



Proposed Day Nursery

Okell Drive, Halewood, Liverpool

Transport Statement 02

Prepared for

Rockbourne Day Nursery

**September 2024
2775-01-TS02**



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1.0 INTRODUCTION

1.1 Purpose of this Report

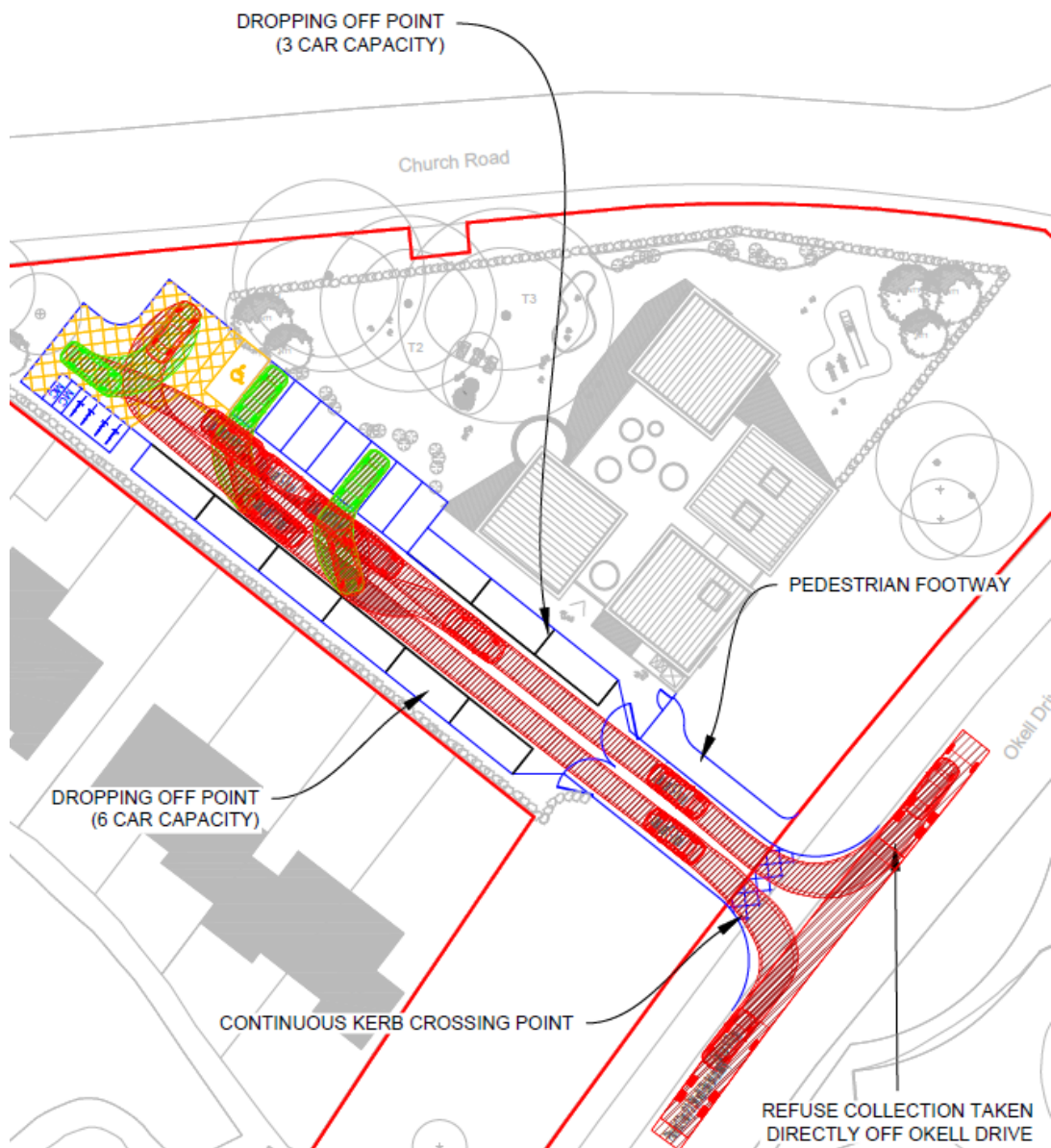
- 1.1.1 Axis has been appointed by Rockbourne Day Nursery to provide transport planning and highways advice in relation to a proposed nursery development on Okell Drive, Halewood, Liverpool.
- 1.1.2 The proposals feature the construction of a circa 280 sqm GFA children's nursery on an existing vacant site. The proposed day nursery is envisioned to have a maximum capacity of 50 children.
- 1.1.3 The proposed site layout plan is provided in **Appendix A**.
- 1.1.4 This Transport Statement (TS) has been prepared to inform the Local Planning Authority (LPA) and Local Highway Authority (LHA) of the proposals. The LPA and LHA in this context is Knowsley Council (KC).

1.2 Previous Scheme and Consultation with the LHA

- 1.2.1 The proposed development shares many similarities with a comparable recent planning application (ref. 20/00360/FUL) for a nursery at the same location. The application was refused permission by KC and then dismissed at appeal for non-highway related reasons (ref: APP/V4305/W/22/3301426).
- 1.2.2 Given that there were no highway-related reasons for the refusal of permission or the dismissal of the appeal previously, the latest proposals are very similar to the previous scheme from a highway perspective, as it was at the point of determination.
- 1.2.3 It is not considered necessary to exhaustively repeat the full extent of the discussions and exchanges that informed the site layout plans before and during the previous planning application process, suffice to say that it was extensive, and that the layout was amended a number of times, based on different comments from different highway officers at pre-application stage and then throughout the course of the determination period.
- 1.2.4 At the point of determination, the layout shown below on **Image 1.1** was effectively agreed, and as indicated above, highway matters were not a matter considered at the Appeal.



Image 1.1 Previously Agreed Scheme (Extract from Axis Drawing 2755-01-SK04B)



- 1.2.5 Clearly, the previous discussions and agreement with the LHA are directly relevant to the latest scheme.
- 1.2.6 This TS has therefore been prepared having regard to the previous extensive discussions carried out, and seeks to demonstrate that the development will not cause a materially negative impact on the local highway network. As mentioned above, from a highways perspective, the scheme is very similar to the scheme that was refused planning permission previously, but which did not receive any highway-related objections.

1.3 Report Structure

1.3.1 Following this introductory chapter, the structure of this TS is as follows:

- i) **Chapter 2** provides a review of the existing highway conditions around the site;
- ii) **Chapter 3** provides a review of the site's accessibility by walking, cycling and public transport modes;
- iii) **Chapter 4** provides a description of the proposed development, including details of the proposed access arrangements and anticipated traffic generation;
- iv) **Chapter 5** provides an analysis of the proposed parking provision; and,
- v) **Chapter 6** summarises and concludes this report.

2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section provides a detailed description of the location of the site, the local highway network, the existing traffic conditions and the road safety record.

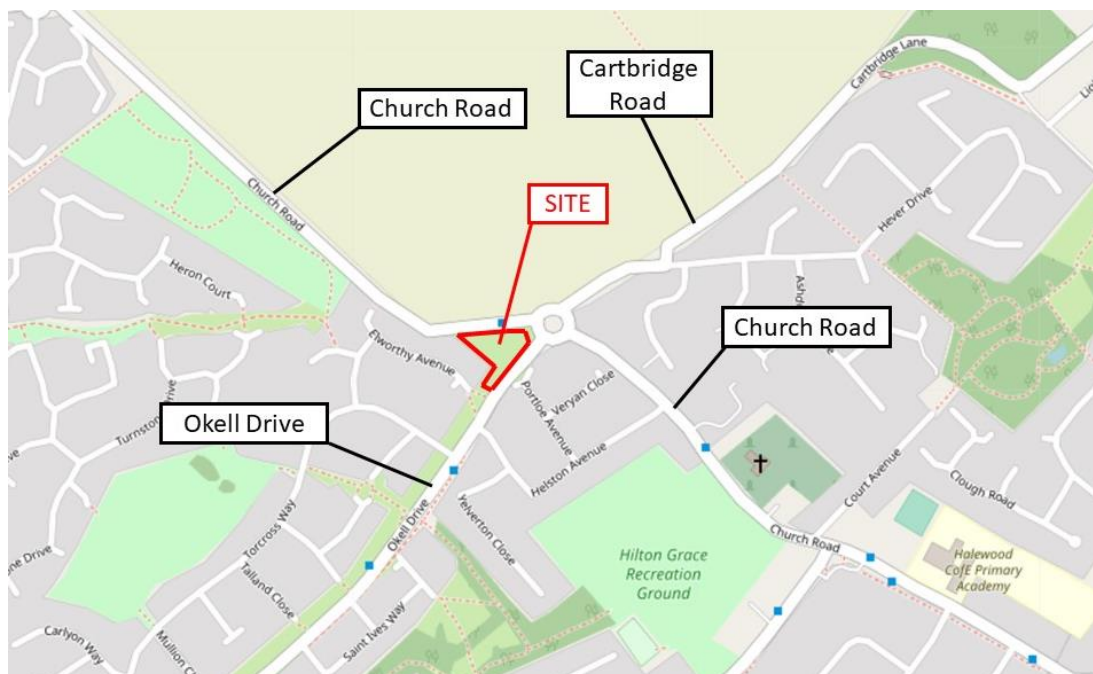
2.2 Site Location

2.2.1 The site is a vacant grassed area located on the corner of Okell Drive and Church Road in Halewood, Liverpool. In a wider context the site is located circa 11km to the south-east of Liverpool City Centre and approximately 7km to the west of Widnes.

2.2.2 The area around the application site primarily comprises of existing residential dwellings which border the site to the west. This therefore provides a good, local potential customer base for the proposed day nursery. The site is bordered by Church Road to the north and Okell Drive to the east.

2.2.3 The location of the site in relation to the local highway network is shown in **Image 2.1**.

Image 2.1 – Site Location



Okell Drive

- 2.2.4 In the vicinity of the site Okell Drive runs in a roughly south-west / north-east direction with a circa 7.3m carriageway width.
- 2.2.5 Okell Drive and Church Road form a loop around the residential area to the west of the site. Beginning at the Okell Drive/Lydiat Lane/Church Road Roundabout, the road circles the residential area for approximately 2km before terminating at the Okell Drive / Lydiat Lane/ Cartbridge Lane Roundabout.
- 2.2.6 Okell Drive is subject to a mandatory 30mph speed limit and is lit with street lighting. There is a circa 2.0m wide footway on the western side of the road separated from the carriageway by a circa 3.0m wide grass verge.

