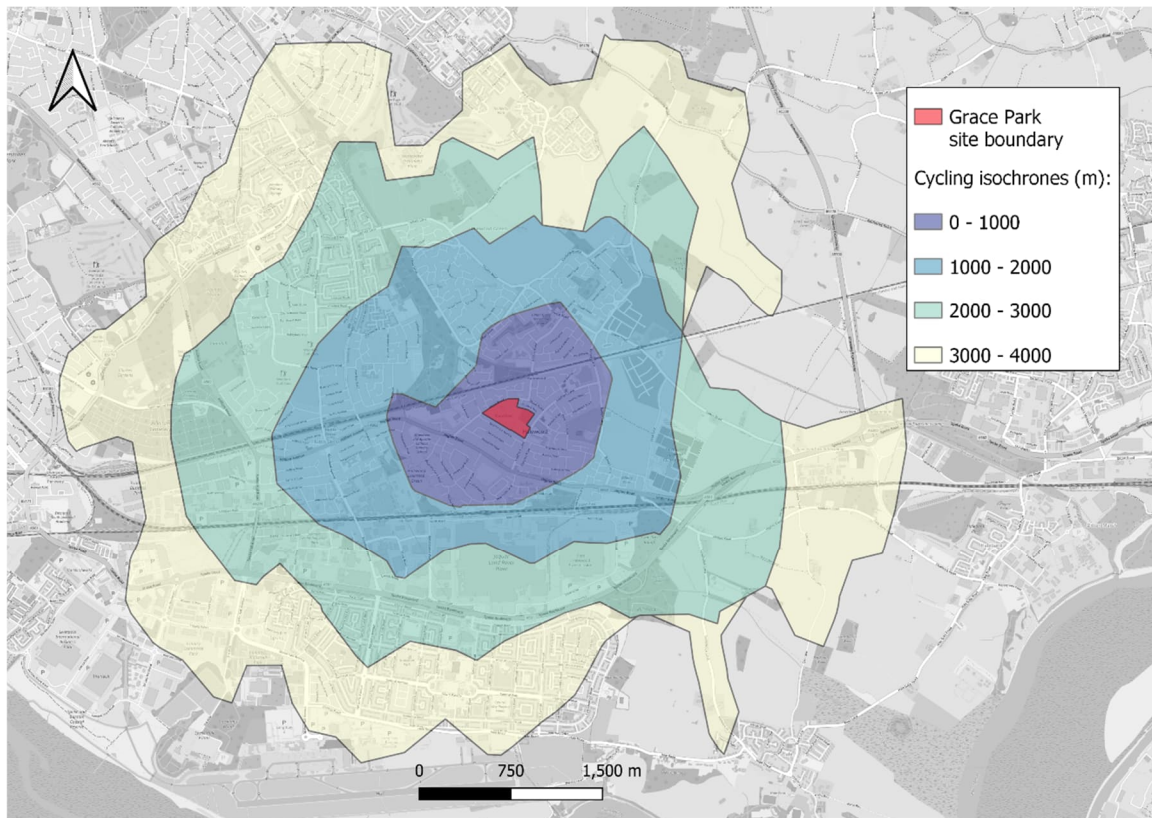
- 2.4.3. As a highly sustainable, healthy and affordable mode of transport, cycling should be encouraged as an alternative to short/medium car journeys, or as part of longer, multi-modal journeys.
- 2.4.4. Figure 2-8 shows cycle paths close to the site. They mainly link to the large Jaguar Land Rover Plant to the south and through Halewood Park Triangle to the northwest.

Figure 2-8 - Cycle paths surrounding the Site



- 2.4.5. Cycling isochrones illustrating possible cycling connectivity from the site are displayed in Figure 2-9 and Appendix A.

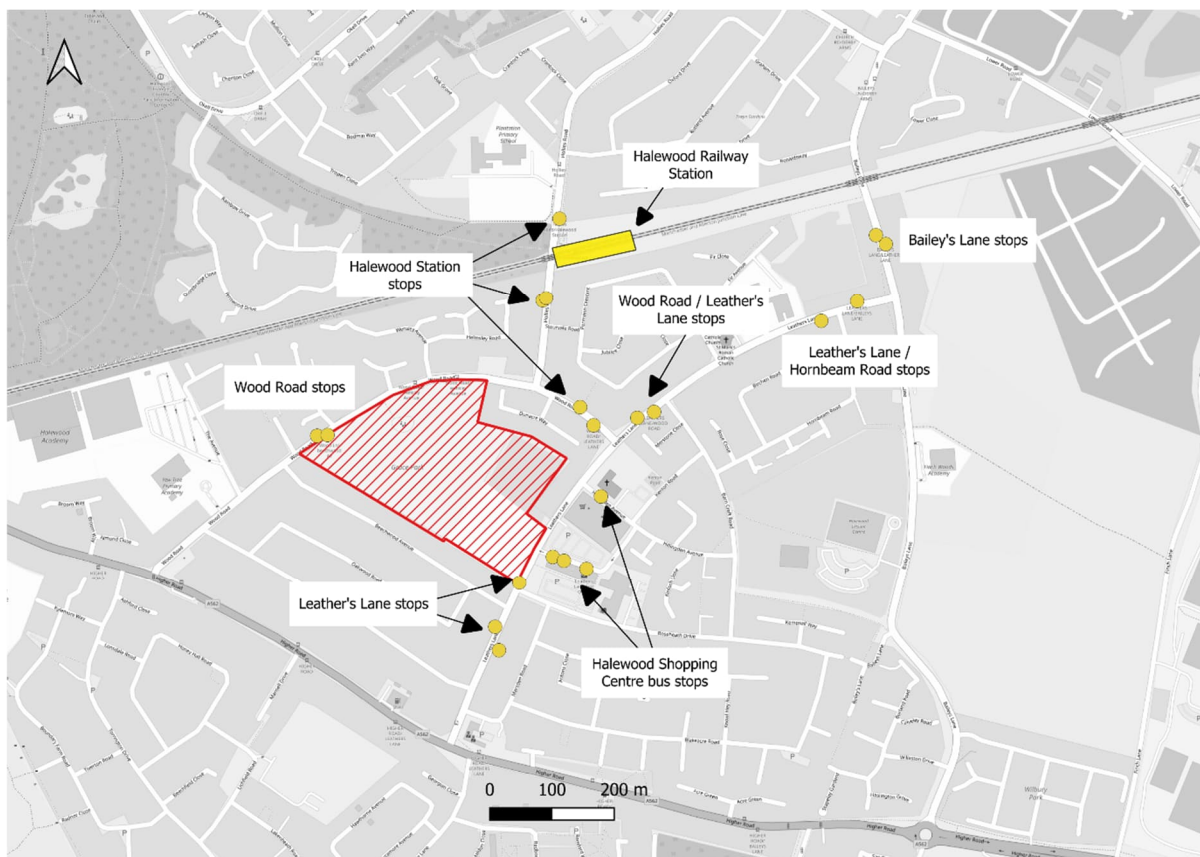
Figure 2-9 - Cycling Isochrones



BUS

- 2.4.6. There are several bus stops accessible by walking to and from the site, as shown in Figure 2-10.

Figure 2-10 – Bus Stop Location Plan



2.4.7.

2.4.8. Table 2-2 and Table 2-3 provide distances of these bus stops from the site as well as the services they offer access to. Most of the bus stops shown in Figure 2-10 are located within the maximum recommended walking distance of 400m, with bus stops further afield provide access to wider bus services.

Table 2-2 – Bus Services by Bus Stops

Bus Stop	Distance from the site (m)	Services
Wood Road	0	786, 786A
Leather's Lane / Roseheath Drive	60	3, 3A, 75, 78, 188, 217, 838
Halewood Shopping Centre A	75	3A, 166
Halewood Shopping Centre B	75	75, 76, 78, 217
Halewood Shopping Centre C	75	3, 79, 188
Hillingden Avenue	170	3, 3A, 75, 76, 79
Leather's Lane / Beechwood Avenue	190	3, 3A, 75, 78, 188, 217, 838
Halewood Station (Stops A - D)	200	3A, 76

Bus Stop	Distance from the site (m)	Services
Wood Road / Leather's Lane	240	79, 188, 838
Leather's Lane / Hornbeam Road	550	79, 166
Bailey's Lane	850	79, 166

Table 2-3 – Local Bus Services

Service	Operator	Route	Frequency		
			Monday to Friday	Saturday	Sunday
3	Arriva	Halewood - Huyton	Hourly	Hourly	No service
3A	Arriva	Huyton – Liverpool Airport	Hourly	Hourly	No service
75	Arriva	Halewood - Liverpool	12 minutes	15 minutes	20 minutes
76	Arriva	Halewood – Liverpool	30 minutes	Hourly	Hourly
79	Arriva	Halewood – Liverpool	8 minutes	10 minutes	20 minutes
166	Arriva	Belle Vale Bus Station loop	Hourly	Hourly	Hourly
188	Arriva	Belle Vale Bus Station loop	Hourly	Hourly	Hourly
217	Stagecoach	Halewood – Bootle	30 minutes	30 minutes	Two hours
786	Arriva	Halewood Academy – South Parkway	Daily	No service	No service
786A	Arriva	Halewood Academy - Speke	Daily	No service	No service
838	Peoples Bus	Seaforth – Hunts Cross	Daily	No service	No service

- 2.4.9. As demonstrated in this section, the site benefits from good bus accessibility locally and to the wider Knowsley and Liverpool region.

RAIL

- 2.4.10. Halewood Railway Station is located 300m from the site by walking. It provides an hourly service in either direction between Warrington Central (16 minutes by rail) and Liverpool Lime Street (26 minutes by rail).

