



Knowsley Metropolitan Borough Council

KNOWSLEY CEMETERY EXTENSION

Transport Statement





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Transport Statement

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP have been commissioned by Knowsley Metropolitan Borough Council (KMBC), to produce a Transport Statement (TS) to accompany planning applications for the proposal of Knowsley Cemetery Extension on land at Whiston Woods.
- 1.1.2. The proposed development falls across two local authority jurisdiction (Knowsley Metropolitan Borough Council and St Helens Borough Council). Given this two full planning applications have been submitted, albeit this TS supports both applications. The proposals within each local authority comprise:
- Knowsley Metropolitan Borough Council: “Full Planning permission for the creation of two vehicle accesses off Cumber Lane and associated works for the proposed Knowsley Cemetery Extension on Land at Whiston Woods.”
 - St Helens Borough Council: “Full planning permission for the extension for an existing cemetery to provide new burial and memorial plots with associated roads, footpaths, parking, drainage infrastructure, landscaping and associated works on Land at Whiston Woods”
- 1.1.3. Knowsley Cemetery is located on Fox’s Banks Lane to the south west of Whiston Woods. The cemetery opened in 1996 and is the only cemetery in Knowsley where new plots can be purchased for regular burials and cremations. It is expected the existing plots in the cemetery will be reaching capacity soon.
- 1.1.4. The proposals seek to extend upon the existing operational Knowsley Cemetery to provide the necessary space and capacity for the cemetery in the future.
- 1.1.5. The extension site (herein referred to as ‘the site’) is around 20Ha in size, however, the development proposals will have a footprint of around 4Ha. It is understood that whilst the proposals will only take up a small proportion of the larger site the wider site design includes enhancement to footpaths and public realm.

1.2 SCOPE

- 1.2.1. The scope of this TS is to consider the existing transport and access conditions in and around the application sites and assess the possible impacts of the proposed development on the surrounding highway network.
- 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 it can also help promote active travel and sustainable public transport use in the area.

- 1.2.3. In accordance with the National Planning Policy Framework (NPPF¹), this TS assesses the impact of the proposed development on the local highway and transport network.

1.3 DOCUMENT STRUCTURE

- 1.3.1. Following this introduction chapter, the structure of the report will include as follows:

- Section 2 – Policy Review;
- Section 3 – Existing Conditions;
- Section 4 – Proposed Development;
- Section 5 – Trip Generation;
- Section 6 – Emergency and Servicing Strategy;
- 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 2 in this report.

2 POLICY REVIEW

2.1 OVERVIEW

- 2.1.1. This chapter provides an outline of national, regional and local policies relevant to the application sites.

2.2 NATIONAL POLICY

National Planning Policy Framework (December 2024)

- 2.2.1. 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.
- 2.2.2. 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.
- 2.2.3. 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.
- 2.2.4. 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.
- 2.2.5. 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.”*
- 2.2.6. 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.
- 2.2.7. NPPF includes a focus on ‘vision-led’ approach in transport planning which will be supported by designing the transport and behavioural interventions in developments.
- 2.2.8. 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.”

2.2.9. 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.”

2.2.10. 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

2.2.11. 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.

2.2.12. 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”.

2.2.13. 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.”

2.3 REGIONAL POLICY

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

- 2.3.1. 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.
- 2.3.2. 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.
- 2.3.3. 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)

- 2.3.4. The fourth Local Transport Plan (LTP) is currently in is consultation phase, with the latest draft being released in October 2024.
- 2.3.5. 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.
- 2.3.6. The vision set out in the LTP as *"clean, safe and accessible transport for moving people and goods"*.
- 2.3.7. 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.
- 2.3.8. 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.
- 2.3.9. 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

LRCRA Local Cycling and Walking Infrastructure Plan (LCWIP)

2.3.10. 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.

2.3.11. 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.

2.4 LOCAL POLICY

KNOWSLEY METROPOLITAN BOROUGH COUNCIL

Knowsley 2030 Strategy

2.4.1. 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.”

2.4.2. 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

2.4.3. 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)

2.4.4. 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.

2.4.5. 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 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

2.4.6. 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.