Church Road

- 2.2.7 Church Road runs in a roughly north-west / south-east direction with a circa 6.5m carriageway width in the vicinity of the site.
- 2.2.8 The road begins at the Okell Drive / Lydiat Lane / Church Road Roundabout and runs for approximately 640m before terminating at the Okell Drive / Lydiat Lane / Cartbridge Lane Roundabout.
- 2.2.9 Church Road is subject to a mandatory 30mph speed limit and is lit with street lighting. In the vicinity of the site there is a circa 1.5m - 2.0m wide footway on the southern side of the road.

2.3 General Highway Operation

- 2.3.1 A review of the local highway conditions has been undertaken utilising Google Traffic, a feature of Google Maps. Google Traffic works through an analysis of GPS-determined locations of mobile phone / sat-nav users and calculates overall traffic speeds along a length of road in relation to the prevailing speed limit. It is therefore possible to deduce, with a good degree of accuracy, which parts of a road network may be suffering from congestion by identifying those areas where traffic is travelling slowly.



- 2.3.2 Within Google Traffic, users can access historical data to present the “typical traffic” for an area based on the time of day and day of the week. A coloured overlay appears on top of the road with ‘green’ representing a normal speed of traffic, ‘yellow’ representing slower traffic and ‘red/ dark red’ indicating congestion.
- 2.3.3 Google Traffic results for the AM and PM peak periods are shown in **Image 2.2** and **Image 2.3** respectively.

Image 2.2 - Typical AM Peak Traffic (Wednesday 08.30) (Google Traffic)



Image 2.3 - Typical PM Peak Traffic (Wednesday 17:30) (Google Traffic)

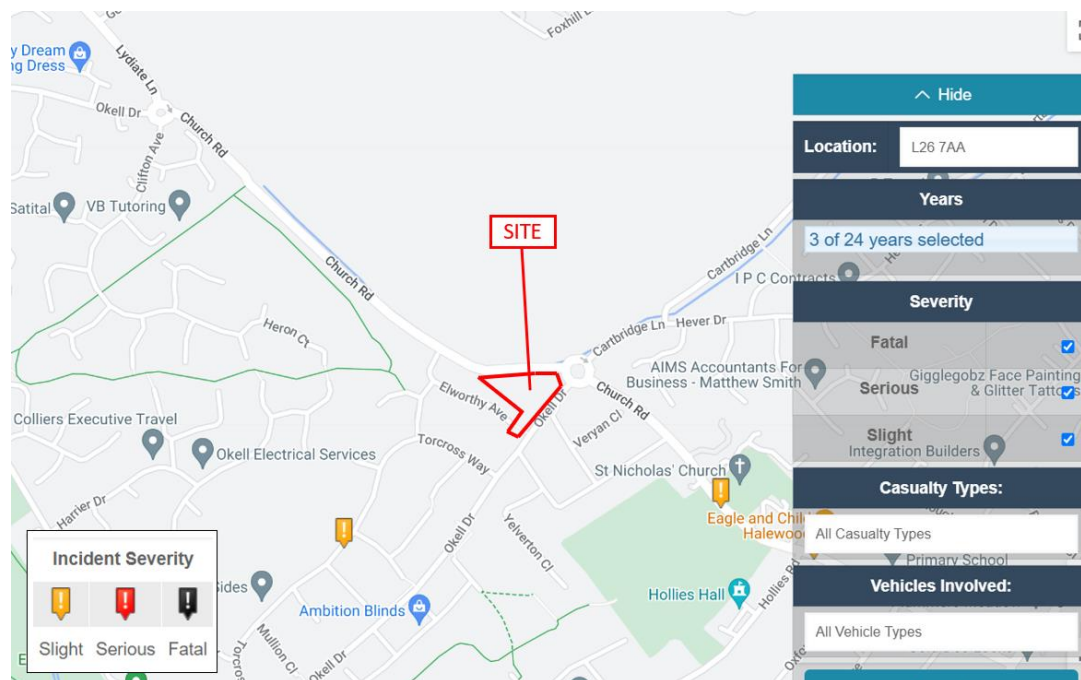


2.3.4 **Image 2.2** and **Image 2.3** illustrate that the highway network operates in free-flowing conditions in the traditional weekday AM and PM peak hours. This is demonstrated through the prevalence of 'green' and that no instances of yellow, red or dark red are indicated. As such, and from a high-level review, it seems unlikely that there are any physical congestion issues on the local highway network during the busiest times.

2.4 Road Safety Record

2.4.1 Personal Injury Accident (PIA) data for the highway network local to the site has been obtained from the online Crashmap resource (www.crashmap.co.uk). Data was extracted for the most recently available complete 3-year period, which is 2020 - 2022 (inclusive). The location and severity of the accidents are shown in **Image 2.4**.

Image 2.4 – Crashmap Extract (2020-2022 Inclusive)



2.4.2 **Image 2.4** shows that just two 'slight' severity accidents have occurred within the vicinity of the site during the assessed period. This equates to less than 1 accident per year on average at this location. There are no clusters of accidents to suggest any existing highway safety issues that could be exacerbated by the proposed development. The local highway network is therefore considered to have an enviable safety record.

3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national, regional and local policy is to ensure that significant developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 109 of the National Planning Policy Framework (NPPF) states:

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

3.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the proposed development by non-car modes of transport through consideration of the following:

- i) Accessibility by walking;
- ii) Accessibility by cycle; and
- iii) Accessibility by public transport.

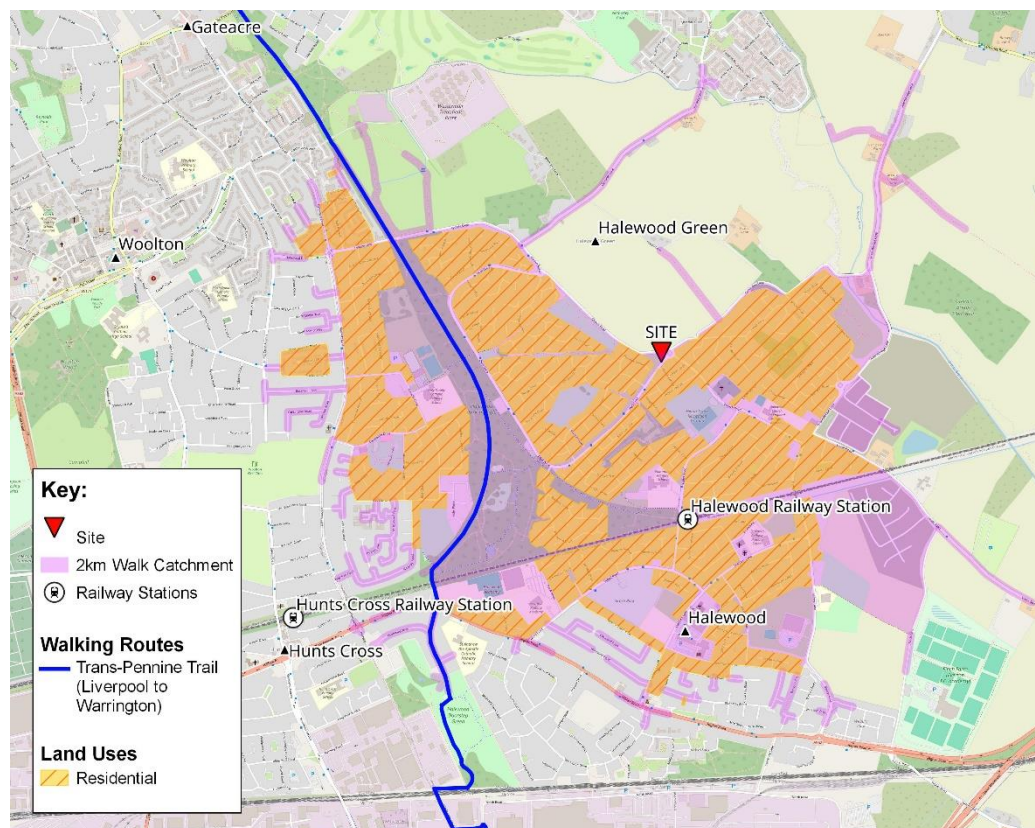
3.1.4 A completed copy of KC’s Accessibility Assessment System is provided in **Appendix B**. As demonstrated in the document, the proposed development meets the minimum accessibility scores for all categories, except for ‘Access by Public Transport’. This is because it would be impossible for a nursery land use to meet the minimum required 6 point score without making contributions to public transport infrastructure. However, a contribution to public transport infrastructure would be an unusually burdensome requirement given the scale and nature of the proposed development, and would therefore fail the lawful key tests of a planning obligation as defined by the CIL Regulations. No such obligation was deemed to be required as part of the previous planning application process.



3.2 Pedestrian Accessibility

- 3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.
- 3.2.2 The accessibility of the site has been assessed to determine reachable areas for a 2km walk journey to and from the site, as shown on **Image 3.1**.

Image 3.1 – 2km Walking Catchment



- 3.2.3 As demonstrated on **Image 3.1**, the site is located within a 2km walk distance of a large part of the built-up area surrounding Halewood. The walk catchment includes a large residential area and the site is therefore well positioned for local staff and accompanied children and parents to access the site by foot.
- 3.2.4 **Image 3.1** also shows that the Trans-Pennine Trail passes within walking distance of the site. The site is therefore well located to allow for longer journeys by foot.

3.2.5 Halewood Railway Station lies within a 2km walking distance of the site and provides the potential for multi-modal journeys by foot / rail to be undertaken, especially amongst staff.