Figure 2-11 - Halewood Station



2.4.11. The services available at Halewood Station are listed in Table 2-4.

Table 2-4 – Rail services from Halewood Station

Destination	Operator	Route	Frequency
Liverpool Lime Street	Northern	Hunts Cross	Hourly
		Liverpool South Parkway	
		West Allerton	
		Mossley Hill	
		Liverpool Lime Street	
Warrington Central	Northern	Hough Green	Hourly
		Widnes	
		Warrington West	
		Warrington Central	

2.4.12. It is demonstrated in this section that the site is accessible by rail to the Merseyside region.

2.5 ROAD SAFETY

2.5.1. A review of available Personal Injury Accident (PIA) data from the most recent five-year period (2018-2022) has been undertaken at the following locations:

Junctions:

- Wood Road / Higher Road;
- Wood Road / Leather's Lane;
- Leather's Lane / Higher Road;
- Leather's Lane / Roseheath Drive;
- Leather's Lane / Hillingden Avenue;

- Leather's Lane / Barn Croft Road;
- Leather's Lane / Bailey's Lane;
- Hillingden Avenue / Barn Croft Road;
- Barn Croft Road / Roseheath Drive; and
- Bailey's Lane / Roseheath Drive.

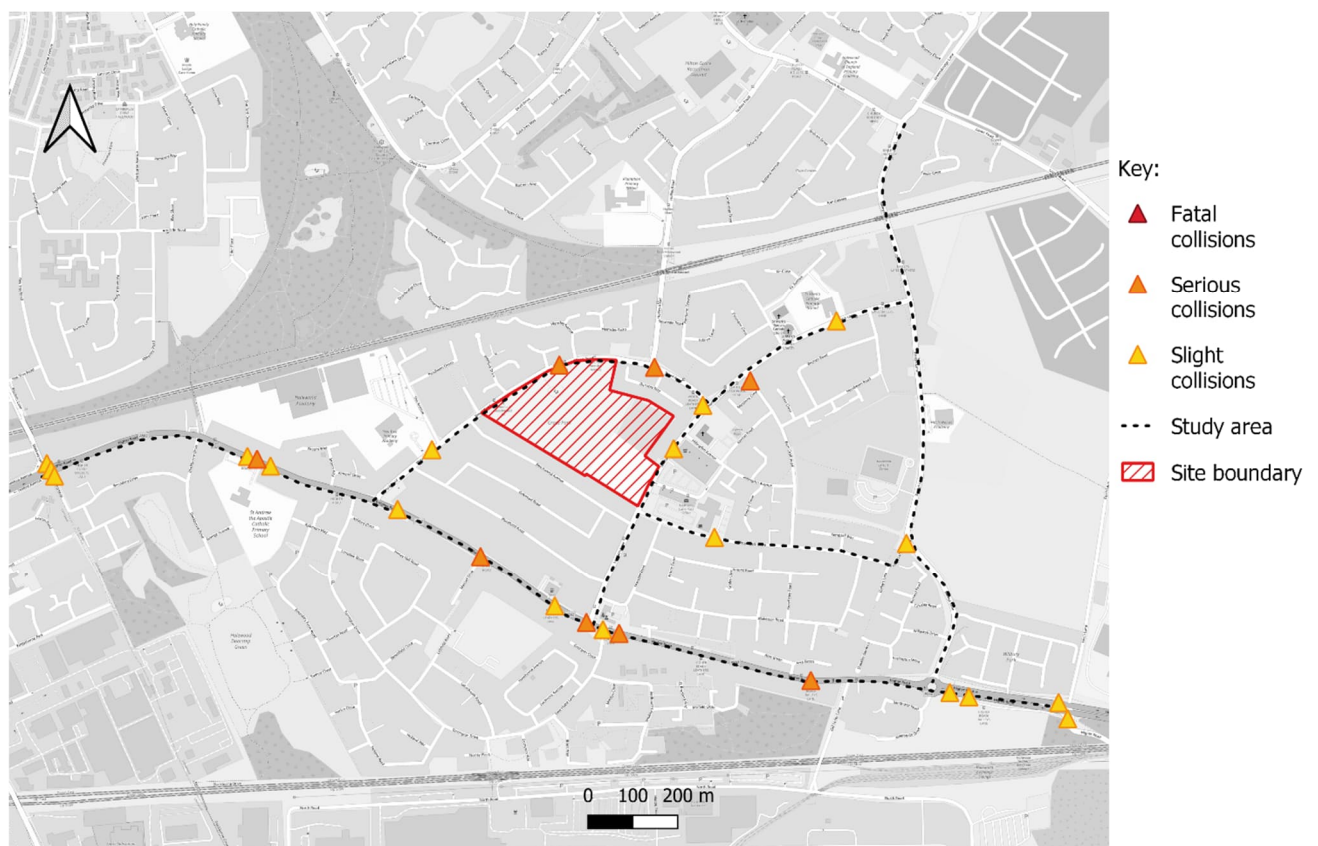
Links:

- Higher Road;
- Wood Road;
- Leather's Lane;
- Roseheath Drive; and

2.5.2. Bailey's Lane.

2.5.3. Figure 2-12 shows all collisions from the five-year period (2018-2022)³ on a map.

Figure 2-12 - PIA Location



³ [CrashMap - UK Road Safety Map](#) 2018-2022

JUNCTION SUMMARY

- 2.5.4. The PIA data for the junctions in this analysis in the five-year period has been summarised in Table 2-5.

Table 2-5 – Five-Year PIA Data Junction Summary

Location	Number of Accidents			
	Slight	Serious	Fatal	Total
Wood Road / A562 Higher Road	1	-	-	1
Wood Road / Leather's Lane	1	-	-	1
Leather's Lane / A562 Higher Road	2	2	-	4
Leather's Lane / Roseheath Drive	-	-	-	0
Leather's Lane / Hillingden Avenue	1	-	-	1
Leather's Lane / Barn Croft Road	-	1	-	1
Leather's Lane / Bailey's Lane	-	-	-	0
Hillingden Avenue / Barn Croft Road	-	-	-	0
Barn Croft Road / Roseheath Drive	-	-	-	0
Roseheath Drive / Bailey's Lane	1	-	-	1
Total	6	3	0	9

- 2.5.5. Although all collisions are regrettable, two thirds of the accidents listed in Table 2-5 were classed as 'slight', which is defined by the Department for Transport as a collision in which at least one person is slightly injured (e.g. a sprain, bruise or cut which is not severe) but no person is seriously injured or killed.
- 2.5.6. Only three accidents in the five-year period were classed as serious and zero were fatal.
- 2.5.7. Most junctions had no more than one collision in the five-year period, except at Leather's Lane / A562 Higher Road, which had four recorded PIAs, equating to 0.8 PIA per year on average.

LINK ANALYSIS

A562 Higher Road

- 2.5.8. The PIA data along the A562 Higher Road in the study area over the five-year period is shown in Table 2-6.

Table 2-6 – A562 Higher Road PIA Data Summary

Year	Number of Accidents			
	Slight	Serious	Fatal	Total
2018	2	-	-	2
2019	1	-	-	1
2020	1	3	-	4
2021	2	-	-	2
2022	6	2	-	8
Total	12	5	0	17

- 2.5.9. A total of 17 PIAs were recorded on the A562 Higher Road including 12 slight and five serious, none of them were fatal.

Bailey's Lane

- 2.5.10. PIAs which occurred on Bailey's Lane has been considered in Table 2-7.

Table 2-7 – Bailey's Lane PIA Data Summary

Year	Number of Accidents			
	Slight	Serious	Fatal	Total
2018	-	-	-	0
2019	1	-	-	1
2020	1	-	-	1
2021	-	-	-	0
2022	-	-	-	0
Total	2	0	0	2

- 2.5.11. Two collisions were recorded on Bailey's Lane which resulted in slight injuries.

Wood Road

- 2.5.12. PIAs which occurred on Wood Road has been considered in Table 2-8.

Table 2-8 – Wood Road PIA Data Summary

Year	Number of Accidents			
	Slight	Serious	Fatal	Total
2018	1	1	-	2
2019	-	1	-	1
2020	-	-	-	0
2021	-	-	-	0
2022	1	-	-	1
Total	2	2	0	4

- 2.5.13. Four collisions were identified on Wood Road over the five-year period which two were slight and two were serious.

Leather's Lane

- 2.5.14. PIAs which occurred on Leather's Lane has been considered in Table 2-9.

Table 2-9 – Leather's Lane PIA Data Summary

Year	Number of Accidents			
	Slight	Serious	Fatal	Total
2018	2	-	-	2
2019	-	-	-	0
2020	-	1	-	1
2021	-	1	-	1
2022	1	-	-	1
Total	3	2	0	5

- 2.5.15. Three slight and two serious PIAs were recorded on Leather's Lane, totalling to five PIAs.

Roseheath Drive

- 2.5.16. PIAs which occurred on Roseheath Drive has been considered in Table 2-10.

Table 2-10 – Roseheath Drive PIA Data Summary

Year	Number of Accidents			
	Slight	Serious	Fatal	Total
2018	-	-	-	0
2019	-	-	-	0
2020	2	-	-	2
2021	-	-	-	0
2022	-	-	-	0
Total	2	0	0	2

- 2.5.17. Two slight collisions were recorded on Roseheath Drive over the five-year period, and no serious and fatal collisions were recorded.

VULNERABLE ROAD USERS

- 2.5.18. Of the collisions detailed above, 16 of the 26 involved a pedestrian or cyclist. 8 of those were recorded on the A562 Higher Road. 9 of the 16 were slight, 7 were serious and there were no fatal collisions. This has been summarised in Table 2-11.

Table 2-11 – Vulnerable Road Users Accident Data Summary

Vulnerable Road User Category	Number of Collisions			
	Slight	Serious	Fatal	Total
Pedestrian	5	5	0	10
Cyclist	4	2	0	6
Total	9	7	0	16

SUMMARY

- 2.5.19. Although all collisions are regrettable, the relatively low number and severity of those recorded PIAs within the study area suggests there are no identifiable risks in terms of road safety, or obvious accident ‘blackspots’. There were 26 collisions in total; none were fatal and 13 of them over the five-year period involved vulnerable road users.
- 2.5.20. No patterns have been recognised in the PIA data in either location or causation factors.
- 2.5.21. For these reasons, it is unlikely that the proposed development will exacerbate collision rates and therefore no additional off-site mitigation is required with respect to road safety across the proposed development.

3 PROPOSED DEVELOPMENT

3.1 INTRODUCTION

- 3.1.1. This section describes the key elements of the overall development plan and how they will be implemented and supported from a transport perspective.