2.4.7. 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.

2.4.8. 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.

ST HELENS BOROUGH COUNCIL

St Helens Together: Our Borough Strategy 2021-2030

- 2.4.9. The Borough Strategy 2021-2030 identifies 6 key strategic priorities for the Council and the borough and sets out how to achieve better results for communities by working together with residents and partners while supporting each other. It intends to build a fairer and more sustainable St Helens for the benefit of future generations.
- 2.4.10. The strategy states, for the borough to remain a great place to live, work in and visit, it must strive to deliver a green recovery in response to the climate change threat. An ambitious target to achieve zero-carbon target by 2040 has been set and the borough commits to its delivery in alignment with the UN Sustainable Development Goals.
- 2.4.11. The proposed development supports the borough's sustainability goals through redeveloping the site to better serve the borough's residents whilst ensuring that this is done sustainably without reduced accessibility to the existing green space.

St Helens Borough Local Plan up to 2037 (July 2022)

- 2.4.12. The Local Plan sets out the framework for the growth and development of the borough. It identifies how and where new development and regeneration should take place and thereby promotes and manages future development of the borough. It also shapes the investment plans of the Council, other public and voluntary organisations, and the private sector.
- 2.4.13. One of the strategic aims of the local plan is to promote sustainable transport by improving access for all by facilitating sustainable transport choices, development in accessible locations, an integrated public transport network, and targeted improvements to the transport network.
- 2.4.14. Policy LPA01 (core policy – spatial strategy) states that new development will be directed to sustainable locations that are appropriate to its scale and nature and that will enable movements between homes, jobs and key services and facilities to be made by sustainable non-car modes of transport.
- 2.4.15. Policy LPA02 (core policy – development principles) states that new development should aim to minimise the need to travel and maximise the use of sustainable transport by guiding development to accessible locations, encouraging a shift towards sustainable modes of transport, and encouraging safe and sustainable access for all by promoting the use of public transport, walking, and cycling.
- 2.4.16. The proposed development has been designed to align with the Local Plan policies.

Transport and Travel Supplementary Planning Document (April 2024)

- 2.4.17. Transport and Travel Supplementary Planning Document (SPD) has been developed to provide consistent guidance to developers on access and transport requirements for new development. It is a material consideration for planning applications.
- 2.4.18. The SPD sets out St Helens borough's approach and expectations for new developments and redevelopments, specifically in relation to walking, cycling, wheeling, public transport, ultra-low or zero emission vehicles, parking standards, freight management, air quality, noise and travel plans.
- 2.4.19. The SPD states that the Council will require a Decide and Provide approach to the development and review of development applications, for the purpose of avoiding the potential over-provision of highway capacity, under-provision of walking and cycling infrastructure or public transport service.
- 2.4.20. The SPD also states that good design should include a well-design development that is easy to get to and move through, ensure environments prioritise people ahead of car use, adhere to the Modal Hierarchy with sustainable travel prioritised over car, and proposed levels of parking is dependent upon type of development and design.
- 2.4.21. The proposed development complies with the SPD by ensuring a high level of accessibility is provided through internal walking links and improvement to connectivity to the existing public transport services.