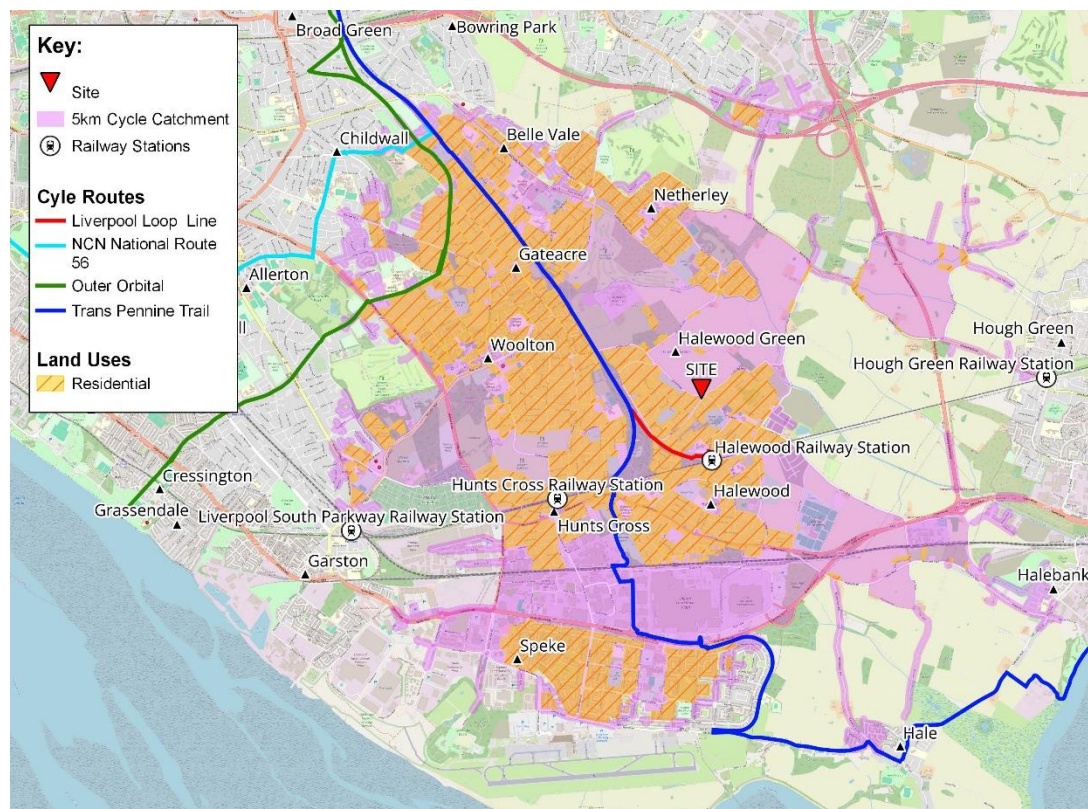
3.2.6 The site meets KC's 'Accessibility Assessment System' requirements for walking, as demonstrated in **Appendix B**.

3.3 Cycle Accessibility

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

3.3.2 The accessibility of the development has been assessed to determine reachable areas for a 5km cycle journey from the site, as shown on **Image 3.2**.

Image 3.2 – 5km Cycle Catchment



3.3.3 **Image 3.2** shows that a number of the residential areas surrounding Halewood, including Woolton, Speke and Netherley, amongst others, lie within a 5km cycle distance from the site.

- 3.3.4 The plan also shows that there are a number of regional cycle routes in the area; the Liverpool Loop Line, National Cycle Network (NCN) National Route 56, the Trans Pennine Trail, and the Outer Orbital. These routes provide for longer journeys to and from the site by cycle.
- 3.3.5 As demonstrated on **Image 3.3**, there is a high level of cycle access to the site from local residential areas. Furthermore, the wider highway network in the vicinity of the site largely operates under a speed limit of 30mph with associated traffic calming measures, thus providing conditions which are generally safe and conducive for cyclists. Cycling within the proximity of the site is therefore a viable and attractive alternative to the private car and accordingly, the site is considered to be accessible by bike.
- 3.3.6 It should be noted that Halewood Railway Station and Hunts Cross Railway Stations lie within the 5km cycle catchment of the site and, as such, provide the potential for multi-modal journeys to / from the site to be undertaken by cycle / rail.
- 3.3.7 Cycle parking will be provided as part of the development, as discussed in the following chapter of this TS.
- 3.3.8 The site meets KC's minimum 'Accessibility Assessment System' requirements for cycling as demonstrated in **Appendix B**.

3.4 Access to Public Transport

Bus

- 3.4.1 Guidance from the Institution of Highways and Transportation (IHT, now CIHT) document '*Guidelines for Planning for Public Transport in Development*' recommends that the walk distance to Public Transport from a new development should ideally fall within 300m, or a maximum of 400m.
- 3.4.2 The nearest bus stops to the site are located on Church Road approximately 75m north, and on Okell Drive approximately 130m south of the proposed site access. The bus stops are therefore situated within CIHT's 'ideal' 300m walk threshold.
- 3.4.3 The bus services available from these bus stops are summarised in **Table 3.1**.



Table 3.1 – Bus Services

Service Number	Route	Number of Services per Hour During Core Daytime
76	Liverpool - Halewood	2
76	Halewood - Liverpool	2
79	Liverpool - Halewood	4
79	Halewood - Liverpool	4
188	Belle Vale - Belle Vale via Halewood	1
Total		13

3.4.4 **Table 3.1** demonstrates that it is possible to commute between a number of residential areas and the site by bus.

3.4.5 Bus travel offers an attractive alternative to the private car, especially when considering that visitors to the site are likely to be accompanied by small children and/or push chairs.

3.4.6 Although it is recognised that the children and staff are expected to live locally to the development and are therefore more likely to journey by foot, the site is nonetheless well positioned to facilitate journeys by bus.

Rail

3.4.7 The rail services available from the closest railway station (Halewood Railway Station) are summarised in **Table 3.2**.

Table 3.2 – Rail Services (Halewood Railway Station)

Destination	Frequency
Liverpool Lime Street	1 per hour
Warrington Central	1 per hour
Total	2 per hour

3.4.8 **Table 3.2** shows that, in total, Halewood Railway Station provides 2 services per hour which equates to roughly one service every 30 minutes to a number of locations including Liverpool, and Warrington and intermediate stations. Based on the evidence presented above, the existing rail infrastructure therefore provides a realistic opportunity for staff and limited parent / child trips to be made by rail.

4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 The proposals feature the construction of a circa 280 sqm GFA children's nursery on an existing vacant site.
- 4.1.2 The proposed day nursery is anticipated to have a maximum capacity of 50 children.
- 4.1.3 The proposed site layout plan is provided in **Appendix A**.
- 4.1.4 The Nursery will be open from 07:30 until 17:30 on weekdays for 51 weeks of the year – it will be closed on Bank Holidays and for one week over the Christmas period.
- 4.1.5 Children will arrive between 07:30 and 10:00. Children attending for half a day will leave / arrive between 12:30 and 13:30. Children will leave in the afternoon between 15:00 and 17:30.
- 4.1.6 There will be one food delivery on a Monday, between 10:30 and 11:00 (or on Tuesday, following a Bank Holiday) and the bins will be emptied once a week by a private refuse company. Details of staff are provided in the following Chapter (in regard to parking).

4.2 Site Access Arrangements

- 4.2.1 Access to the site will be provided via a simple priority-controlled junction located off Okell Drive. The proposed site access will feature 6.0m corner radii and an initial 4.8m wide road width, leading to a 5.2m width where the parallel drop-off bays are located, and then a 6m wide road width where the perpendicular parking bays are located. A dropped-kerb crossing point would be provided across the proposed junction bellmouth where the footway is on Okell Drive.
- 4.2.2 A turning head will be provided at the north-western end of the internal access road. This area will feature hatched markings to ensure it is kept clear at all times in order to safely facilitate turning vehicles within the site.
- 4.2.3 **Drawing No. 2755-01-SK04D** in **Appendix C** shows that it will be possible for a variety of design vehicles to access the site via the proposed access. The drawing shows that it will be possible for a large car to access the site, park in one of the



available parking bays or drop-off bays or manoeuvre within the turning head (including a transit delivery van), and then exit the site in a forward gear satisfactorily.

4.3 Visibility

- 4.3.1 In accordance with guidance set out in the MfS for a 30mph speed limit road, **Drawing No. 2755-01-D01B** in **Appendix D** demonstrates that 2.4m x 40m junction visibility splays will be achievable in both directions from the site access. This is measured to the nearside kerb of the approaching carriageway. As indicated on the drawing, the visibility splays are achievable without encroaching onto third party land.



4.4 Servicing and Emergency Access

- 4.4.1 Refuse collection will be undertaken on-street from Okell Drive. **Drawing No. 2755-01-SK02C** in **Appendix C** shows an 11.2m long refuse vehicle waiting temporarily on the road during collections. It is noted that Okell Drive itself is circa 7.3m in width and comprises a straight, open route with a high level of achievable forward visibility. There is nothing to impede vehicles from simply manoeuvring around a parked refuse vehicle and / or giving way behind the vehicle during the short duration of the collection.
- 4.4.2 The bin storage location point is shown on the proposed site layout plan in **Appendix A**, close to the site access and refuse vehicle waiting point.
- 4.4.3 **Drawing No. 2755-01-SK02C** in **Appendix C** also shows a fire appliance is able to enter into the initial section of the site access and turn around, and get within a suitable distance of the building to comply with Part B5 of the Building Regulations.

4.5 Traffic Generation

- 4.5.1 To estimate the traffic generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained.
- 4.5.2 The following search criteria has been applied within TRICS to obtain trip rates for the proposed development:
- i) 'Education - Nursery' land use category;
 - ii) Sites in London, Republic of Ireland or Northern Ireland have been excluded;
 - iii) Only weekday surveys have been included;
 - iv) Only 'Edge of Town' and 'Suburban Area' sites have been included;
 - v) Only sites with 25 to and 100 pupils have been included; and,
 - vi) The default date range (01/01/16 to 26/06/23) has been selected.
- 4.5.3 The full TRICS outputs are contained in **Appendix E**.
- 4.5.4 **Table 4.1** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates are applied to the proposed development:



Table 4.1 – Proposed Traffic Generation

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Trip Rate (per Pupil)			
Arrivals	0.275	0.223	1.262
Departures	0.212	0.295	1.346
Two-way	0.487	0.518	2.608
Trip Generation (50 Pupils)			
Arrivals	13	11	61
Departures	10	14	65
Two-way	23	25	125

- 4.5.5 **Table 4.1** shows that the proposed development is expected to generate circa 23 two-way vehicle movements during the traditional AM peak hour (8:00am – 9:00pm) and 25 two-way movements during the traditional PM peak hour (5:00pm – 6:00pm). Additionally, the proposed development is expected to give rise to around 125 two-way vehicle movements over the course of a typical weekday.
- 4.5.6 When considered volumetrically, this equates to approximately one additional movement every 2-3 minutes in the AM and PM peak hours. This is a low level of traffic flow that would be imperceptible to a casual observer. The proposed development is therefore considered to be acceptable from a traffic generation and traffic impact perspective as it will result in minimal increase in vehicle trips and is not expected to result in any material impact to the local highway network in terms of the free flow of traffic or highway safety.

5.0 PARKING

5.1 Introduction

5.1.1 The proposed development provides a mixture of general car parking bays and dedicated drop-off bays for parents. In total, the proposed parking provision comprises:

- i) 9 no. general parking bays;
- ii) 6 no. drop-off bays;
- iii) 1 no. disabled parking bay;
- iv) 2 no. motorcycle parking bays; and,
- v) Secure cycle parking for 4 bikes (Sheffield style hoops).