3.2 DEVELOPMENT PROPOSALS

- 3.2.1. The development proposals include:

- Improvements to Greengates Playing Fields – replacing the two existing pitches with two higher quality artificial grass football pitches that can be used throughout the year, as well as being available for use by the wider community. One of the all-weather pitches will be full size, and the other will be a '5 v 5 mini soccer' pitch;
- A clubhouse will serve users of the new pitches and incorporate a community food and hot/cold beverage offering as well as a social area to encourage community integration. The clubhouse will include provisions such as changing rooms, toilets and a viewing area for parents;
- Improvements to recreational and landscape features of Grace Park. Cycle paths and associated cycle stands will be created, as well as a new children's play area, and a car park which will provide 32 bays, which includes five accessible parking bays and 10 EV charging bays, for those using the new football facilities and wider park;
- Visually attractive, low-level fencing is also proposed around the perimeter of the site with various entrance points proposed;
- Buffer planting is also proposed throughout the site, including an abundance of amenity lawn area alongside a biodiverse meadow which will link to the shared use pedestrian/cycle route which runs central to the site via a Boardwalk;
- A fenced play area providing inclusive play equipment and accessible play pieces;
- A flexible use Civil Plaza;
- Public amenity space including a picnic area and public meeting spaces;
- Separate SuDS infrastructure has been identified within the development proposals which are strategically located to form an important feature of the site, with six swales being proposed along the shared-use active travel route and much larger SuDS area proposed to the north of the site. These areas have been sensitively designed to ensure that they can be viewed in the context of the wider site and appropriately drain the proposed development in a visually attractive manner.

- 3.2.2. The proposed layout of the site is included in Appendix B.

3.3 PARKING AND ACCESS

- 3.3.1. A vehicle access is proposed on the eastern site boundary off Leather's Lane opposite the Halewood Shopping Centre car park access. The current gated access to Halewood Town Junior Football Academy will be widened to accommodate access and egress of cars, as well as larger vehicles such as coaches, emergency vehicles and lorries.
- 3.3.2. The existing priority T-junction of Leather's Lane / Halewood Shopping Centre car park access is proposed to be modified to four-arm crossroad.

- 3.3.3. The developments proposals also comprise a car park providing a total of 47 spaces, including five accessible bays and 10 electric vehicle charging points. Access to the car park is proposed via the vehicle access off Leather's Lane.

3.4 WALKING AND CYCLING

- 3.4.1. Pedestrian access into the Site is currently limited to a small path leading from Wood Road to the children's play area. There are no internal pathways connecting into the wider green space, creating accessibility challenges for wheelchair users, cyclists and pushchair users. A large fence divides the park in two, and the west side of the fence lacks pedestrian connection. This fence will be removed and a new shared use route is proposed to connect the park, from Wood Road to the southwest to Leather's Lane to the east. This path will run through the proposed plaza area adjacent to the proposed clubhouse and will have formal pedestrian crossing points.
- 3.4.2. New access points paths for cyclists and pedestrians are proposed off Wood Road to the north with paths connecting to the main shared use route.
- 3.4.3. There is currently no cycle parking in the site. The proposed developments will include 20 new Sheffield cycle stands next to the clubhouse and football pitches for visitors and players. A further 12 stands are to be located in the car park. This will provide a total of 64 cycle parking spaces.

4 POLICY REVIEW

4.1 OVERVIEW

- 4.1.1. This chapter provides an outline of national, regional and local policies relevant to the redevelopment site.

4.2 NATIONAL POLICY

National Planning Policy Framework (December 2024)

- 4.2.1. The most recent version of the National Planning Policy Framework (NPPF) was published in December 2024. The NPPF forms a singular national planning guidance for local planning authorities and decision makers, both in the drawing up of plans and as a material consideration in determining applications.
- 4.2.2. The NPPF identifies that the purpose of the planning system is to contribute towards sustainable development. Sustainable development is defined in terms of economic, social and environmental sustainability, each of which is mutually dependent. In relation to transport, the NPPF outlines that new developments should contribute towards sustainability and health objectives by promoting development in sustainable locations as well as active transport.
- 4.2.3. Developments will be prioritised which reduce greenhouse gas emissions and reduce congestion by facilitating the use of sustainable modes of transport. Developments should be located in areas where the need to travel can be minimised and the use of sustainable modes can be maximised.
- 4.2.4. The Framework also places significant weight to the endorsement of sites which provide priority to Non-Motorised Users (NMUs) which includes pedestrians and cyclists. Such users should be provided access to high quality public transport facilities as well as sites that create a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians.
- 4.2.5. Paragraph 110 of the NPPF states that:
- “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.”*
- 4.2.6. The proposed development is located in a sustainable location that is accessible by a variety of modes, as well as having a significant local population within a short walking distance of both sites. It is therefore considered that the proposed development is aligned with the NPPF.
- 4.2.7. NPPF includes a focus on ‘vision-led’ approach in transport planning which will be supported by designing the transport and behavioural interventions in developments.
- 4.2.8. Paragraph 115 and 116 of the NPPF states that *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *Safe and suitable access to the site can be achieved for all users;*
 - *The design of streets, parking areas, other transport elements and the content of associated standards reflects the current national guidance, including the National Design Guide and the National Model Guide Code; and*

- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on the highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach."*

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

4.2.9. Furthermore, paragraph 118 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

4.2.10. This TS addresses the above policy guidance by outlining opportunities for sustainable travel to and from the site and by detailing how sustainable and active travel options will be promoted through the Framework Travel Plan.

National Planning Practice Guidance

4.2.11. The National Planning Practice Guidance (NPPG) web-based resource was published on 6th March 2014 by the Department for Communities and Local Government (DCLG). This resource collates relevant planning practice guidance, providing links between the NPPF and relevant legislation.

4.2.12. The NPPG contains 41 categories of notes, one of which presents guidance on TP, TA and Transport Statements (TS) in decision-taking (which has superseded the Department for Transport (DfT) published 'Guidance on Transport Assessment') states at Paragraph 005 that:

"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required. The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be grounds for refusal in accordance with the National Planning Policy Framework".

4.2.13. Paragraph 014 provides guidance on establishing the need and scope of a Transport Assessment or Statement, indicating that:

"The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development."

4.3 REGIONAL POLICY

Liverpool City Region Combined Authority Five Year Climate Action Plan 2023-2028

- 4.3.1. The combined authority's climate action plan sets out targets and steps to reduce the region's emissions between 2023 and 2028, and into the longer term.
- 4.3.2. In the Transport section, the need to encourage people to walk, wheel and use public transport in place of private vehicles is emphasised, as well as the need to create places built for people, not traffic.
- 4.3.3. Specific actions include:
 - T1 – Develop policies and actions to achieve quantifiable carbon reductions from transport, facilitate a major shift to public transport and active travel, and support a people-first, fair, inclusive and accessible transport system.
 - T5 – Review and implement a fully integrate public transport network that supports large-scale shift from private car usage and improves levels of connectivity. This includes 'first and last mile' links by active travel and new forms of micromobility.
 - T6 – Deliver City Region Sustainable Transport Settlement (CRSTS) interventions in full, which will facilitate outcomes including decarbonisation, behavioural change, uptake of sustainable travel and reallocation of road space.

Liverpool City Region Combined Authority (Emerging) Our 4th Local Transport Plan: Issues, Challenges and Goals – Developing a Vision For Local Transport to 2040 (Consultation Version – October 2024)

- 4.3.4. The fourth Local Transport Plan (LTP) is currently in is consultation phase, with the latest draft being released in October 2024.
- 4.3.5. The plan establishes the issues and challenges of the transport network across the Liverpool City Region, leading to a set of high-level goals and priorities being established that will inform the final LTP.
- 4.3.6. The vision set out in the LTP as *"clean, safe and accessible transport for moving people and goods"*.
- 4.3.7. The 4th LTP has five goals to help achieve this vision:
 - Support good, clean job growth and opportunity for all;
 - Achieve net-zero carbon and an improved environment;
 - Improving the health and quality of life;
 - Transport that's well maintained through; and
 - Plan and respond to uncertainty and change and be innovative.
- 4.3.8. The nature of the proposed development has a clear alignment to the vision and goals of the 4th Local Transport Plan, particularly that of improving the health and quality of life of our people and communities.
- 4.3.9. The 4th LTP is supported by 21 policies. The proposed development aligns to the policies including:
 - Policy G1-1 – Consider sustainable transport and movement in all we do as a Combined Authority
 - Policy G2-4 – Reallocating road space and making best use of finite capacity
 - Policy G3-2 – Delivering clean, healthy travel and placemaking in all we do

- Policy G3-4 – Making transport safe, inclusive, attractive and reassuring for the user

LCRCA Local Cycling and Walking Infrastructure Plan (LCWIP)

4.3.10. The LCWIP adopted in 2019 is a strategic approach to developing a cohesive network of high standard active travel routes across the Liverpool City Region.

4.3.11. Objectives of this Plan include:

- Develop a walking and cycling network that increases uptake in active travel;
- Information gathering to understand existing patterns of walking and cycling in the LCR; and
- Ensure integration of the network with transport and land use planning policies.

4.4 LOCAL POLICY

Knowsley 2030 Strategy

4.4.1. The Knowsley 2030 strategy, approved in 2020, sets out broad aims for the borough to achieve by 2030, one being:

“In 2030, Knowsley will be an active place which enables people to live happier, healthier lives.”

4.4.2. Some of the specific goals within this aim include:

- High quality amenities, including green spaces, will provide opportunities for residents of all ages to enjoy being active and will underpin improvements to positive mental wellbeing
- To work in partnership to deliver better, more joined-up community-based health and care services for Knowsley residents
- The Green Space Strategy will set out how to best utilise attractive and accessible green spaces to help people to remain healthy

4.4.3. The development will enhance walking and cycling infrastructure and create high quality public realm for Knowsley residents and visitors, so it is considered that the development proposals are in line with the Knowsley 2030 strategy.

The Knowsley Local Plan: Core Strategy (January 2016)

4.4.4. Forming part of the Knowsley Local Plan, the Core Strategy sets out the strategic framework for the growth and development of Knowsley up to 2028 and beyond.