2.5 SUMMARY

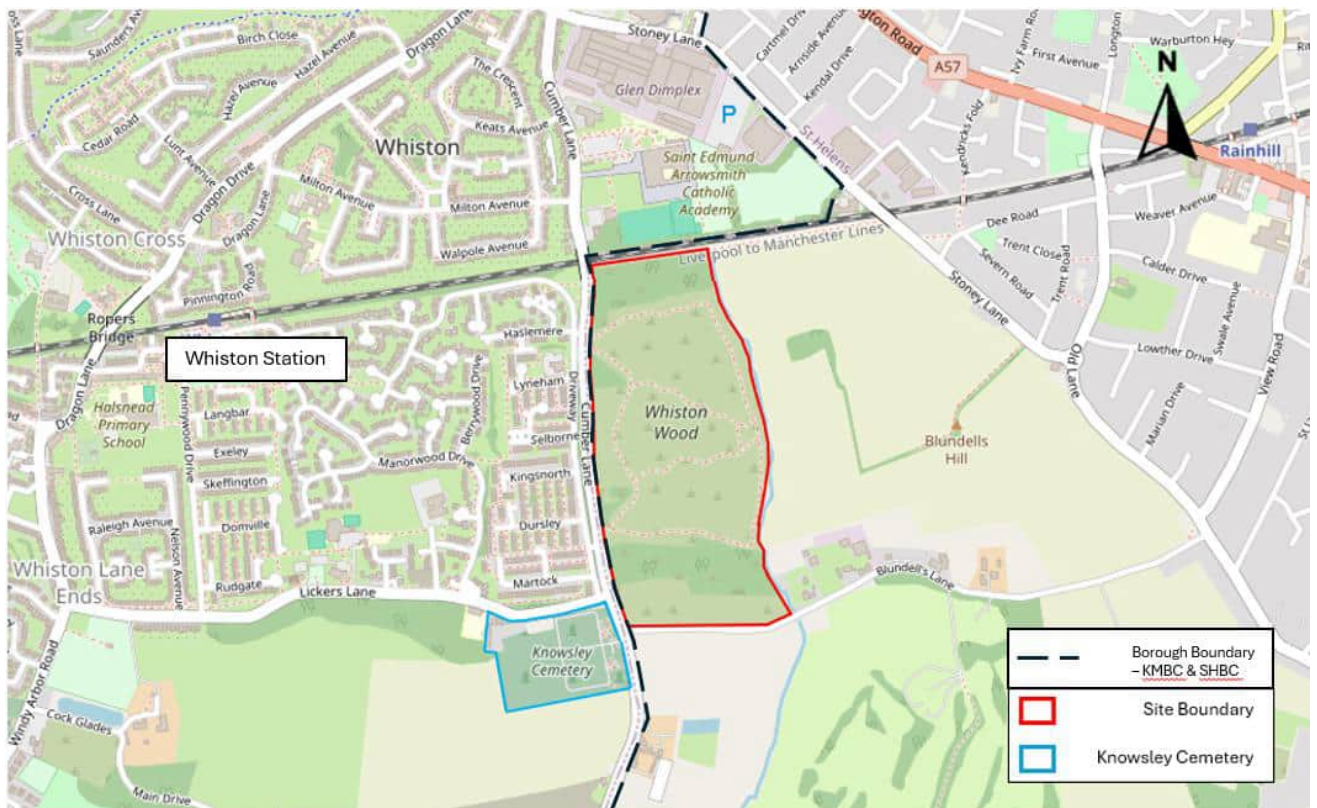
- 2.5.1. The development proposals support both Knowsley's and St Helens' policy through utilising the existing green space to better serve the local residents and enhancing the existing green space and ensuring the site is accessible for all.
- 2.5.2. In conclusion, since the proposed development is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

3 EXISTING CONDITIONS

3.1 SITE LOCATION AND EXISTING USE

- 3.1.1. The site is an accessible woodland located within the area of Rainhill within the administrative boundary of St Helens Borough Council (SHBC) in the North-West of England. The site is situated within the Green Belt and up until 2001 was previously used for farmland. Forestry England acquired the site and turned it into a commercial plantation woodland with access maintenance paths that remained accessible to the public. The land is still owned by Forestry England albeit KMBC has a land deal on the site, subject to obtaining planning permission.
- 3.1.2. The site is bound by Cumber Lane to the west, which is an adopted highway that falls within the administrative boundary of KMBC. West of Cumber Lane sits the existing residential area. The site is bound by Blundell's Lane to the south, open fields to the east and railway lines to the north. A site location plan is provided in Figure 3-1.