5.1.2 The drawing in **Appendix C** provides a swept path assessment of the proposed perpendicular and parallel parking bays.

5.1.3 As noted in **Chapter 1** earlier, the proposals are very similar to the layout that was proposed during the course of the previous application, which was refused for non-highways related reasons (see **Image 1.1**). On the basis that the previous application was not refused for any highway related reasons, it is considered that the proposed parking provision should be acceptable from a highway perspective.

5.1.4 The proposed level of car parking provision has nonetheless also been justified by a quantitative prediction of car parking demand. The following sections provide further evidence that the proposed level of parking is appropriate.

5.2 Parking Accumulation - Parents

5.2.1 The car parking demand of the proposed development has been estimated based on the hourly traffic generation of the proposal based on the TRICS analysis provided in section 4.5. The results of the assessment are summarised in **Table 5.2**. The full car park accumulation / demand assessment is contained in **Appendix F**.



Table 5.2 - Car Parking Accumulation

Hour	Arrivals	Departures	Car Parking Accumulation
04:00-05:00	0	0	4
05:00-06:00	0	0	4
06:00-07:00	1	0	5
07:00-08:00	10	6	10
08:00-09:00	13	10	13
09:00-10:00	4	3	13
10:00-11:00	2	1	14
11:00-12:00	1	1	15
12:00-13:00	4	5	13
13:00-14:00	3	4	12
14:00-15:00	1	2	12
15:00-16:00	2	3	12
16:00-17:00	6	6	11
17:00-18:00	11	14	8
18:00-19:00	1	2	6
19:00-20:00	1	7	0

5.2.2 **Table 5.2** demonstrates that the maximum parking accumulation within the car park is expected to be 15 vehicles, which is forecast to occur between the hours of 11:00am and 12:00pm. If all of these vehicles were expected to utilise the proposed car parking bays (including drop-off points), then there would still be a residual parking bay.

5.2.3 However, it must be recognised that the hourly surveys which underly the TRICS database do not always accurately represent the high-turnaround nature of dropping-off children which occurs at day nurseries.

5.2.4 To overcome this issue, the results of a minute-by-minute traffic survey of another day nursery in the Merseyside area have been utilised. This survey, conducted on 17th February 2017 of a comparator day nursery site at 11-15 Green Lane, Liverpool, has been used to build up a more accurate profile of typical arrival and departure movements on a much more granular basis. This comparator site received planning permission from Liverpool City Council (LCC) in September 2017 (application ref: 17f/0770). The survey was undertaken for a comparably sized nursery (with a maximum capacity of 46 children, in comparison to the proposed development's 50 child capacity). The survey data is therefore considered to represent a realistic estimate of the drop off time at the proposed development. The survey data is provided in **Appendix G**.

- 5.2.5 The survey demonstrated that the average turnover time of a parking space for parents at day nurseries is only 4 minutes. There are 6 proposed drop-off bays, and so if each of these spaces have an average dwell / drop-off time of 4 minutes, then the drop-off bays would have a throughput capacity of 90 cars per hour.
- 5.2.6 **Table 5.2** shows that the peak number of arrivals is forecast during the AM peak hour (8:00am – 9:00am) where there is expected to be around 13 arrivals. If it is assumed that all 13 arrivals are related to parents dropping-off their children, then this level of trip generation could easily and comfortably be accommodated by the throughput capacity of the 6 drop-off bays.
- 5.2.7 Even if, hypothetically and for robustness, the average dwell time per parent were much longer than average (for example, 10 minutes) the proposed drop off bays would still be expected to allow a throughput of 36 cars per hour. This would comfortably accommodate the forecast peak arrival rate of 13 cars.

5.3 Staff Parking

- 5.3.1 The Nursery will employ 12 members of staff:
- i) 3no. full-time / part-time staff will work in the Baby Room;
 - ii) 4no. full-time / part-time staff will work in the Toddler Room;
 - iii) 3no. full-time staff will work in the Preschool Room;
 - iv) 1no. full-time Manager will oversee the operation; and
 - v) 1no. part-time Cook will prepare the children's meals.
- 5.3.2 Typically, staff will work in shifts, as follows:
- i) 07.30 to 16.30 – 4no. staff members;
 - ii) 08.00 to 17.00 – 3no. staff members; and
 - iii) 08.30 to 17.30 – 4no. staff members.
- 5.3.3 The children's daily attendance will reflect how many staff are on site. It is usually the case that day nurseries never actually operate at full capacity, due to children being either part-time, away on holiday or sick.



5.3.4 Typically, staff recruitment within day nurseries occurs at a local level, i.e. the workforce is derived from a local catchment where staff are able to walk, cycle to take public transport to work. Furthermore, a significant proportion of the staff at most day nurseries are typically younger adults, amongst whom car ownership is generally.

5.3.5 Given this and the shift patterns noted above, the 9 no general parking bays that are proposed should easily be sufficient to cater for the maximum car parking demand from staff and (non-parent) visitors alike.

5.4 Car Park Management Plan (CPMP)

5.4.1 Notwithstanding the above, and as an additional mitigation measure to ensure that the car park is operated effectively, a CPMP will be put in place and made available to staff and parents.

5.4.2 An example CPMP is provided in **Appendix H** and contains details of how site users will be pre-informed of the site parking and access arrangements.

5.4.3 It is considered that the adherence to the CPMP, and its ongoing maintenance / redrafting, can be secured by a suitably worded planning condition.

5.5 Summary

5.5.1 The proposed level of parking is considered sufficient to cater for the forecast demand and is appropriate to the scale and nature of the proposed development. The proposed drop-off bays, general parking bays and proposed CPMP will ensure that no queuing or off-site overspill parking should occur.



6.0 SUMMARY AND CONCLUSIONS

- 6.1.1 Axis has been appointed by Rockbourne Day Nursery to provide transport planning and highways advice in relation to the proposed nursery development on Okell Drive, Halewood, Liverpool (the scheme).
- 6.1.2 The proposals feature the construction of a circa 280 sqm GFA children's day nursery on an existing vacant site. The proposed day nursery is envisioned to have a maximum capacity of 50 children.
- 6.1.3 Personal Injury Accident (PIA) data has been obtained for the local highway network in the vicinity of the proposal site. There is no evidence of any highway safety issues within the vicinity of the site that would be exacerbated by the marginal increase in traffic that the proposals will result in.
- 6.1.4 The sustainability of the site has been assessed in terms of its accessibility by walking, cycling and public transport modes of transport. Accessibility by these modes was found to be high, with good pedestrian and cycle friendly infrastructure and a high level of public transport provision in the area.
- 6.1.5 It has been demonstrated that 2.4m x 40m junction visibility splays will be achievable from the access of the site. It has also been shown that the site is appropriately designed to accommodate the manoeuvres of a variety of design vehicles (including a large car and transit van), with refuse collection taking place directly from Okell Drive once per week.
- 6.1.6 A car parking accumulation exercise shows that the proposed development is anticipated to generate a maximum parking demand of 15 parking spaces. The proposed level of parking / drop-off bays (16 spaces total) could therefore accommodate the maximum parking demand of the development.
- 6.1.7 The proposed drop-off bays would have a maximum throughput capacity of 90 cars per hour. This is more than sufficient to accommodate the anticipated demand of the development during peak drop-off periods.
- 6.1.8 Based on the above the proposed car parking and drop-off arrangements are considered to be appropriate for the proposed development.



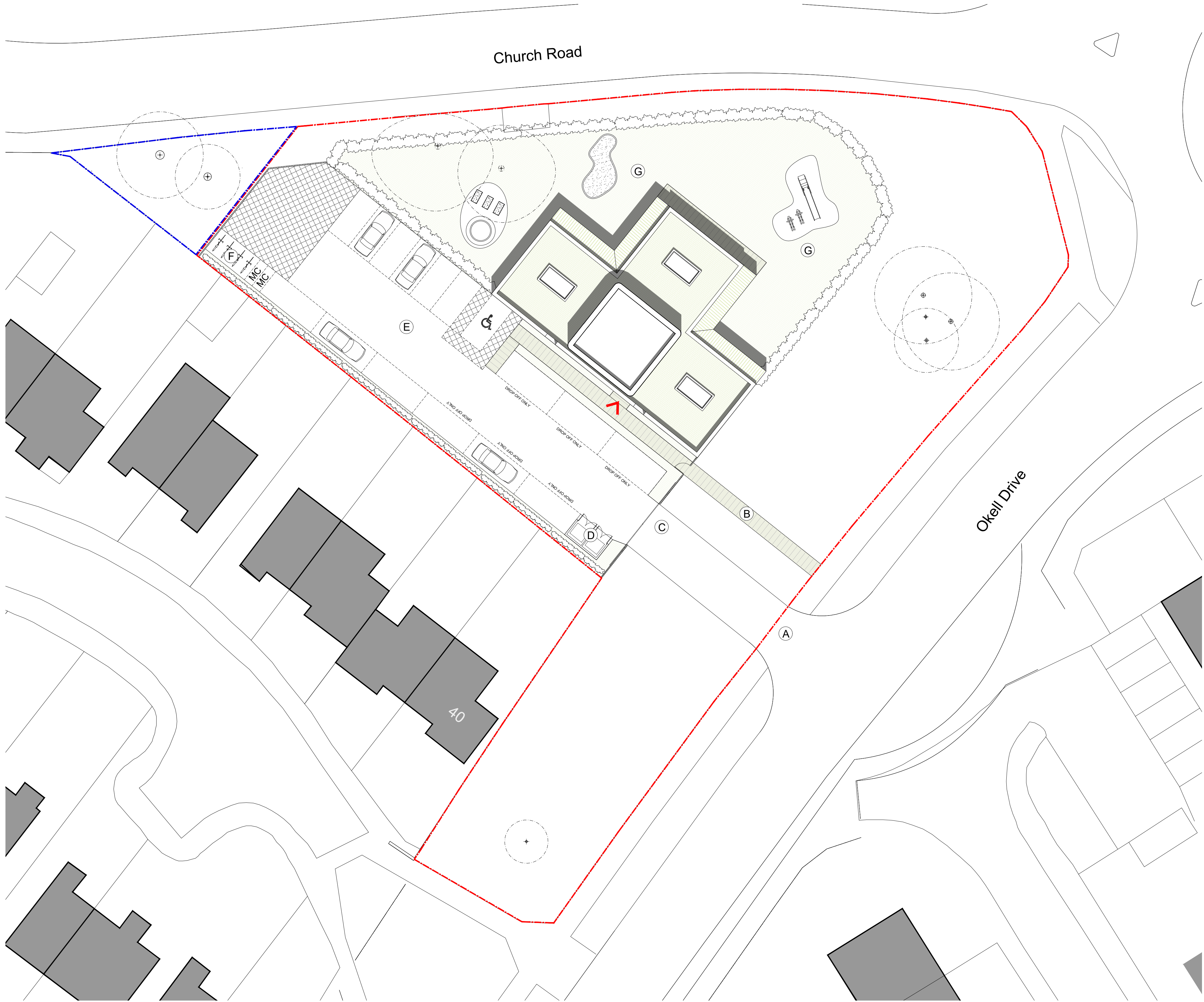
6.1.9 Paragraph 115 of the National Planning Policy Framework states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

6.1.10 Based on the evidence presented in this TS, no unacceptable impact would be created by the development and the application is therefore commended for approval.