4.4.5. Some of the Strategic Objectives set out particularly align with the proposed development, as listed below:

- Objective 3 – To regenerate and transform areas of social and economic deprivation so they become more sustainable, safer, healthier and more cohesive communities
- Objective 4 – To promote distinctive, viable and sustainable town centre... by improving choice, variety and quality in their range of retail, leisure and other town centre uses, together with thriving district centres, including enhancements of those in Halewood
- Objective 5 – To promote the quality of place within Knowsley by... enhancing the character, quality and diversity of Knowsley's built environment, including town centres, key employment areas, residential neighbourhoods, green spaces, conservation areas, rural areas and villages, key gateways and transport routes

- Objective 6 – To ensure new developments in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services
- Objective 7 – To manage environmental resources in Knowsley prudently by focusing on sustainable development, recycling and renewable technologies, minimising pollution, reducing carbon emissions and responding to the impacts of climate change
- Objective 8 – To support and strengthen the role of Knowsley’s green Infrastructure (in rural and urban areas), promote biodiversity, and maintain the character of rural settlements
- Objective 9 – To address existing health inequalities and encourage enhancements to the health and wellbeing of Knowsley’s residents by ensuring a health promoting environment and provision of healthy lifestyle options for those living and working in the borough

- 4.4.6. Chapter 6 details each area’s priorities and key issues. For Halewood, some of these include the *“isolated nature of the settlement relative to other parts of Knowsley necessitates improved public transport links, particularly to employment and health care services, together with a broader requirement to develop sustainable transport infrastructure to encourage walking and cycling”* and a *“localised shortages of good quality greenspace”*.
- 4.4.7. One area of priority listed which reflects the opportunities related to these problems is *“to improve the quantity, quality and/or accessibility of existing local greenspace and to maintain and enhance the Green Infrastructure network and areas of environmental importance in Halewood, including the Halewood Triangle strategic green link”*.
- 4.4.8. Chapter 9 of the document aims to promote a better quality of place to attract and retain residents and businesses and promote the creation of attractive, sustainable neighbourhoods. Two key policies, CS19 and CS21 are detailed below.
- 4.4.9. Policy CS19 ‘Design Quality and Accessibility in New Development’ – to enhance local distinctiveness, identity and accessibility
- Complement and enhance (where possible), existing landscape, topography, Green Infrastructure;
 - Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high-quality public realm and open spaces, public art (as appropriate) and landscaping which promotes biodiversity and integrates existing local habitats;
 - Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
 - Integrate effectively with existing development and link to existing shopping and service provision; and
 - Demonstrate community engagement during the design phase of major development proposals.
- 4.4.10. Policy CS21 ‘Greenspaces and Trees’
- The Council will provide and maintain quantitative, qualitative and accessibility standards for different types of public open space
 - The Council will support improvements to existing and new areas of greenspace in accordance with best practise standards to achieve the following requirements:

- Accessible, safe and secure locations for all members of the community to use;
 - Clean and well-maintained facilities, equipment and open spaces; and
 - Conservation of natural features, wildlife, fauna, landscapes, buildings and other structural features, as appropriate.
- The Council will encourage proposals for new development to incorporate:
- Retention of existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest;
 - Appropriate planting of trees, other soft landscaping and installation of habitat features for the benefit of biodiversity; and
 - Adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.

4.5 SUMMARY

- 4.5.1. The development proposals support the borough's policy through utilising the existing green space to better serve the borough's residents and enhancing the existing green space and ensuring the site is accessible for all.
- 4.5.2. In conclusion, since the proposed development is also located in a sustainable and accessible location, it is therefore in line with the principles of national, regional and local transport planning policy.

5 TRIP GENERATION

5.1 INTRODUCTION

- 5.1.1. This section of the report sets out the likely vehicle and people trip generation by the development proposals and considers its impact upon the highway network.
- 5.1.2. The potential trip generation of the development has been derived taking into consideration the following:
- The scale of the development;
 - The current availability of public transport in the area; and
 - The intended increase in active travel modes, due to the nature of the proposals.

5.2 VEHICLE

- 5.2.1. To determine the forecast trip generation for the proposed additional uses, TRICS database has been interrogated as the industry standard approach.

WEEKDAY

- 5.2.2. The following selection criteria has been applied to derive a set of vehicle trip rates on a weekday:
- **Land use:** 07 – Leisure;
 - **Category:** L – Football (5-a-side);
 - **Regions:** England and Wales, excluding Greater London;
 - **Survey days:** Tuesday and Wednesday;
 - **Parameter range:** 5 to 7 pitches;
 - **Locations:** Suburban Area, Edge of Town;
- 5.2.3. The above filtering criteria results in two surveys:
- Powerleague, Halesowen – seven pitches; and
 - Play Football, York – five pitches.

The TRICS output is included in Appendix C and the morning and evening peak hourly trip rates on a weekday have been summarised in Table 5-1.

Table 5-1 – Weekday Peak Hourly Vehicle Trip Rates

Time	Vehicle Trip Rates (per pitch)		
	Arrivals	Departures	Total
AM Peak Hour (09:00 - 10:00)	0.143	0.286	0.429
PM Peak Hour (20:00 - 21:00)	3.833	8.333	12.166

- 5.2.4. The proposals include one all-weather pitch and one mini (five-a-side) pitch. As the TRICS surveys were undertaken at smaller 5-a-side pitches, a scaling factor of $(31/15=2.1)$, see Section 5.4) has been applied to estimate the likely potential trip generation of the all-weather pitch to account for

more players being anticipated on the all-weather pitch. This scaling factor is applied to calculate the trip generation for the site, shown in Table 5-2.

Table 5-2 – Weekday Peak Hourly Vehicle Trips

Time	Trip generation in vehicles		
	Arrivals	Departures	Total
AM Peak Hour (09:00-10:00)	0	1	1
PM Peak Hour (20:00 - 21:00)	12	26	38

- 5.2.5. As set out Table 5-2, the development is forecast to generate an additional one vehicle trip in the AM peak and an additional 38 two-way vehicle trips in the PM on a weekday.

WEEKEND

- 5.2.6. The following selection criteria has been applied to derive a set of vehicle trip rates during weekend:

- **Land use:** 07 – Leisure;
- **Category:** L – Football (5-a-side);
- **Regions:** England and Wales, excluding Greater London;
- **Survey days:** Saturday;
- **Parameter range:** six to seven pitches;
- **Locations:** Suburban Area, Edge of Town.

- 5.2.7. The above filtering criteria results in two surveys:

- FIVES Soccer Centre, Bristol – seven pitches; and
- Astro Kings 5-a-side Football Centre, Nottingham – six pitches.

The TRICS output is included in Appendix C and the maximum hourly trip rates during weekend have been summarised in Table 5-3.

Table 5-3 – Weekend Peak Hourly Vehicle Trip Rates

Time	Vehicle Trip Rates (per pitch)		
	Arrivals	Departures	Total
Peak Hour (13:00 - 14:00)	4.846	3.462	8.308

- 5.2.8. The calculated vehicle trip generation based on the number of additional pitches is shown in Table 5-4.

Table 5-4 – Weekend Peak Hourly Vehicle Trips

Time	Trip generation in vehicles		
	Arrivals	Departures	Total
Peak Hour (13:00 - 14:00)	15	11	26

- 5.2.9. As set out in Table 5-4, the development is forecast to generate an additional 26 two-way vehicle trips in the peak hour during weekend.

5.3 PARKING ASSESSMENT

A parking assessment has been undertaken to demonstrate that there is a sufficient number of parking spaces provided within the development based on the trip generation discussed in Section 5.2, the result is shown in Table 5-5.

Table 5-5 – Parking Accumulation from Increased Vehicle Trips

Time	Weekday			Weekend		
	Arrival	Departure	Net space required	Arrival	Departure	Net space required
07:00-08:00	0	0	0	0	0	7
08:00-09:00	0	0	5	4	2	9
09:00-10:00	0	1	4	7	3	13
10:00-11:00	0	0	4	13	6	20
11:00-12:00	0	0	4	12	13	19
12:00-13:00	0	0	4	14	12	21
13:00-14:00	1	0	5	15	10	26
14:00-15:00	0	0	5	10	10	26
15:00-16:00	3	1	7	7	12	21
16:00-17:00	11	3	15	6	12	15
17:00-18:00	19	5	29	3	6	12
18:00-19:00	21	12	38	5	13	4
19:00-20:00	10	13	35	0	4	0
20:00-21:00	12	25	22	0	0	0
21:00-22:00	1	21	2	0	0	0

Time	Weekday			Weekend		
	Arrival	Departure	Net space required	Arrival	Departure	Net space required
22:00-23:00	0	2	0	0	0	0

- 5.3.1. As demonstrated above, the proposed level of parking provision has been established to ensure that an adequate number of spaces (47 spaces) are available to provide for parking demand (up to 38 spaces) of the development proposal without resulting in on-street car parking. It is considered that the proposed parking levels would not have a severe impact on highway safety when compared to existing conditions.

5.4 FOOTBALL PITCH USERS

- 5.4.1. A qualitative trip generation on people trips has been undertaken in this section.
- 5.4.2. It is assumed that the proposed football pitches will serve the existing occupier, Halewood Town Junior Football Academy. Currently they host weekly sessions on Saturdays.
- 5.4.3. The likely estimated number of users of the football pitches at any one time is shown in Table 5-6. These estimates are based on 11-a-side football teams with four substitutes playing on the all-weather pitch, and 5-a-side teams with two substitutes playing on the smaller pitch.

Table 5-6 – Estimated number of people on football pitches at any one time

Type of user	All-weather pitch	Five-a-side pitch
Players	30	14
Referee	1	1
Total	31	15
	46	

- 5.4.4. Considering that the football players are very likely to be children being dropped off and picked up by their parents. In the worst-case scenario where all players and referee will access the football pitches by a car, this would result in 46 cars arriving at one time, which is within the proposed 48 parking spaces.