Figure 3-1 - Site Location Plan



3.2 LOCAL HIGHWAY NETWORK

CUMBER LANE

- 3.2.1. Cumber Lane is a single carriageway running north-south to the immediate west of the site. The road is approximately 6.5m wide with one lane provided in each direction. Approaching the bridge crossing the railway, Cumber Lane narrows to around 3.5m single lane for 120m, and traffic is controlled by signal. Footpaths are partially provided along Cumber Lane, which is found on both sides in built-up areas and intermittent around the site where bus shelters are located. There are streetlight columns provided along Cumber Lane and the road is subject to a 30mph speed limit.
- 3.2.2. There are two vehicular accesses for site maintenance off Cumber Lane (shown in Figure 3-2), one located adjacent close to the junction of Cumber Lane and Haslemere and the other one located adjacent to the access road to a residential street (Driveway) as shown in Figure 3-2. Sheltered bus stops are provided at both pedestrian accesses.

Figure 3-2 - Existing Pedestrian Access off Cumber Lane



FOX'S BANK LANE

- 3.2.3. Fox's Bank Lane is a single carriageway located to the south of Cumber Lane. The road is subject to a 30mph speed limit. To the north Fox's Bank Lane connects with a residential access road by a priority T-junction, along the road there are a signalised junction connecting with Lickers Lane and a priority junction with Blundells Lane. Fox's Bank Lane continue running to the south underneath the M62.
- 3.2.4. There are well maintained footpaths provided on both sides of Fox's Bank Lane between the junction with Cumber Lane and the existing Knowsley Cemetery. To the south of the existing cemetery, footpath provision reduces to one side only, on the west of Fox's Bank Lane. The

condition of these paths is good, with adequate width for walking and dropped kerb provided at pedestrian crossings.

LICKERS LANE

- 3.2.5. Lickers Lane runs to the north of the existing Knowsley Cemetery. To the east the road connects with Fox's Bank Lane with a signalised T- junction. The road is subject to a 30 mph speed limit.
- 3.2.6. Footpaths are partially provided on Lickers Lane, largely adjacent to houses. Segregated footpaths are provided between the residential area to the north and Lickers Lane. Dropped kerb is provided at the pedestrian crossings at Fox's Bank Lane / Lickers Lane junction.

BLUNDELL'S LANE

- 3.2.7. Blundell's Lane is a single carriageway subject to a 30mph speed limit. Footpaths are provided on one side of the road to the north.
- 3.2.8. Blundell's Lane connects to Fox's Bank Lane to the west and Mill Lane to the east by priority T-junctions respectively. Along the road there are several vehicle accesses to commercial developments and a golf course.

3.3 HIGHWAY SAFETY

- 3.3.1. Personal Injury Accident (PIA) data has been obtained from Crashmap² to identify the number of collisions which occurred over the most recent five-year period (2019-2023) for the area surrounding the site. The PIA reports can be found in Appendix A.
- 3.3.2. Figure 3-3 and Table 3-1 show the level of incidents around the proposed site across the 5-year period.