Appendix A – Proposed Site Layout Plan



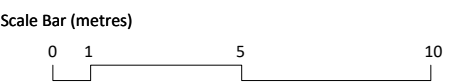


Proposed Site Plan
Scale 1:200

All dimensions to be checked on site.
Figured dimensions to be read in preference to scaled.
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Revisions / Notes:

- KEY
- DEVELOPMENT BOUNDARY
 - OWNERSHIP BOUNDARY
 - Existing established specimen and self seeded trees to be retained and protected.
 - Existing Buildings
 - Proposed grassed area
 - PROPOSED CONCRETE PAVING SLABS, COLOUR GREY, all to be agreed with Local Authority.
 - PROPOSED ASPHALT CONCRETE ROAD SURFACE, all to be agreed with Local Authority.
 - A Highways Entrance
Highways Signage: refer to highways consultant documentation for further information.
 - B Pedestrian Pathway Entrance
 - C Entrance/ Exit Electrical Gates
 - D Bin Store
 - E Car Park
 - F Bike Store
 - G Outdoor Children Play Zone (Indicative Furniture)



Job Title:	Okell Drive		
Purpose:	Planning Permission		
Client:	Rockbourne Day Nursery		
Date:	September 2024		
Drawing Title:	Proposed Site Plan		
Drawn By:	VWJJ	Checked By:	
Scale:	1:200	Paper Size:	A1
Job Number:	24.027	Drwg No:	002
		Rev:	

Appendix B – KC's Accessibility Assessment System



B Accessibility Assessment System

Appendix B Accessibility Assessment System

Minimum Accessibility Scores

This table sets out the required minimum accessibility scores. To see if a development meets these minimum scores, the “Accessibility Assessment Form” should be used.

Table B.1

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
A1 Retail	Town Centre	Major & Large	2	5	5	3
D2 Assembly & Leisure		Medium	2	3	3	2
	Other Urban	Major & Large	4	5	6	2
		Medium	4	3	4	1
	Rural	Major & Large	2	3	4	1
		Medium	2	2	0	1
A3 Restaurants & Cafés	Town Centre	All	1	4	4	3
A4 Drinking Establishments	Other Urban	All	4	5	4	1
A5 Hot Food Takeaway	Rural	All	2	3	4	1
A2 Financial and Professional Services B1 Business	Town Centre	Major & Large	2	5	5	3
		Medium	2	4	5	2
	Other Urban	Major & Large	4	5	6	1 or 3 ⁽²⁾
		Medium	4	4	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	3	4	1
B2 Industrial Uses	Town Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1

Accessibility Assessment System B

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
	Other Urban	Major & Large	2	3	5	1 or 3 ⁽²⁾
		Medium	2	2	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	2	4	1
B8 Storage and distribution	Town Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1
	Other Urban	Major & Large	2	3	5	1 or 3 ⁽²⁾
		Medium	2	2	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	2	4	1
C1 Hotels	Town Centre	Major & Large	2	5	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	2	4	1
C3 Dwelling Houses (For flats with no 'internal circulation' issues, e.g. no car park, reduce walking and cycling minimum by 1.)	Town Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	5	1
	Rural	Major & Large	2	2	6	1
		Medium	2	2	5	1

B Accessibility Assessment System

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C2 and D1 Residential and non-residential institutions (medical centres, museums and galleries, public halls and meeting places)	Town Centre	All	2	5	5	3
	Other Urban	All	4	5	6	1
	Rural	All	2	3	5	1

Notes:

(1) Town Centres are as shown on the UDP/LDF proposals map, other urban areas urban areas are those not in the Town Centres. Rural areas are the remaining areas.

(2) In locations outside of the town centres, if reduced parking standards can not be applied with on-street parking controls (score 3), then the maximum parking level may be sought (score 1)

Accessibility Assessment Form

Access on foot		Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 800m of a district or local centre (see Accessibility Maps)	Yes	2	See "Accessibility Map 3"
	OR Non-residential development: Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	No	0	

Accessibility Assessment System B

Internal layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1	Continuous pedestrian footway within site and integrated into site access / wider footway network.
		No	0		
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	Yes	-1	1	Good level of pedestrian infrastructure in the area
		No	1		
	Total Score			4	
	Minimum score required			4	
Comments or action needed to correct any shortfall					

B Accessibility Assessment System

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

Accessibility Assessment System B

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	2	Bus stops located circa 75m and 130m from the proposed site access
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	1	
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	13 bus services per hour
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1	0	
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1		
		No	0		
	Total Score			5	
	Minimum score required			6	
Comments or action needed to correct any shortfall					
All criteria has been met apart from contributions to public transport infrastructure. The type and scale of the development and the fact that the site is well within the catchment of a local customer base limits the necessity of public transport infrastructure contributions.					