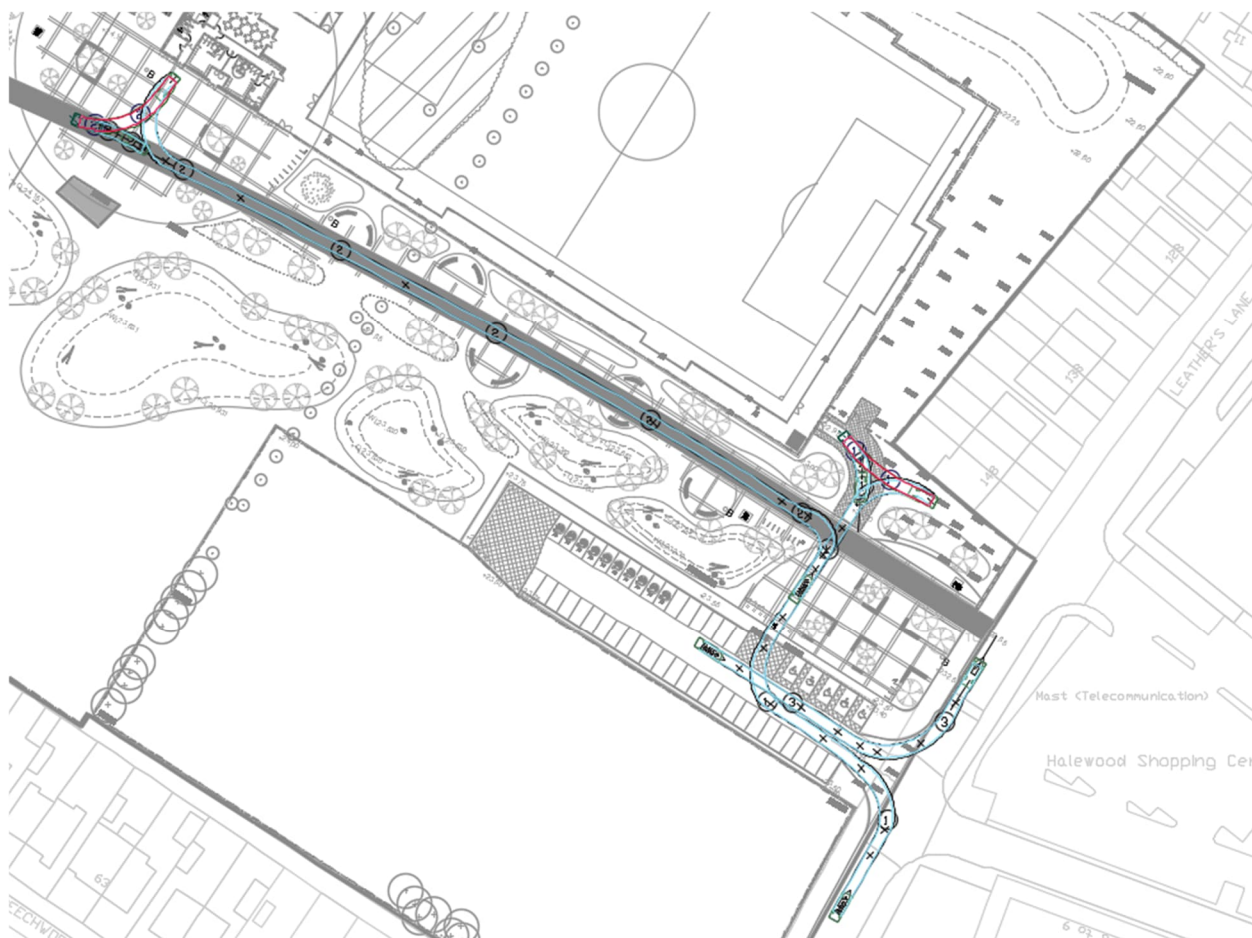
5.5 SUMMARY

- 5.5.1. This section has assessed the likely impacts of the development on the local highway network and within the proposed car park, through a robust worst-case trip generation and parking accumulation exercise.
- 5.5.2. It can be concluded that the impact on the local highway network due to the proposed development will be minimal, primarily due to the low change in activity on site and the active travel implications of the proposals, and that any parking demand can be comfortably accommodated by the proposed car parking and the surrounding alternative parking options, for the same reasons.

6 EMERGENCY AND SERVICING STRATEGY

- 6.1.1. A vehicle access is proposed on the eastern site boundary off Leather's Lane opposite the Halewood Shopping Centre car park access. The current gated access to Halewood Town Junior Football Academy will be widened to accommodate access and egress of vehicles. The layout plan is provided in Appendix B.
- 6.1.2. The existing priority T-junction of Leather's Lane / Halewood Shopping Centre car park access is therefore proposed to be modified to 4-arm crossroad.
- 6.1.3. Emergency vehicles are proposed to access the paving in the centre of the site via the proposed car park and the shared use path, as shown in Figure 6-1. Space to the east of the all-weather football pitch will be able to accommodate manoeuvre of an ambulance adjacent to the gate of the pitch.
- 6.1.4. KMBC have confirmed that full coach access will not be required on the site, however, a minibus has been tracked through the car park, utilising the turning head at the western end. This is shown below in Figure 6-2.
- 6.1.5. Tracking drawings are provided in Appendix D.

Figure 6-1 - Vehicle tracking of an ambulance



7 SUMMARY AND CONCLUSION

7.1 SUMMARY

- 7.1.1. This Transport Statement (TS) has been prepared by WSP on behalf of Knowsley Metropolitan Borough Council in support of a full planning application to enhance Grace Park.
- 7.1.2. Grace Park currently functions as an open, green space and houses Halewood Town Junior Football Academy. The proposals set out to increase connectivity between the two sites, make improvements to the public realm, and make the sites more accessible to all but especially by active travel modes.
- 7.1.3. The site is bounded by Wood Road and leather's Lane, and residences on Dunacre Way and Beechwood Avenue.
- 7.1.4. The development proposals accord with the national, regional and local transport policy of promoting sustainable development and facilitating means of travel by sustainable modes.
- 7.1.5. The existing sustainable and active travel conditions surrounding the site and the local area have been assessed and the site has been shown to be in a highly sustainable location with access to frequent bus services. It is also within suitable walking and cycling distance to a range of local amenities including Halewood Railway Station.
- 7.1.6. An analysis of accident data has shown a low number of collisions across junctions in the study area, and a lack of significant patterns in location. From this it is concluded that no off-site mitigation is required with respect to road safety.
- 7.1.7. The development proposals support the borough's policy through utilising the existing green space to better serve the borough's residents and enhancing the existing green space and ensuring the site is accessible for all. Since the proposed development is also located in a sustainable and accessible location, it is therefore in line with the principles of national, regional and local transport planning policy.
- 7.1.8. Trip generation and parking accumulation exercises have been analysed and demonstrated that the proposals are not expected to have significant traffic impacts on the highway network.
- 7.1.9. Emergency and servicing vehicles are proposed to access the site via the proposed car park and vehicles have been tracked to demonstrate the internal layout will accommodate the emergency and servicing vehicles.