² Crashmap <https://www.crashmap.co.uk/>

Figure 3-3 - PIA Study Area

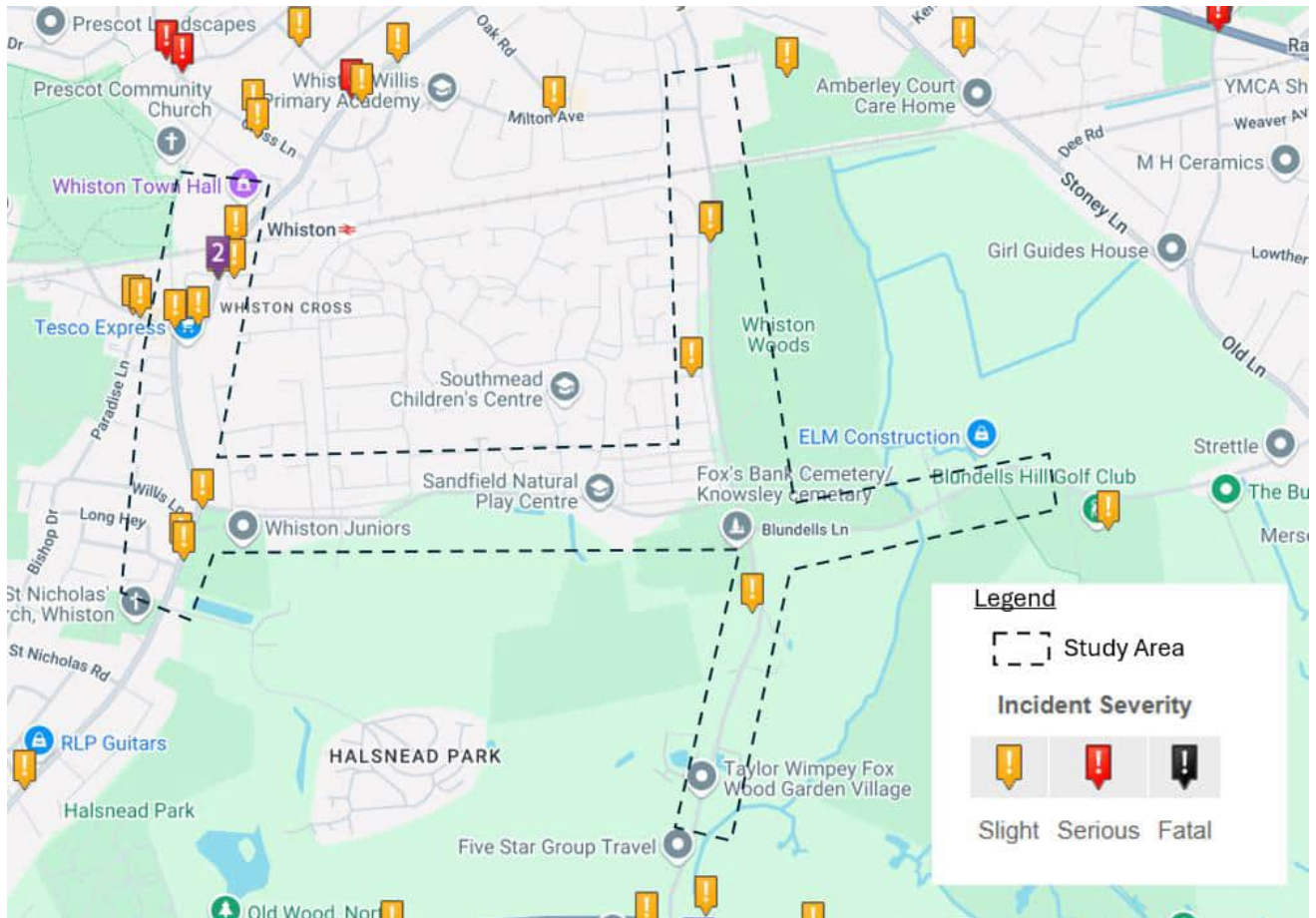


Table 3-1 - PIA Summary

Severity	Year					Total
	2019	2020	2021	2022	2023	
Slight	2	2	3	2	5	14
Serious	-	-	-	1	-	1
Fatal	-	-	-	-	-	0
Total	2	2	3	3	5	15

3.3.3. As shown in Table 3-1, over the most recent five year period, only 15 PIAs were recorded, with an average of three PIAs occurred each year. There were one serious injury recorded in this period, and none of them were fatal.

Table 3-2 - PIA Involved Vulnerable Road Users

Severity	Pedestrian	Cyclist	Total
Slight	5	3	8
Serious	1	-	1
Fatal	-	-	0
Total	6	3	9

- 3.3.4. Table 3-2 shows the PIAs which resulted in injuries of vulnerable road users including pedestrian and cyclist. Injuries in six pedestrians and three cyclists were recorded over the most recent five-year period. There was no common factor that contributed to these PIAs.
- 3.3.5. The review of PIA data indicates there are no significant risks or obvious ‘blackspots’ related to road safety.

3.4 PARKING

- 3.4.1. There is no current parking provision within the site boundary. To the west there are unrestricted parking areas on street within the residential area.
- 3.4.2. The existing Knowsley Cemetery provides an unmarked parking area which has a capacity of around 20 cars.

3.5 WALKING AND CYCLING

WALKING

- 3.5.1. 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.
- 3.5.2. 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 3-3.