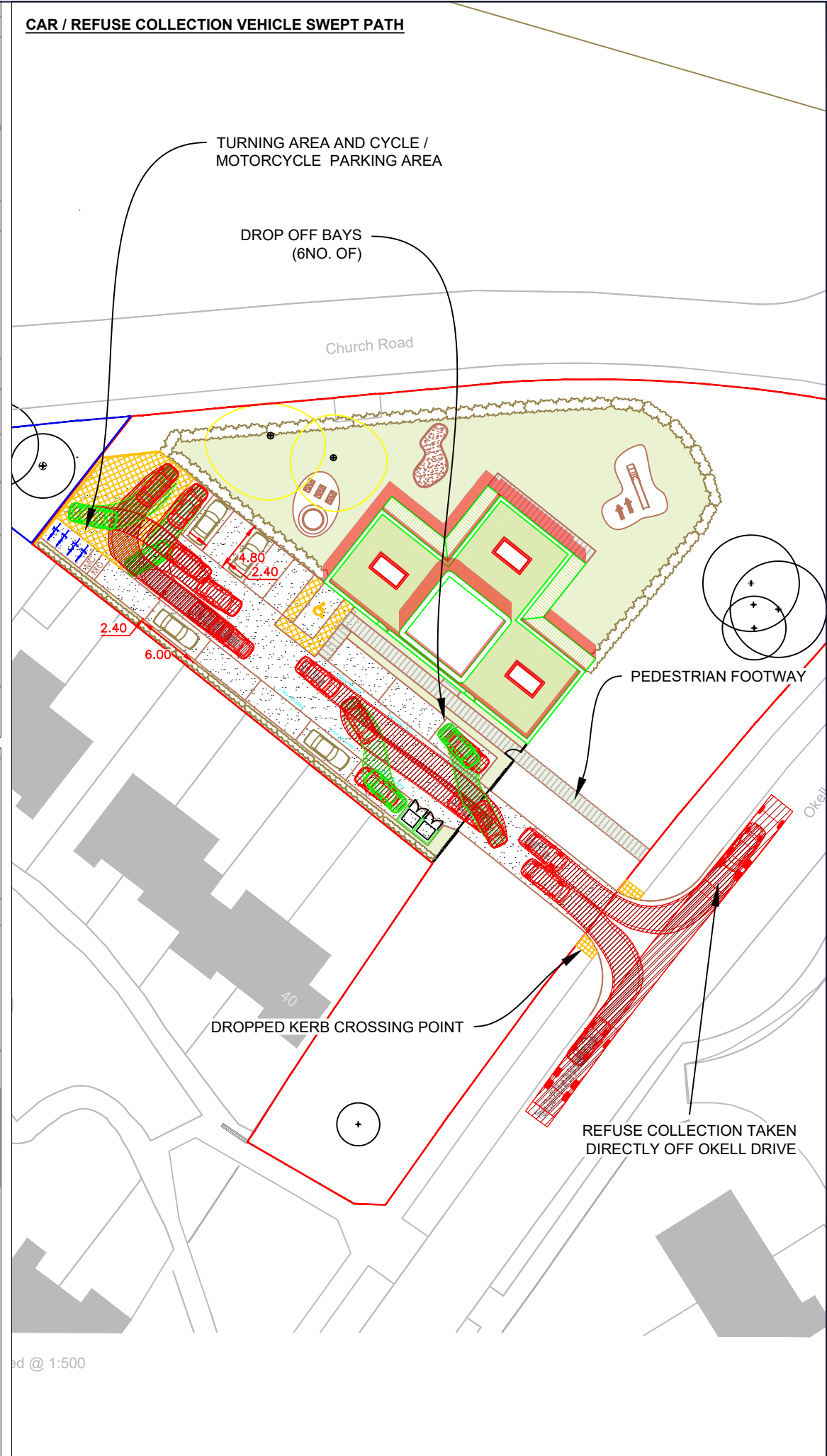
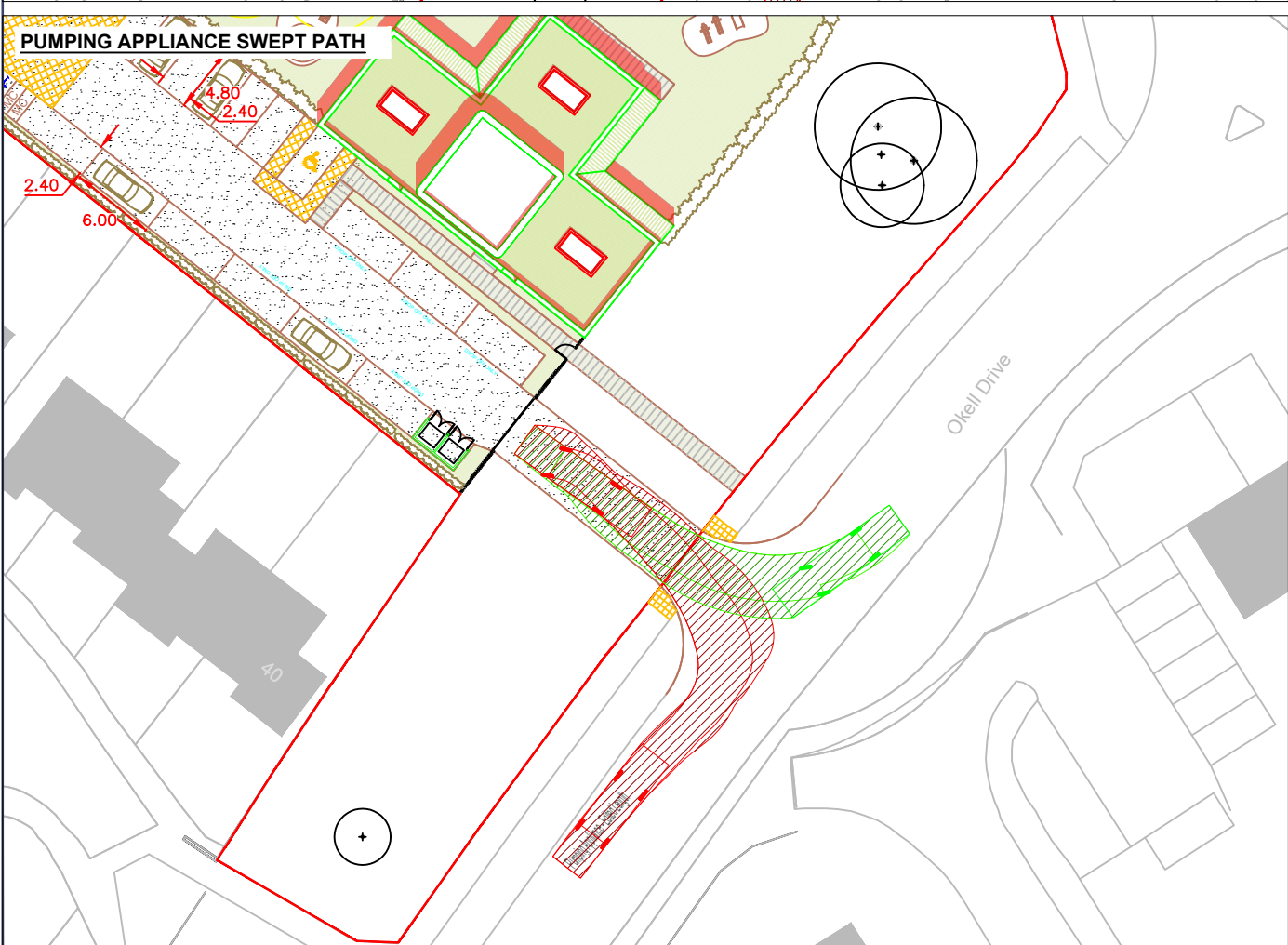
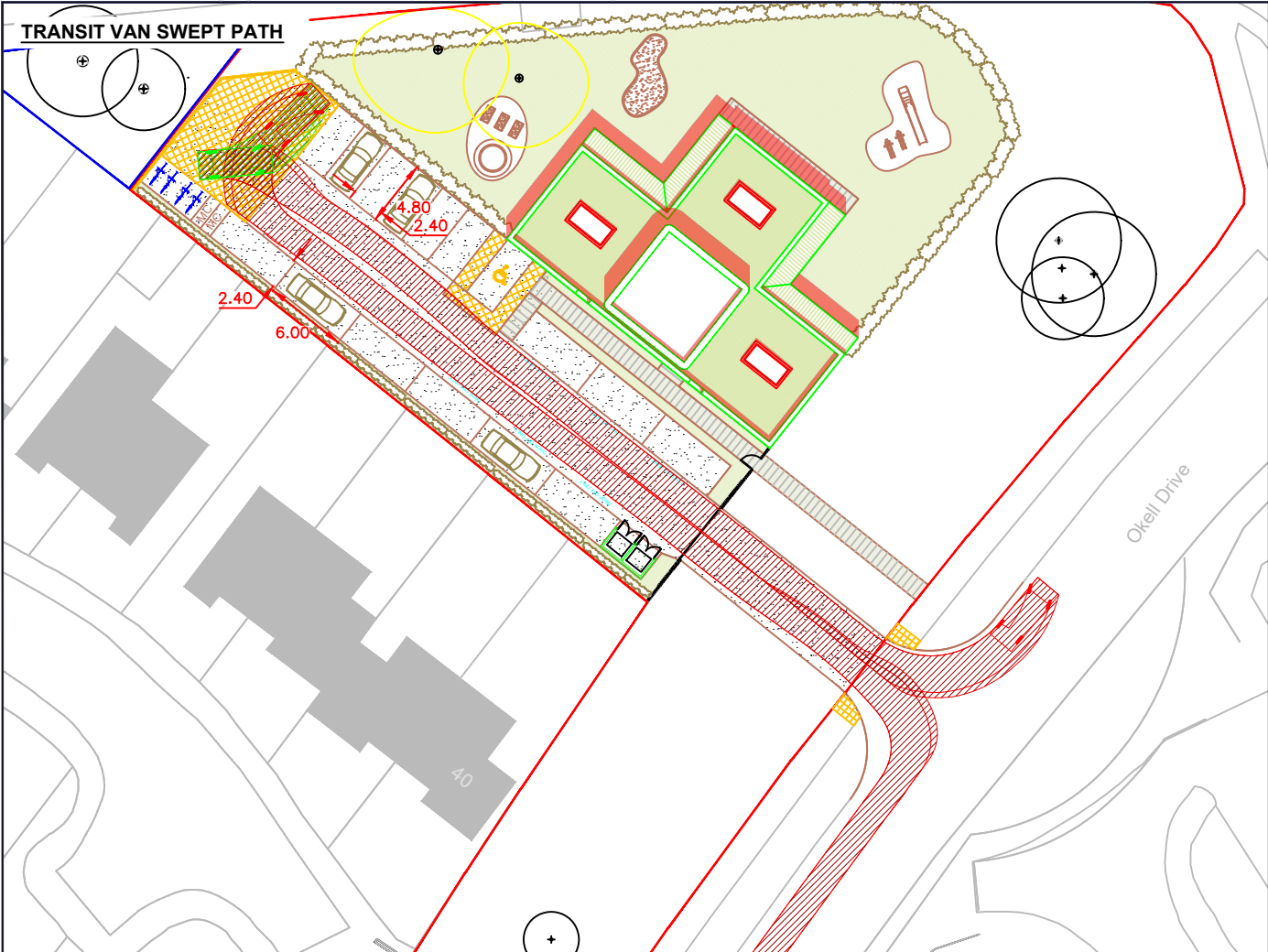
B Accessibility Assessment System

Parking			Points	Score	Justification for Scoring
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	
		No	0		
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2	0	
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1		
		No	0		
	Does it supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1		
		No	0		
	Total Score			1	
	Minimum score required			1	
Comments or action needed to correct any shortfall.					

Appendix C - Drawing No. 2755-01-SK04D:

Proposed Layout & Swept Path Analysis





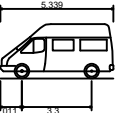
Key

Application Site Boundary

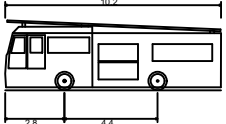
Design Vehicles



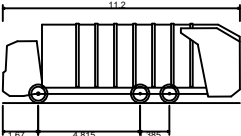
Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m



Pumping Appliance - Edited Length
Overall Length 10.200m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