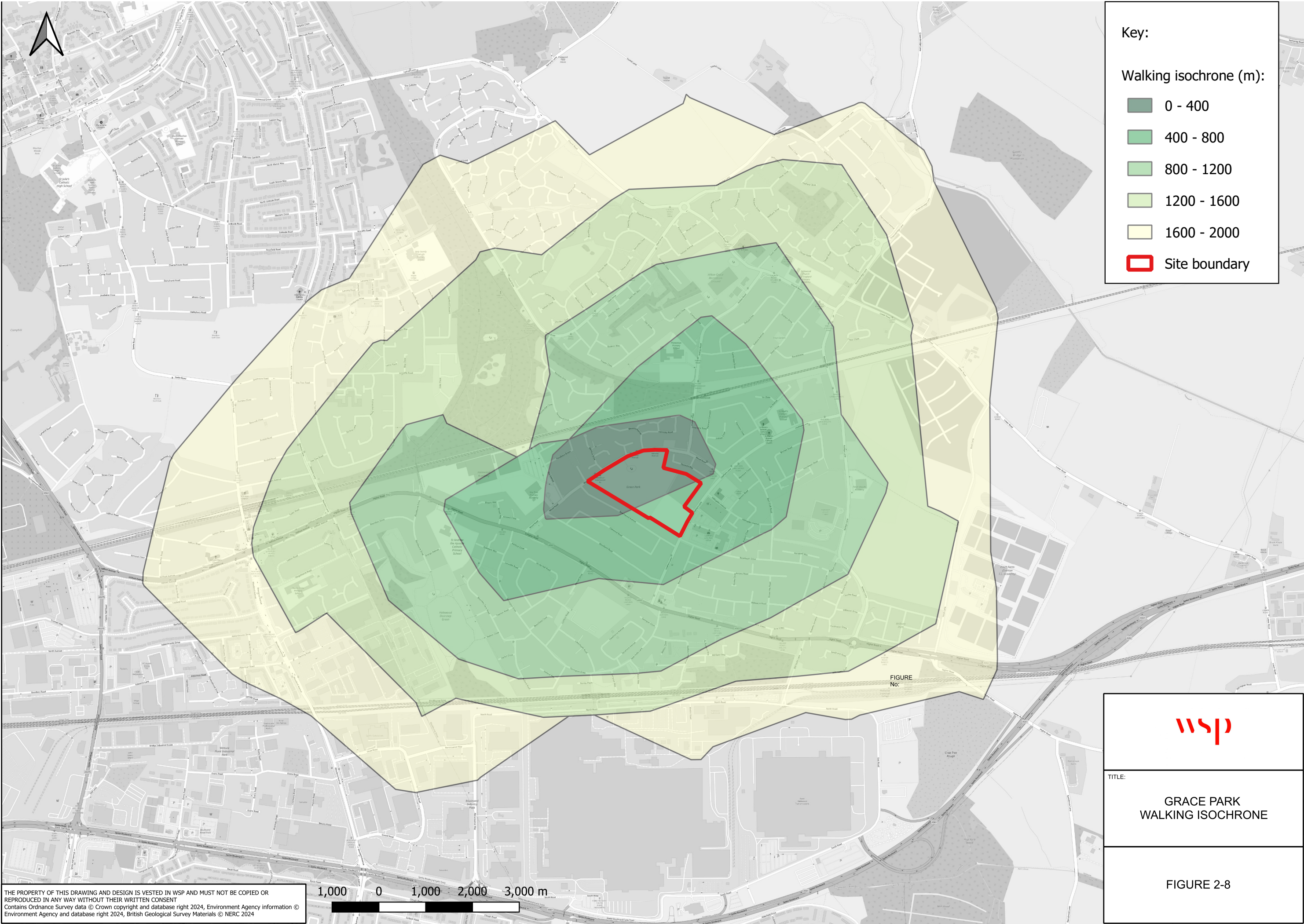
7.2 CONCLUSION

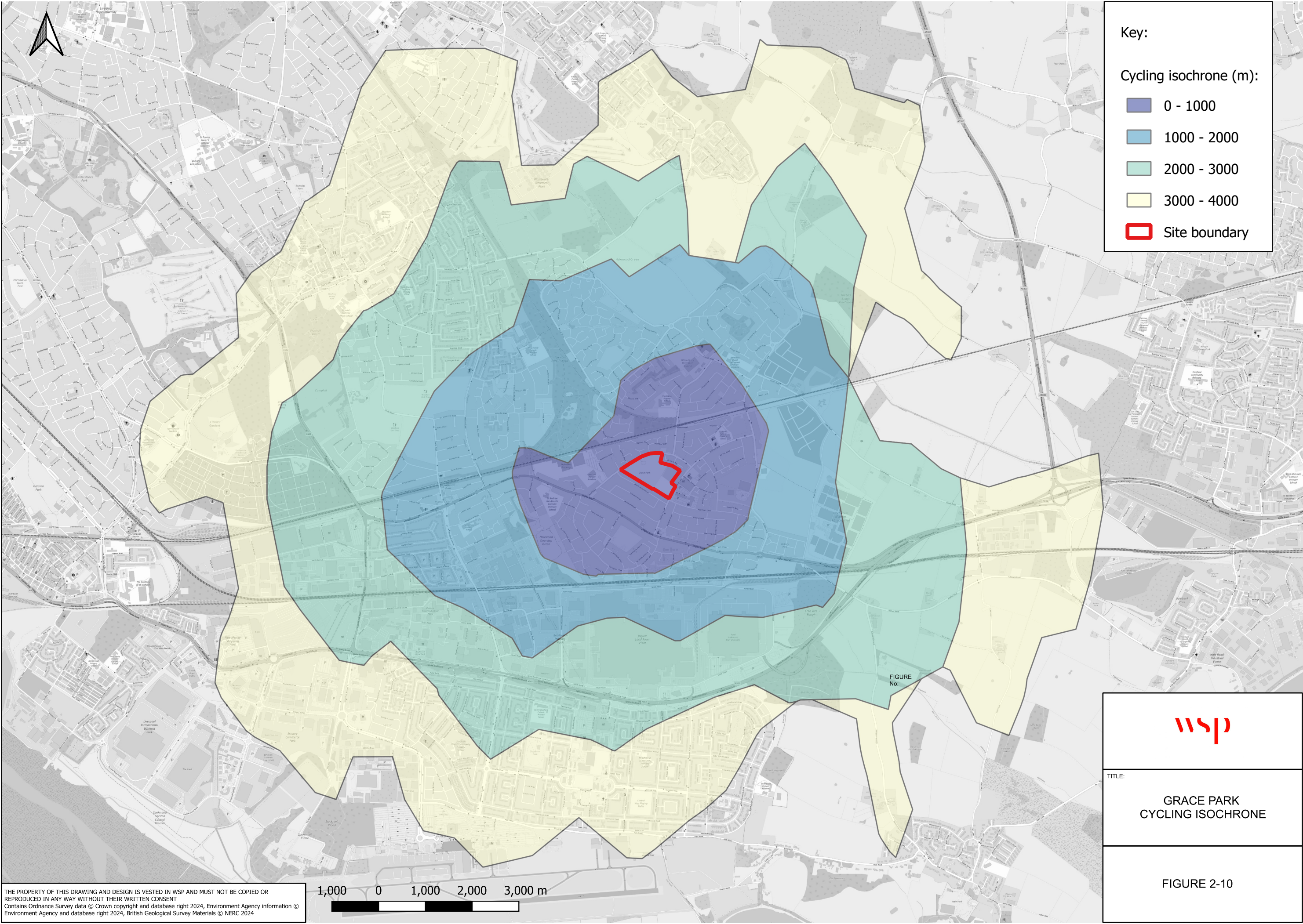
- 7.2.1. Paragraph 116 of the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.
- 7.2.2. As a result of the above assessment and conclusions, it has been demonstrated that the residual cumulative impacts of development are not severe and hence Knowsley Metropolitan Borough Council should recognise that the proposals are acceptable in transport terms.

Appendix A

WALKING AND CYCLING ISOCHRONES







Appendix B

PROPOSED SITE LAYOUT



- Note.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND DOCUMENTS.
LOCATION PLAN
70119719_WSP_LUD_GRP_DR_LA_0002
EXISTING SITE PLAN
70119719_WSP_LUD_GRP_DR_LA_0003
HARD LANDSCAPE PLAN
70119719_WSP_LUD_GRP_DR_LA_0005
SOFT LANDSCAPE STRATEGY
70119719_WSP_LUD_GRP_DR_LA_0006
ALL DIMENSIONS ARE METERS UNLESS STATED OTHERWISE.
LIGHTING PROPOSALS NOT CURRENTLY SHOWN ON PLAN, SUBJECT TO LIGHTING CONSULTANT'S DESIGN.
CCTV PROPOSALS NOT CURRENTLY SHOWN ON PLAN, SUBJECT TO SECURITY CONSULTANT'S DESIGN.
FOR ARBORICULTURAL TREE ROOT PROTECTION PLAN REFER TO DRAWING 70119719-ARB-TRPP-GRP-1.0
FOR TRANSPORT DESIGN REFER TO DRAWINGS
UK0029106.9719- SK01
UK0029106.9719- VT01
UK0029106.9719- VT02
UK0029106.9719- VT03

- KEY:
- Application Site Boundary
 - Proposed Building - To Architects Design
 - Existing Trees to be Retained & Protected
 - Existing Vegetation to be Retained
 - Proposed Individual Trees
Refer to Soft Landscape Strategy
 - Proposed Swale Planting
Refer to Soft Landscape Strategy
 - Proposed Native Scrub Mix
Refer to Soft Landscape Strategy
 - Proposed Amenity Lawn Grass Mix
Refer to Soft Landscape Strategy
 - Proposed Wildflower Meadow Mix
Refer to Soft Landscape Strategy
 - Proposed Ornamental Planting
Refer to Soft Landscape Strategy
 - Proposed Shared Use Route surfacing - Bitumen Macadam surfacing or equivalent and approved to light traffic specification
 - Proposed Footway surfacing - Bitumen Macadam surfacing or equivalent and approved to light traffic specification
 - Proposed Resin Bordered Gravel (Non-porous) - Daxx or equivalent and approved
 - Proposed Car park surfacing - Bitumen Macadam or equivalent and approved to Highway Engineers specification
 - Proposed Setts - Banding for Paved Areas - Hardscape, 10mm (200x50mm) - Charcoal & Silver granite Staked Bond, Or equivalent and approved
 - Proposed Block Paving for Paved Areas - Hardscape, Neogrange (450x450mm) - Silver Granite, Staked Bond, Or equivalent and approved
 - Proposed Block Paving for Paved Areas - Hardscape, Neogrange (450x450mm) - Autumn Brown Staked Bond, Or equivalent and approved
 - Proposed 3G non-infill synthetic surfacing - Polytan (UK) Lighter R5+ R system or equivalent and approved to FIFA Quality Standard
 - Proposed Reinforced Grass Matting Safety surfacing or equivalent and approved
 - Proposed Reinforced Grass Mesh System or equivalent and approved
 - Proposed Hard standing area for Temporary Compound to be MCT type 3 or equivalent and approved
 - Proposed Coloured Design to Play Area - Wet Pour Safety Surfacing or equivalent and approved
 - Proposed Bark Mulch safety surfacing or equivalent and approved
 - Proposed Timber logs and posts to be set in bark mulch safety surfacing as part of play trail on existing mound
 - Proposed Fencing to Temporary Compound to be Hesco fencing or equivalent and approved
 - Existing Boundary Fencing to be retained and made good where required
 - Proposed Acoustic Fencing - 4m Height, P3.5 SoundBlock, Gramm Barriers or equivalent and approved
 - Proposed 4.5m Height Sports Fencing - Weldmesh or equivalent and approved
 - Proposed 2m Height Sports Fencing - Weldmesh or equivalent and approved
 - Proposed Spectator Rail Fencing - 1.1m Height Steel with Mesh infill and rubber nozzles for noise reduction or equivalent and approved
 - Proposed boundary low top fencing 1.2m Height to be Iron Railing or equivalent and approved
 - Proposed Boundary Fencing - 1.8m Height to be Iron Railing or equivalent and approved
 - Proposed Double leaf gate to match adjacent fencing
 - Proposed Single leaf gate to match adjacent fencing
 - Proposed Finger-post Signage - Metal, Black, product to be selected at detail design stage as part of Wayfinding Strategy
 - Proposed Info-board Signage - Metal, Black, product to be selected at detail design stage as part of Wayfinding Strategy
 - Proposed Flood Lighting Column - Refer to Lighting Consultants Design for more information
 - Proposed Picnic Table - Garthside Picnic Bench RAL 9005, Brosp or equivalent and approved
 - Proposed Accessible Picnic Table - Garthside Picnic Bench - Extended Top, RAL 9005, Brosp or equivalent and approved
 - Proposed Benches - Clarendon Seat, Street Master or equivalent and approved
 - Proposed Recessed Planting Area with seating
 - Proposed Bin - Oxford Bin with Lid, Streetmaster RAL 9005 or equivalent and approved
 - Proposed Bollards - Stainless Steel Sheffield Bollard RAL 9005, Brosp or equivalent and approved
Removable Fencing where vehicle access is required
 - Proposed Cycle Stands - Sheffield Cycle Stand RAL 9005, Brosp or equivalent and approved
 - Proposed Metal Filter - Metal, Black, product to be selected at detail design stage
 - Proposed Natural Feature - Tree log and Boulders
 - Proposed Raised Platform Area - with Retention Socket and Electricity access point
 - Proposed Containers for Clubhouse Use