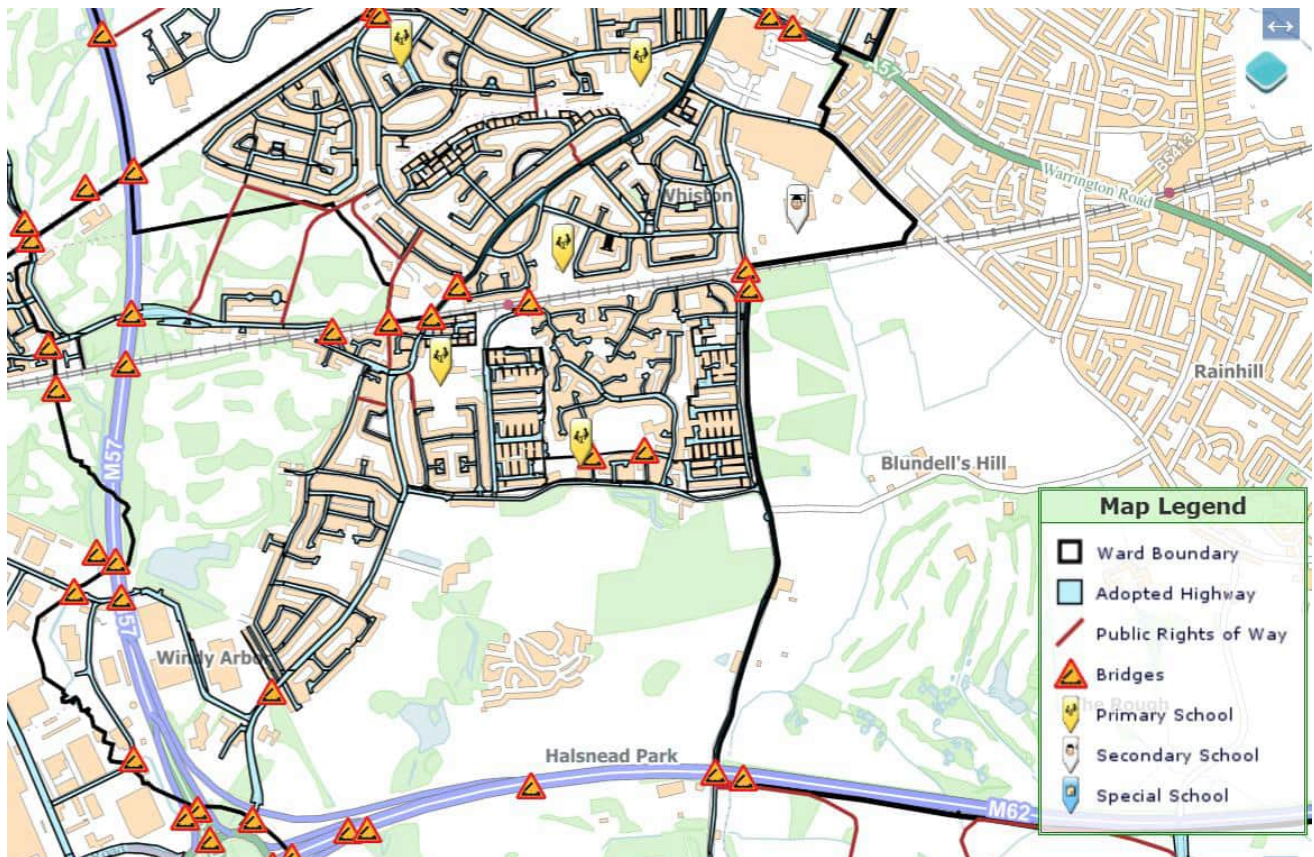
Table 3-3 – Local Amenities

Category	Local Amenity	Distance from site (m)
Public transport	Haslemere Bus Stop	150m
	Driveway Bus Stop	300m
	Whiston Train Station	1125m
Retail and Groceries	MP Food & Wine	330m
	Wild Strawberry	350m
	John Geddes Cycles	645m

Category	Local Amenity	Distance from site (m)
Education	Southmead Children's Centre	645m
	Whiston Willis Primary Academy	965m
	Halsnead Primary School	1250m
Pubs, Cafes and Restaurants	Pizza Queen	650m
	Mei Ho	650m
	The Carrs	1285m

3.5.3. There are several Public Rights of Way (PRoWs) surrounding the site, as shown in an extracted map from KMBC³ in Figure 3-4, as well as Figure 3-5 extracted from SHBC's online map⁴.