0344 8700 007

axis.co.uk

Client

Rockbourne Day Nursery

Project

**Proposed Day Nursery, Okell Drive,
Halewood, Liverpool**

Drawing Title

**Proposed Layout and Swept Path
Assessment Plan**

Scale

1:500 @A3

Date

22-09-24

Dwg no

2755-01-SK04

Status

Prelim

Drawn Checked

LK LK

Rev

D



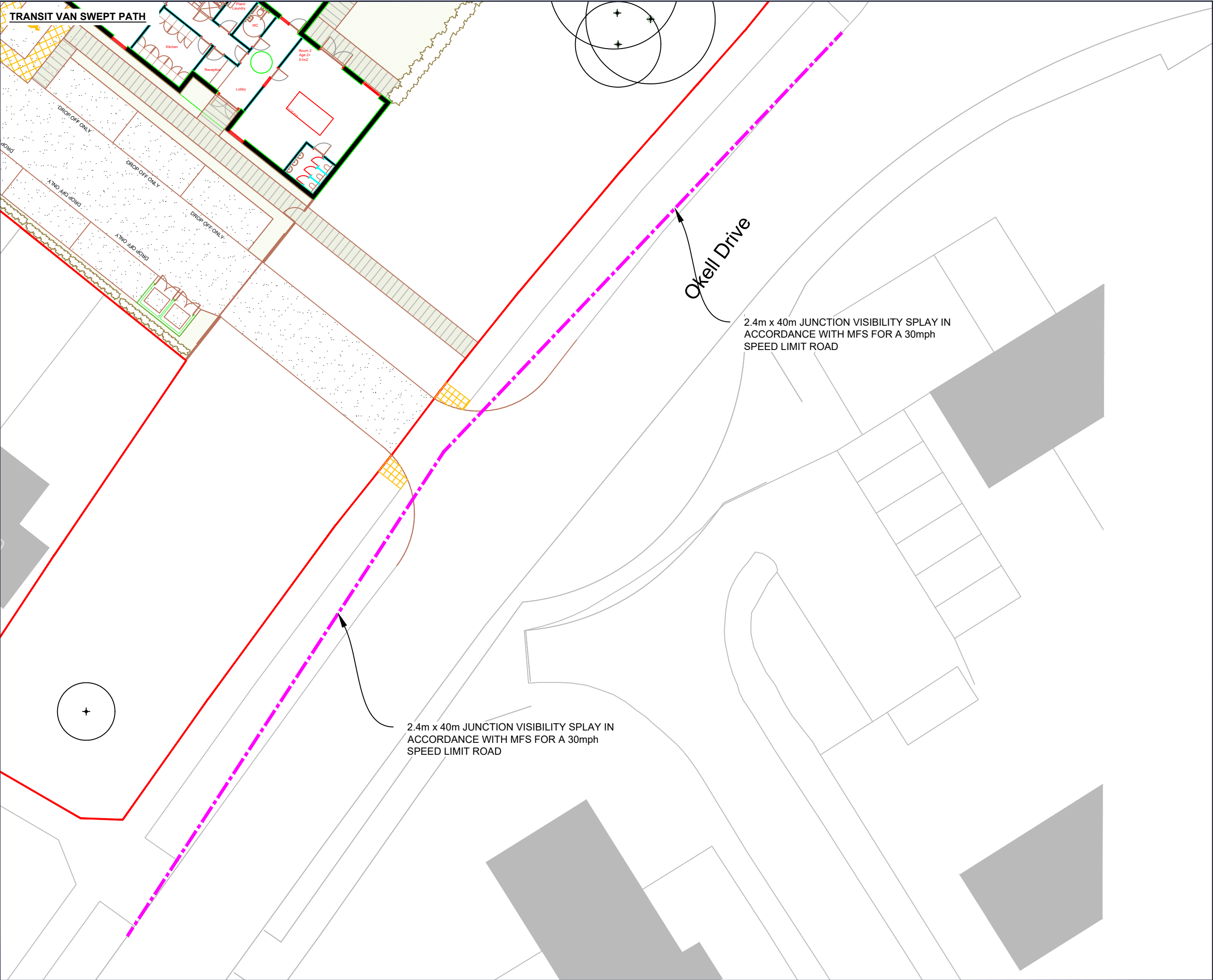
revision: D desc: Layout Updated

date: 28-09-24



Appendix D - Drawing No. 2755-01-D01B: Visibility Splays





Key

Application Site Boundary

0344 8700 007
axis.co.uk

axis

Client

Rockbourne Day Nursery

Project

Proposed Day Nursery, Okell Drive, Halewood, Liverpool

Drawing Title

Junction Visibility Splays Plan

Scale

1:250 @A3

Date

22-09-24

Dwg no

2755-01-D01

Status

Prelim

Drawn

LK

Checked

LK

Rev

B

revision: **B** desc: **Latest layout added. Border updated** date: **22-09-24**

Appendix E – TRICS Outputs



Calculation Reference: AUDIT-339901-240729-0756

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

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 pupils

Actual Range:

25 to 90 (units:)

Range Selected by User:

25 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 26/06/23

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:

Monday

2 days

Tuesday

4 days

Thursday

2 days

Friday

2 days

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

Selected survey types:

Manual count

10 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)

6

Edge of Town

4

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

Residential Zone

9

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

3 days - Selected

Servicing vehicles Excluded

7 days - Selected

Secondary Filtering selection:

Use Class:

E(f) 10 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	5 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	10 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	10 days
-----------------	---------

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

1	BR-04-D-01 NURSERY BURCHELLS GREEN ROAD BRISTOL KINGSWOOD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 78 Survey date: TUESDAY 02/05/23	BRISTOL CITY	Survey Type: MANUAL
2	DU-04-D-01 NURSERY LONGTOWN TERRACE DUNDEE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 36 Survey date: MONDAY 24/04/17	DUNDEE CITY	Survey Type: MANUAL
3	DY-04-D-02 NURSERY MAXWELL AVENUE DERBY DARLEY ABBEY Edge of Town Residential Zone Total Number of pupils: 54 Survey date: THURSDAY 12/07/18	DERBY	Survey Type: MANUAL
4	LN-04-D-01 NURSERY NEWARK ROAD LINCOLN SWALLOW BECK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 49 Survey date: TUESDAY 31/10/17	LINCOLNSHIRE	Survey Type: MANUAL
5	NN-04-D-01 NURSERY ROCKINGHAM ROAD KETTERING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 90 Survey date: TUESDAY 07/06/22	NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL
6	NY-04-D-02 NURSERY OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Total Number of pupils: 70 Survey date: TUESDAY 10/05/22	NORTH YORKSHIRE	Survey Type: MANUAL
7	NY-04-D-03 NURSERY WETHERBY ROAD KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 90 Survey date: MONDAY 12/06/23	NORTH YORKSHIRE	Survey Type: MANUAL
8	SD-04-D-01 NURSERY SHREWSBURY ROAD SWINDON WALCOT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 75 Survey date: THURSDAY 22/09/16	SWINDON	Survey Type: MANUAL
9	TV-04-D-01 NURSERY COTSWOLD DRIVE REDCAR Edge of Town Residential Zone Total Number of pupils: 25 Survey date: FRIDAY 19/05/17	TEES VALLEY	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WK-04-D-01	NURSERY	WARWICKSHIRE
	THE RIDGEWAY		
	STRATFORD UPON AVON		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	61	
	Survey date: FRIDAY	29/06/18	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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	70	0.029	1	70	0.000	1	70	0.029
07:00 - 08:00	10	63	0.199	10	63	0.116	10	63	0.315
08:00 - 09:00	10	63	0.275	10	63	0.212	10	63	0.487
09:00 - 10:00	10	63	0.084	10	63	0.073	10	63	0.157
10:00 - 11:00	10	63	0.043	10	63	0.025	10	63	0.068
11:00 - 12:00	10	63	0.029	10	63	0.021	10	63	0.050
12:00 - 13:00	10	63	0.083	10	63	0.110	10	63	0.193
13:00 - 14:00	10	63	0.059	10	63	0.083	10	63	0.142
14:00 - 15:00	10	63	0.033	10	63	0.037	10	63	0.070
15:00 - 16:00	10	63	0.049	10	63	0.054	10	63	0.103
16:00 - 17:00	10	63	0.127	10	63	0.129	10	63	0.256
17:00 - 18:00	10	63	0.223	10	63	0.295	10	63	0.518
18:00 - 19:00	9	67	0.015	9	67	0.048	9	67	0.063
19:00 - 20:00	1	70	0.014	1	70	0.143	1	70	0.157
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.262			1.346			2.608

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: 25 - 90 (units:)
 Survey date range: 01/01/16 - 26/06/23
 Number of weekdays (Monday-Friday): 10
 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 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 F – Car Park Accumulation

Exercise



CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Nursery

Number of pupils: 50

No. of required overnight spaces/

Manually adjusted initial occupation no. 4

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0.000	0.000	0	0	4
01:00-02:00	0.000	0.000	0	0	4
02:00-03:00	0.000	0.000	0	0	4
03:00-04:00	0.000	0.000	0	0	4
04:00-05:00	0.000	0.000	0	0	4
05:00-06:00	0.000	0.000	0	0	4
06:00-07:00	0.029	0.000	1	0	5
07:00-08:00	0.196	0.113	10	6	10
08:00-09:00	0.268	0.207	13	10	13
09:00-10:00	0.078	0.065	4	3	13
10:00-11:00	0.038	0.021	2	1	14
11:00-12:00	0.025	0.018	1	1	15
12:00-13:00	0.076	0.102	4	5	13
13:00-14:00	0.056	0.080	3	4	12
14:00-15:00	0.027	0.032	1	2	12
15:00-16:00	0.046	0.051	2	3	12
16:00-17:00	0.123	0.126	6	6	11
17:00-18:00	0.217	0.287	11	14	8
18:00-19:00	0.015	0.046	1	2	6
19:00-20:00	0.014	0.143	1	7	0
20:00-21:00	0.000	0.000	0	0	0
21:00-22:00	0.000	0.000	0	0	0
22:00-23:00	0.000	0.000	0	0	0
23:00-24:00	0.000	0.000	0	0	0

Maximum Parking Demand: 15

Peak Demand Period: 10:00 - 12:00



Car Park Accumulation / Demand Assessment - Proposed
Nursery

Okell Drive, Halewood, Liverpool

Sep-24

2755-02

Appendix F

Appendix G – Comparator Site Survey Data



Parking Survey				
	No. of Cars Parked			
	Green Lane North West	Green Lane South West	Green Lane North East	Green Lane South East
Capacity	15	7	12	14
08:00	2	2	4	11
08:05	2	1	4	11
08:10	2	1	4	11
08:15	1	1	4	10
08:20	1	2	4	10
08:25	1	3	4	11
08:30	1	3	4	11
08:35	1	3	5	11
08:40	1	3	6	12
08:45	1	3	6	12
08:50	2	4	6	12
08:55	2	6	6	11
09:00	3	7	7	12
14:30	5	10	9	13
14:35	6	8	8	13
14:40	5	7	8	12
14:45	5	7	8	12
14:50	5	7	9	12
14:55	5	7	8	13
15:00	5	9	8	13
15:05	6	8	8	12
15:10	6	8	8	12
15:15	6	8	8	12
15:20	6	8	9	13
15:25	6	9	8	14
15:30	6	9	8	14
15:35	5	10	9	14
15:40	5	10	9	14
15:45	6	6	8	14
15:50	5	6	8	14
15:55	5	7	9	14
16:00	5	7	9	14
16:05	4	8	9	12
16:10	3	8	9	12
16:15	3	8	9	12
16:20	3	9	9	11
16:25	3	9	9	11
16:30	4	8	8	12
16:35	4	7	8	12
16:40	4	7	8	12
16:45	4	7	7	10
16:50	4	6	8	13
16:55	4	6	8	12
17:00	4	6	8	12
17:05	3	6	7	13
17:10	3	6	7	13
17:15	4	4	7	13
17:20	3	5	8	12
17:25	3	5	8	12
17:30	3	5	8	12
17:35	4	5	7	12
17:40				
17:45				

Parking Survey					
	No. of Free On-Street Parking Spaces				
	Green Lane North West	Green Lane South West	Green Lane North East	Green Lane South East	TOTAL
Capacity	15	7	12	14	48
08:00	13	5	8	3	29
08:05	13	6	8	3	30
08:10	13	6	8	3	30
08:15	14	6	8	4	32
08:20	14	5	8	4	31
08:25	14	4	8	3	29
08:30	14	4	8	3	29
08:35	14	4	7	3	28
08:40	14	4	6	2	26
08:45	14	4	6	2	26
08:50	13	3	6	2	24
08:55	13	1	6	3	23
09:00	12	0	5	2	19
Average					27.38461538
14:30	10	-3	3	1	11
14:35	9	-1	4	1	13
14:40	10	0	4	2	16
14:45	10	0	4	2	16
14:50	10	0	3	2	15
14:55	10	0	4	1	15
15:00	10	-2	4	1	13
15:05	9	-1	4	2	14
15:10	9	-1	4	2	14
15:15	9	-1	4	2	14
15:20	9	-1	3	1	12
15:25	9	-2	4	0	11
15:30	9	-2	4	0	11
15:35	10	-3	3	0	10
15:40	10	-3	3	0	10
15:45	9	1	4	0	14
15:50	10	1	4	0	15
15:55	10	0	3	0	13
16:00	10	0	3	0	13
16:05	11	-1	3	2	15
16:10	12	-1	3	2	16
16:15	12	-1	3	2	16
16:20	12	-2	3	3	16
16:25	12	-2	3	3	16
16:30	11	-1	4	2	16
16:35	11	0	4	2	17
16:40	11	0	4	2	17
16:45	11	0	5	4	20
16:50	11	1	4	1	17
16:55	11	1	4	2	18
17:00	11	1	4	2	18
17:05	12	1	5	1	19
17:10	12	1	5	1	19
17:15	11	3	5	1	20
17:20	12	2	4	2	20
17:25	12	2	4	2	20
17:30	12	2	4	2	20
17:35	11	2	5	2	20
17:40	15	7	12	14	48
17:45	15	7	12	14	48
					17.15