- DO NOT SCALE
- PROPOSED:
- Main vehicular entrance from Leathers Lane
 - Entrance plaza with ornamental planting and seating connecting to Halewood Shopping Centre
 - Shared-use active travel route
 - Main pedestrian and cyclist entrance from Wood Road
 - Secondary pedestrian entrances from Wood Road
 - Series of planted swales and attenuation basins (SuDs)
 - Private Naturalised Area & SuDs feature fenced and maintained by Club Operators
 - Public meeting spaces 'Grace Gardens'
 - Flexible use plaza area with Pergola, electricity points and retention socket for outdoor events
 - Car park with 32 standard bays and 5 accessible bays and 10 EV charging bays
 - Sports/Community Pavilion to be designed by Architect
 - Artificial Grass Pitch with multi-pitch layout to Football Association (FA) guide lines 100x64m
 - Mini 5v5 Football pitch to Football Association (FA) guide lines 40x30m
 - Picnic Area
 - Feature play area, fenced with inclusive play equipment - **Designed to be agreed with KMBC**
 - Existing mound re-graded to flexible amenity grassed area
 - Temporary Contractors Compound Hard Standing Area to be fenced from public access

P03	14/11/25	JY	Updated following Redesign	MF	RW
P02	18/12/24	JY	Updated in accordance with other disciplines	ER	RV
P01	10/10/24	JY	First Issue	ER	RV
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S3 - FOR REVIEW

wsp

1st Floor Station House, Exchange Station, Timebeam Street, Liverpool, L2 2QP, UK
T: +44 (0) 151 680 5500
wsp.com

CLIENT: KMBC

ARCHITECT: WSP

PROJECT: Halewood LUF Grace Park RIBA 3

TITLE: Grace Park Proposed Site Plan

SCALE @ A3: 1:500	CHECKED: MF	APPROVED: RW
PROJECT No: 70119719	DESIGNED: JY/MF	DRAWN: JY
DRAWING No: 70119719_WSP_LUD_GRP_DR_LA_0004	DATE: November 25	REV: P03

Appendix C

TRICS TRIP GENERATION DATA



Calculation Reference: AUDIT-100323-241205-1214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	YO YORK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

WSP Queen Street Manchester

Licence No: 100323

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pitches
Actual Range: 5 to 7 (units:)
Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days
Wednesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1
No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
20,001 to 25,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

WSP Queen Street Manchester

Licence No: 100323

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL
2	YO-07-L-01	PLAY FOOTBALL	YORK
	STIRLING ROAD		
	YORK		
	CLIFTON MOOR		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	5	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.143	1	7	0.000	1	7	0.143
09:00 - 10:00	1	7	0.143	1	7	0.286	1	7	0.429
10:00 - 11:00	1	7	0.143	1	7	0.143	1	7	0.286
11:00 - 12:00	1	7	0.143	1	7	0.143	1	7	0.286
12:00 - 13:00	1	7	0.143	1	7	0.143	1	7	0.286
13:00 - 14:00	1	7	0.286	1	7	0.143	1	7	0.429
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.833	2	6	0.417	2	6	1.250
16:00 - 17:00	2	6	3.583	2	6	0.750	2	6	4.333
17:00 - 18:00	2	6	6.250	2	6	1.500	2	6	7.750
18:00 - 19:00	2	6	6.750	2	6	3.667	2	6	10.417
19:00 - 20:00	2	6	3.250	2	6	4.250	2	6	7.500
20:00 - 21:00	2	6	3.833	2	6	8.333	2	6	12.166
21:00 - 22:00	2	6	0.250	2	6	7.000	2	6	7.250
22:00 - 23:00	2	6	0.000	2	6	0.583	2	6	0.583
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			25.750			27.358			53.108

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

5 - 7 (units:)

Survey date date range:

01/01/16 - 24/09/22

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TAXIS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.000	1	7	0.000
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.000	1	7	0.000	1	7	0.000
13:00 - 14:00	1	7	0.143	1	7	0.143	1	7	0.286
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.083	2	6	0.083	2	6	0.166
16:00 - 17:00	2	6	0.000	2	6	0.000	2	6	0.000
17:00 - 18:00	2	6	0.083	2	6	0.083	2	6	0.166
18:00 - 19:00	2	6	0.000	2	6	0.000	2	6	0.000
19:00 - 20:00	2	6	0.000	2	6	0.000	2	6	0.000
20:00 - 21:00	2	6	0.000	2	6	0.000	2	6	0.000
21:00 - 22:00	2	6	0.000	2	6	0.000	2	6	0.000
22:00 - 23:00	2	6	0.000	2	6	0.000	2	6	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.309			0.309			0.618

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
OGVS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.000	1	7	0.000
10:00 - 11:00	1	7	0.143	1	7	0.143	1	7	0.286
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.000	1	7	0.143	1	7	0.143
13:00 - 14:00	1	7	0.000	1	7	0.000	1	7	0.000
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.000	2	6	0.000	2	6	0.000
16:00 - 17:00	2	6	0.000	2	6	0.000	2	6	0.000
17:00 - 18:00	2	6	0.000	2	6	0.000	2	6	0.000
18:00 - 19:00	2	6	0.000	2	6	0.000	2	6	0.000
19:00 - 20:00	2	6	0.000	2	6	0.000	2	6	0.000
20:00 - 21:00	2	6	0.000	2	6	0.000	2	6	0.000
21:00 - 22:00	2	6	0.000	2	6	0.000	2	6	0.000
22:00 - 23:00	2	6	0.000	2	6	0.000	2	6	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.143			0.286			0.429

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
CYCLISTS
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.000	1	7	0.000
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.000	1	7	0.000	1	7	0.000
13:00 - 14:00	1	7	0.000	1	7	0.000	1	7	0.000
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.083	2	6	0.000	2	6	0.083
16:00 - 17:00	2	6	0.000	2	6	0.083	2	6	0.083
17:00 - 18:00	2	6	0.083	2	6	0.000	2	6	0.083
18:00 - 19:00	2	6	0.000	2	6	0.000	2	6	0.000
19:00 - 20:00	2	6	0.083	2	6	0.167	2	6	0.250
20:00 - 21:00	2	6	0.000	2	6	0.000	2	6	0.000
21:00 - 22:00	2	6	0.000	2	6	0.000	2	6	0.000
22:00 - 23:00	2	6	0.000	2	6	0.000	2	6	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.249			0.250			0.499

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
CARS
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.143	1	7	0.000	1	7	0.143
09:00 - 10:00	1	7	0.143	1	7	0.143	1	7	0.286
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.143	1	7	0.143	1	7	0.286
12:00 - 13:00	1	7	0.000	1	7	0.000	1	7	0.000
13:00 - 14:00	1	7	0.143	1	7	0.000	1	7	0.143
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.667	2	6	0.333	2	6	1.000
16:00 - 17:00	2	6	3.250	2	6	0.667	2	6	3.917
17:00 - 18:00	2	6	5.583	2	6	1.250	2	6	6.833
18:00 - 19:00	2	6	6.083	2	6	3.333	2	6	9.416
19:00 - 20:00	2	6	2.750	2	6	3.583	2	6	6.333
20:00 - 21:00	2	6	3.583	2	6	7.583	2	6	11.166
21:00 - 22:00	2	6	0.250	2	6	6.500	2	6	6.750
22:00 - 23:00	2	6	0.000	2	6	0.583	2	6	0.583
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			22.738			24.118			46.856

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
 LGVS
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.143	1	7	0.143
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.143	1	7	0.000	1	7	0.143
13:00 - 14:00	1	7	0.000	1	7	0.000	1	7	0.000
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.083	2	6	0.000	2	6	0.083
16:00 - 17:00	2	6	0.333	2	6	0.083	2	6	0.416
17:00 - 18:00	2	6	0.500	2	6	0.167	2	6	0.667
18:00 - 19:00	2	6	0.583	2	6	0.167	2	6	0.750
19:00 - 20:00	2	6	0.500	2	6	0.667	2	6	1.167
20:00 - 21:00	2	6	0.250	2	6	0.750	2	6	1.000
21:00 - 22:00	2	6	0.000	2	6	0.500	2	6	0.500
22:00 - 23:00	2	6	0.000	2	6	0.000	2	6	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			2.392			2.477			4.869

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
MOTOR CYCLES
 Calculation factor: 1 PITCH
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.000	1	7	0.000	1	7	0.000
09:00 - 10:00	1	7	0.000	1	7	0.000	1	7	0.000
10:00 - 11:00	1	7	0.000	1	7	0.000	1	7	0.000
11:00 - 12:00	1	7	0.000	1	7	0.000	1	7	0.000
12:00 - 13:00	1	7	0.000	1	7	0.000	1	7	0.000
13:00 - 14:00	1	7	0.000	1	7	0.000	1	7	0.000
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.000	2	6	0.000	2	6	0.000
16:00 - 17:00	2	6	0.000	2	6	0.000	2	6	0.000
17:00 - 18:00	2	6	0.083	2	6	0.000	2	6	0.083
18:00 - 19:00	2	6	0.083	2	6	0.167	2	6	0.250
19:00 - 20:00	2	6	0.000	2	6	0.000	2	6	0.000
20:00 - 21:00	2	6	0.000	2	6	0.000	2	6	0.000
21:00 - 22:00	2	6	0.000	2	6	0.000	2	6	0.000
22:00 - 23:00	2	6	0.000	2	6	0.000	2	6	0.000
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			0.166			0.167			0.333

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-100323-250219-0223

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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Licence No: 100323

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pitches
Actual Range: 6 to 7 (units:)
Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

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Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-07-L-01	FIVES SOCCER CENTRE	BRISTOL CITY
	WEST TOWN LANE		
	BRISTOL		
	BRISLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	7	
	Survey date: SATURDAY	24/09/22	Survey Type: MANUAL
2	NG-07-L-01	ASTRO KINGS	NOTTINGHAM
	WIGMAN ROAD		
	NOTTINGHAM		
	BILBOROUGH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	6	
	Survey date: SATURDAY	14/07/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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Licence No: 100323