Visitors Survey				
Visitor No.	Mode of Transport	Time in	Time Out	Duration
1	Car	08:00	08:02	00:02
2	Car	08:00	08:02	00:02
3	Car	08:00	08:02	00:02
4	Car	08:00	08:07	00:07
5	Car	08:04	08:09	00:05
6	Car	08:06	08:12	00:06
7	Car	08:07	08:10	00:03
8	Car	08:09	08:15	00:06
9	Car	08:09	08:15	00:06
10	Foot	08:10	08:15	00:05
11	Car	08:16	08:19	00:03
12	Car	08:18	08:21	00:03
13	Car	08:18	08:21	00:03
14	Car	08:19	08:25	00:06
15	Car	08:20	08:24	00:04
16	Car	08:22	08:27	00:05
17	Car	08:22	08:27	00:05
18	Car	08:23	08:28	00:05
19	Car	08:33	08:35	00:02
20	Foot	08:33	08:34	00:01
21	Car	08:34	08:37	00:03
22	Car	08:36	08:38	00:02
23	Car	08:36	08:40	00:04
24	Car	08:37	08:40	00:03
25	Foot	08:40	08:43	00:03
26	Car	08:43	08:47	00:04
27	Car	08:45	08:51	00:06
28	Foot	08:46	08:47	00:01
29	Car	08:49	08:57	00:08
30	Car	08:56	08:59	00:03
31	Car	09:00		
32	Car	09:01	09:03	00:02
33	Foot	09:02	09:04	00:02
34	Car	15:18	15:26	00:08
35	Car	15:32	15:38	00:06
36	Car	15:45	15:50	00:05
37	Car	16:10	16:16	00:06
38	Car	16:30	16:35	00:05
39	Car	16:35	16:41	00:06
40	Car	16:38	16:41	00:03
41	Car	16:39	16:46	00:07
42	Car	16:40	16:50	00:10
43	Car	16:47	16:55	00:08
44	Car	16:48	16:59	00:11
45	Car	16:52	17:03	00:11
46	Car	16:55	17:03	00:08
47	Car	16:56	17:05	00:09
48	Foot	16:58	17:08	00:10
49	Car	17:04	17:08	00:04
50	Foot	17:04	17:09	00:05
51	Foot	17:04	17:10	00:06
52	Foot	17:04	17:29	00:25
53	Car	17:08	17:19	00:11
54	Car	17:10	17:20	00:10
55	Taxi	17:10	17:18	00:08
56	Foot	17:13	17:17	00:04
57	Foot	17:16	17:21	00:05
58	Foot	17:10	17:24	00:14
59	Car	17:18	17:25	00:07
60	Car	17:19	17:28	00:09
61	Foot	17:23	17:30	00:07
62	Car	17:25	17:34	00:09
63	Car	17:29	17:39	00:10
64	Car	17:32	17:39	00:07
65	Car	17:34	17:39	00:05
66	Foot	17:35	17:40	00:05
67	Car	17:36	17:43	00:07
68	Foot	17:36	17:43	00:07
69	Foot	17:37	17:44	00:07

AVERAGE 00:04

00:07

Nursery Spaces	46			
Trip Rates				
Time Period	Car	Foot	Cycle	Public Transport
08:00-09:00		0.609	0.109	0.000
14:45-17:45		0.522	0.239	0.000

Staff Survey						
Staff No.	Shift Patterns					Mode of Transport.
	Monday	Tuesday	Wednesday	Thursday	Friday	
1	07:30-16:30	07:30-16:30	07:30-16:30	07:30-16:30	07:30-16:30	Public Transport
2	08:45 - 17:45	08:45 - 17:45	08:45 - 17:45	08:45 - 17:45	08:45 - 17:45	Public Transport
3	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	Lift
4	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	Car
5	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	Public Transport
6	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	07:45 - 16:45	Lift
7	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	Public Transport
8		09:15-17:45			08:45-17:45	Public Transport
9	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	Taxi / Lift
10	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	Public Transport
11	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	Public Transport
12						Public Transport
13		11:00-15:00	11:00-15:00	11:00-15:00		Car
14	08:15-17:15	08:15-17:15	08:15-17:15	08:15-17:15	08:15-17:15	Car
15	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	Public Transport
16	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	Taxi
17	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	08:45-17:45	Car
18	09:00-13:30	09:00-13:30	09:00-13:30	09:00-13:30	09:00-13:30	Car
19						
20						
21						
22						
23						
24						
25						
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32						
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39						
40						

Staff No.		
	ARRIVAL	MODE
1	07:00-08:00	Public Transport
2	08:00-09:00	Public Transport
3	08:00-09:00	Car
4	07:00-08:00	Car
5	07:00-08:00	Public Transport
6	07:00-08:00	Car
7	08:00-09:00	Public Transport
8	09:00-10:00	Public Transport
9	08:00-09:00	Car
10	08:00-09:00	Public Transport
11	08:00-09:00	Public Transport
12	08:00-09:00	Public Transport
13	10:00-11:00	Car
14	08:00-09:00	Car
15	08:00-09:00	Public Transport
16	08:00-09:00	Car
17	08:00-09:00	Car
18	08:00-09:00	Car

Staff Member: 18

Trip Rates				
Time Period	Car	Foot	Cycle	Public Transport
08:00-09:00	0.333	0.000	0.000	0.333
14:45-17:45	0.500	0.000	0.000	0.500

Appendix H – Car Park Management Plan (CPMP)





Proposed Day Nursery

Okell Drive, Halewood, Liverpool

Car Park Management Plan

Prepared for

Rockbourne Day Nursery

**September 2024
2755-02-CPMP01**



1.0 INTRODUCTION

1.1 Purpose of This Report

1.1.1 This Car Park Management Plan (CPMP) has been prepared by AXIS on behalf of Rockbourne Day Nursery in relation to the development of a nursery on Okell Drive in Halewood, Liverpool. This document should be read in combination with the Transport Statement (TS) accompanying the planning application.

1.1.2 This CPMP has been prepared to inform the Local Planning Authority (LPA) and Local Highway Authority (LHA) of the parking arrangements for nursery staff and visitors of the site.

- i) The key aims of this CPMP are as follows:
- ii) To ensure adequate car parking provision is provided to meet the needs of the development;
- iii) To enforce appropriate use of the car park such that it remains accessible to all users; and,
- iv) To commit to pre-informing visitors of the parking regime of the site.

1.1.3 This CPMP is a working document, which can be periodically reviewed by members of staff in order to ensure it meets the needs of visitors, staff and wider users of the highway network. It is not considered that a formal review process will be necessary for alterations to the CPMP, rather changes will be made as needed based on feedback from visitors and staff.



2.0 CAR PARK MANAGEMENT PLAN MEASURES

2.1 Overview

- 2.1.1 The proposals feature the construction of a circa 280 sqm GFA children's nursery on an existing vacant site.
- 2.1.2 The proposed day nursery is envisioned have a maximum capacity of 50 children.

2.2 Parking Provision

- 2.2.1 The general parking provision comprises:
 - v) 9 no. general parking bays;
 - vi) 6 no. drop-off bays;
 - vii) 1 no. disabled parking bay;
 - viii) 2 no. motorcycle parking bays; and,
 - ix) Secure cycle parking for 4 bikes (Sheffield style hoops).

2.3 Car Park Operation

- 2.3.1 The usage of the car park will be monitored by staff to ensure that parking spaces will be occupied by designated users and that drop-offs are undertaken appropriately.
- 2.3.2 Private signage at the entrance of the site will encourage visitors to comply with the car parking regime.
- 2.3.3 Anyone undertaking unauthorised / inappropriate parking will be notified in the first instance by a member of staff. Repeated offences may result in the withdrawal of services by the nursery, to be decided by an appropriate member of staff depending on the severity of the infraction.
- 2.3.4 Upon initially opening, and following any new intake of nursery children, a car parking management letter will be provided to parents outlining the car parking regime of the site. An example letter is included at the end of this CPMP. This letter will be reviewed on an ad-hoc basis, as the needs of staff and visitors develop over the lifetime of the site.



2.4 Encouraging Alternative Modes of Travel

2.4.1 In order to reduce the number of car trips and therefore parking demand associated with the development a number of measures will be implemented to promote alternative sustainable modes of travel (i.e. public transport, walking and cycling).

2.4.2 These may include (not exclusively);

- i) Displaying up to date public transport information on travel noticeboards within the site and on the nursery's website;
- ii) Participation in national travel schemes such as national cycle week (<https://www.cyclinguk.org/bikeweek>) and national lift share day (<https://liftshare.com/uk>);
- iii) Providing cycle safety information via the nursery website / noticeboard; and,
- iv) Encourage involvement in a car sharing scheme for staff and visitors, organised by a suitable member of staff.



Example Parking Letter

Dear Sir/Madam,

Prior to your child's first day we would be grateful if you could familiarise yourself with the below car parking arrangement at our nursery.

When bringing and collecting your child from nursery please ensure that you use the car park provided. We would ask that you do not park on the public roads surrounding the nursery. The area surrounding the nursery is a residential area and we would like you to show consideration to other road users, pedestrians, and our neighbours. There are ample drop-off bays and parking spaces within the site for you to safely drop your child off.

We advocate that as many children as possible should walk / cycle / scooter to school if possible, not least for the positive health and wellbeing that this provides children.

When arriving at the nursery please follow the rules below:

Respect members of staff

Please respect our members of staff. If any staff ask you to park in a particular place, please do so. The car park should not need a staff presence, but if any staff are present then they are there to make sure that the parking area is safe for your children and that people are parking effectively.

Do not dwell when dropping off

To ensure the safe and efficient operation of the car park you are please asked to not stay longer than necessary after dropping off or picking up your children. The morning and afternoon are the busiest periods for the nursery car park, and to make sure that the car park does not become crowded we request that you please make your space available for other parents when you are able to do so.

Take note of parking bay markings/signage

Several of the parking bays at our nursery are reserved for particular groups. This includes disabled parking space and drop-off bays.

Disabled parking bays are marked with yellow paint and wheelchair symbols. Please do not utilise these parking bays unless you are required to and please be courteous to those who use them.