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	7	0.143	1	7	0.143	1	7	0.286
08:00 - 09:00	1	7	1.429	1	7	0.571	1	7	2.000
09:00 - 10:00	1	7	2.429	1	7	0.857	1	7	3.286
10:00 - 11:00	2	7	4.308	2	7	2.154	2	7	6.462
11:00 - 12:00	2	7	4.077	2	7	4.231	2	7	8.308
12:00 - 13:00	2	7	4.538	2	7	3.692	2	7	8.230
13:00 - 14:00	2	7	4.846	2	7	3.462	2	7	8.308
14:00 - 15:00	2	7	3.385	2	7	3.231	2	7	6.616
15:00 - 16:00	2	7	2.462	2	7	4.077	2	7	6.539
16:00 - 17:00	2	7	2.154	2	7	3.692	2	7	5.846
17:00 - 18:00	2	7	1.077	2	7	1.923	2	7	3.000
18:00 - 19:00	1	6	1.667	1	6	4.167	1	6	5.834
19:00 - 20:00	1	6	0.167	1	6	1.333	1	6	1.500
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.682			33.533			66.215

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

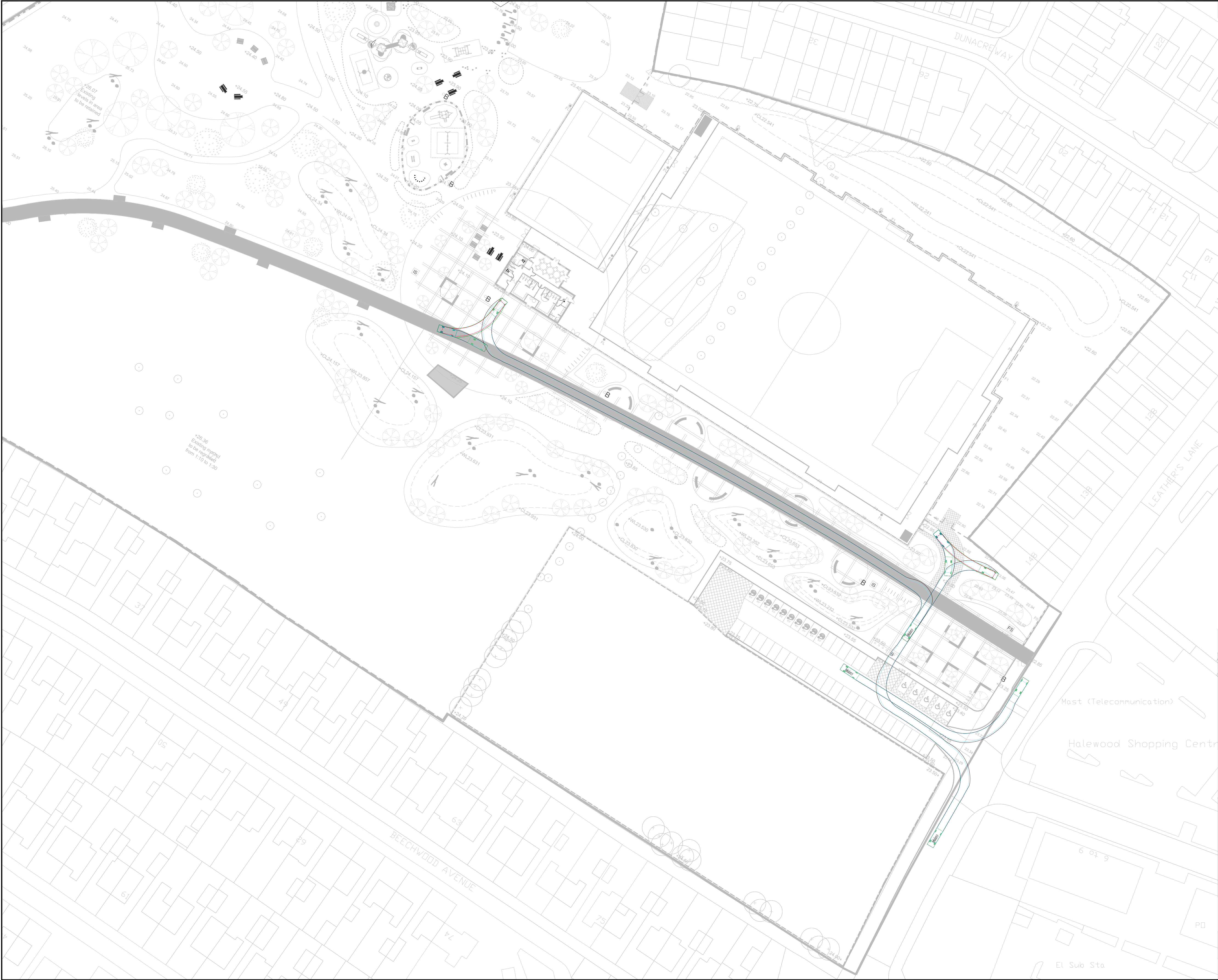
Trip rate parameter range selected: 6 - 7 (units:)
Survey date range: 01/01/16 - 24/09/22
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 2
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

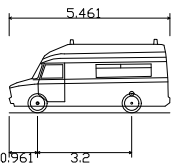
Appendix D

SWEPT PATH ANALYSIS





DONOT SCALE



Ambulance
Overall Length 5.46m
Overall Width 1.96m
Overall Body Height 2.00m
Min Body Ground Clearance 1.86m
Track Width 4.00m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.50m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P01	17/12/2025	EM	FOR PLANNING	AL	AL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



1st Floor, Exchange Station, Tithebarn Street, Liverpool L2 2QP, UK
T+ 44 (0) 151 331 8100
wsp.com

CLIENT:

ARCHITECT:

SITE/PROJECT:

KMBC GRACE PARK RIBA 3 REDESIGN

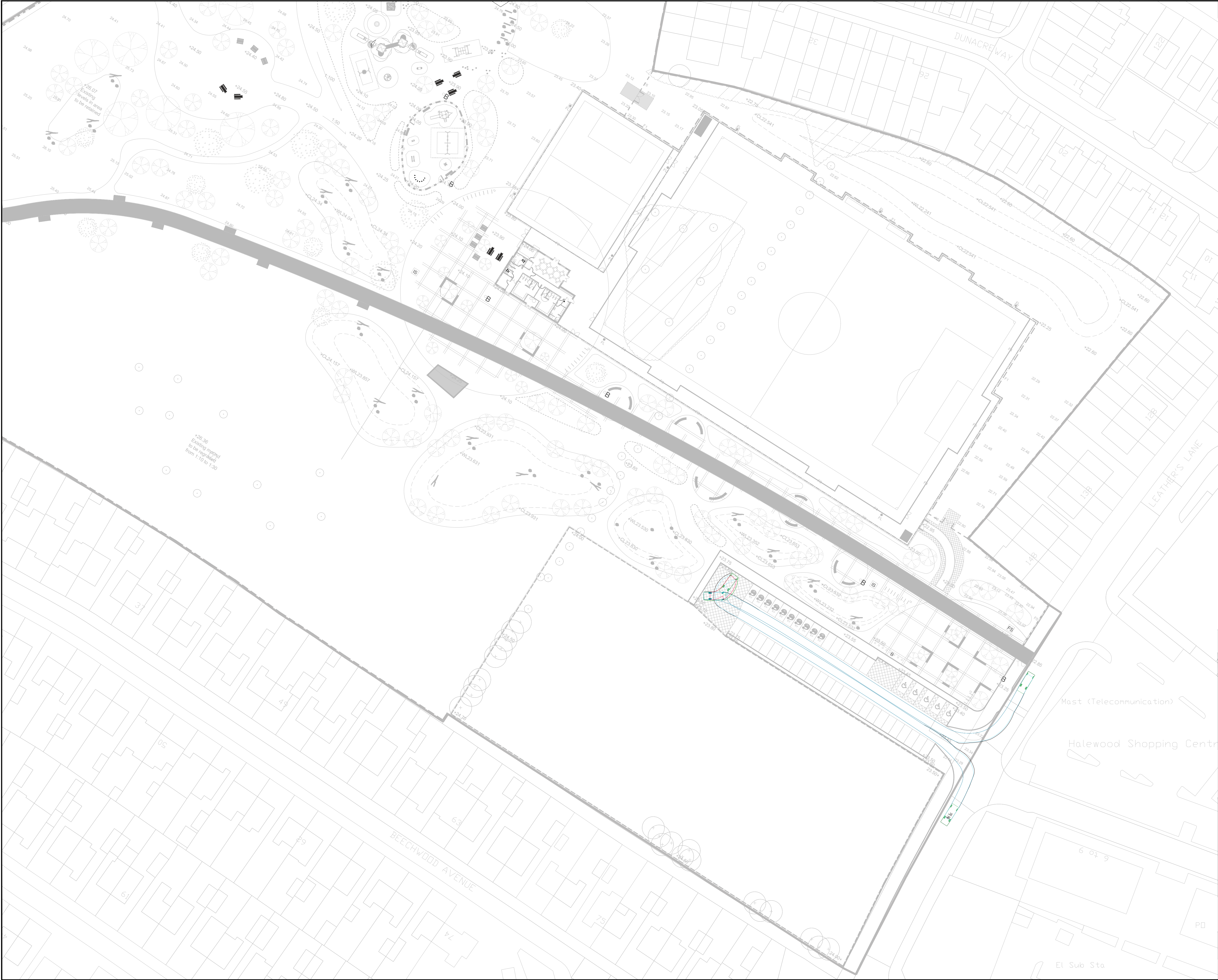
TITLE:

EMERGENCY VEHICLE SWEEP PATH

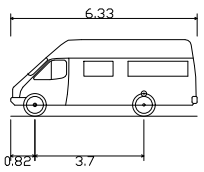
SCALE @ A1:	1:500	CHECKED:	AL	APPROVED:	AL
PROJECT NO:		DESIGNED:	EM	DRAWN:	EM
				DATE:	December 25

DRAWING NO:	GP_SWEEP_PATH_112025	REV:	P01
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DONOT SCALE



Mini Bus
Overall Length 6.33m
Overall Width 2.55m
Overall Height 2.55m
Min Body Ground Clearance 0.37m
Track Width 2.55m
Lock to lock time 1.00s
Kerb to Kerb Turning Radius 6.45m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P01	16/12/2025	EM	FOR PLANNING	AL	AL
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT:

ARCHITECT:

SITE/PROJECT:

KMBC GRACE PARK RIBA 3 REDESIGN

TITLE:

MINIBUS SWEEP PATH

SCALE @ A1: 1:500

CHECKED: AL

APPROVED: AL

PROJECT NO: DESIGNED: EM DRAWN: EM DATE: December 25

DRAWING NO: GP_SWEEP_PATH_112025 REV: P01

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