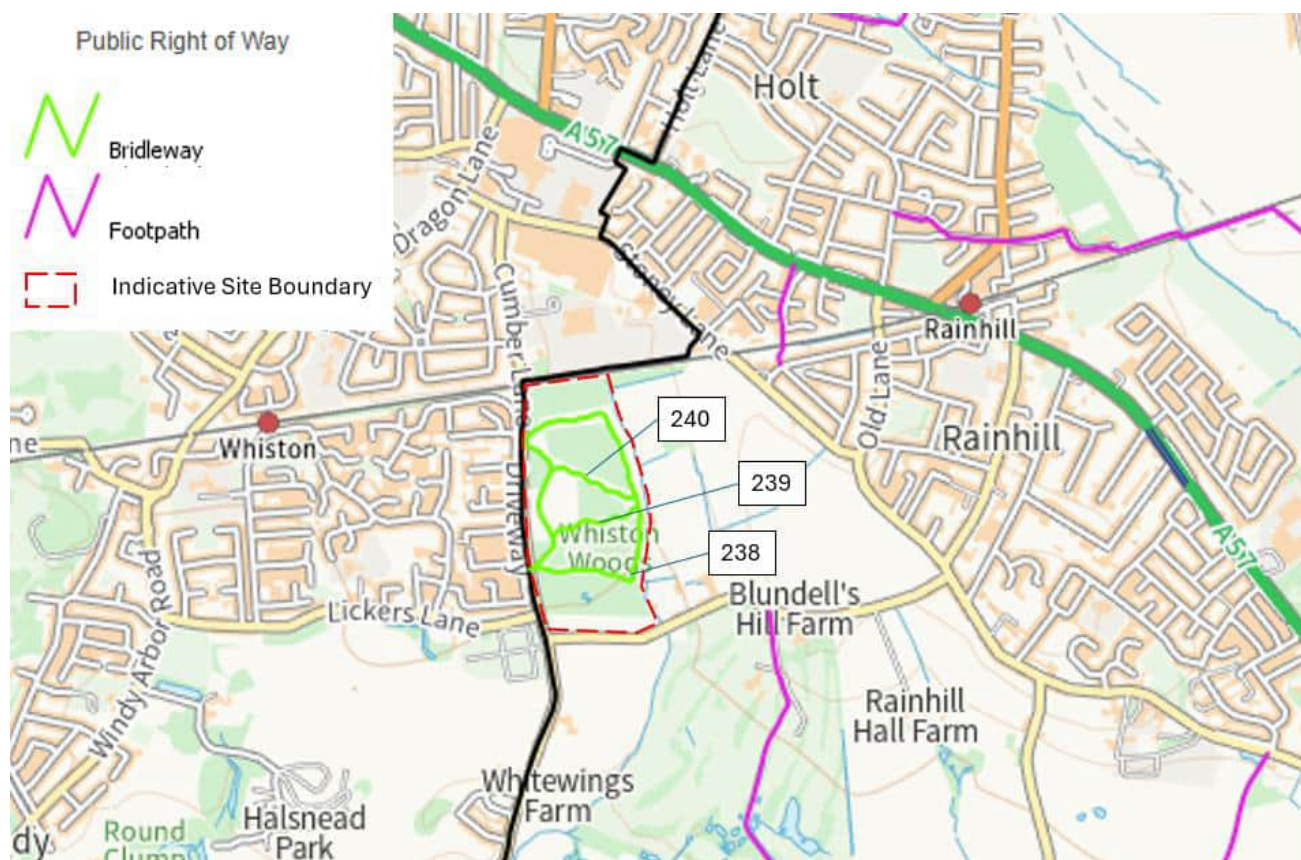
Figure 3-4 - Existing PRoWs within KMBC



³ Knowsley Online Map <https://highways.knowsley.gov.uk/>

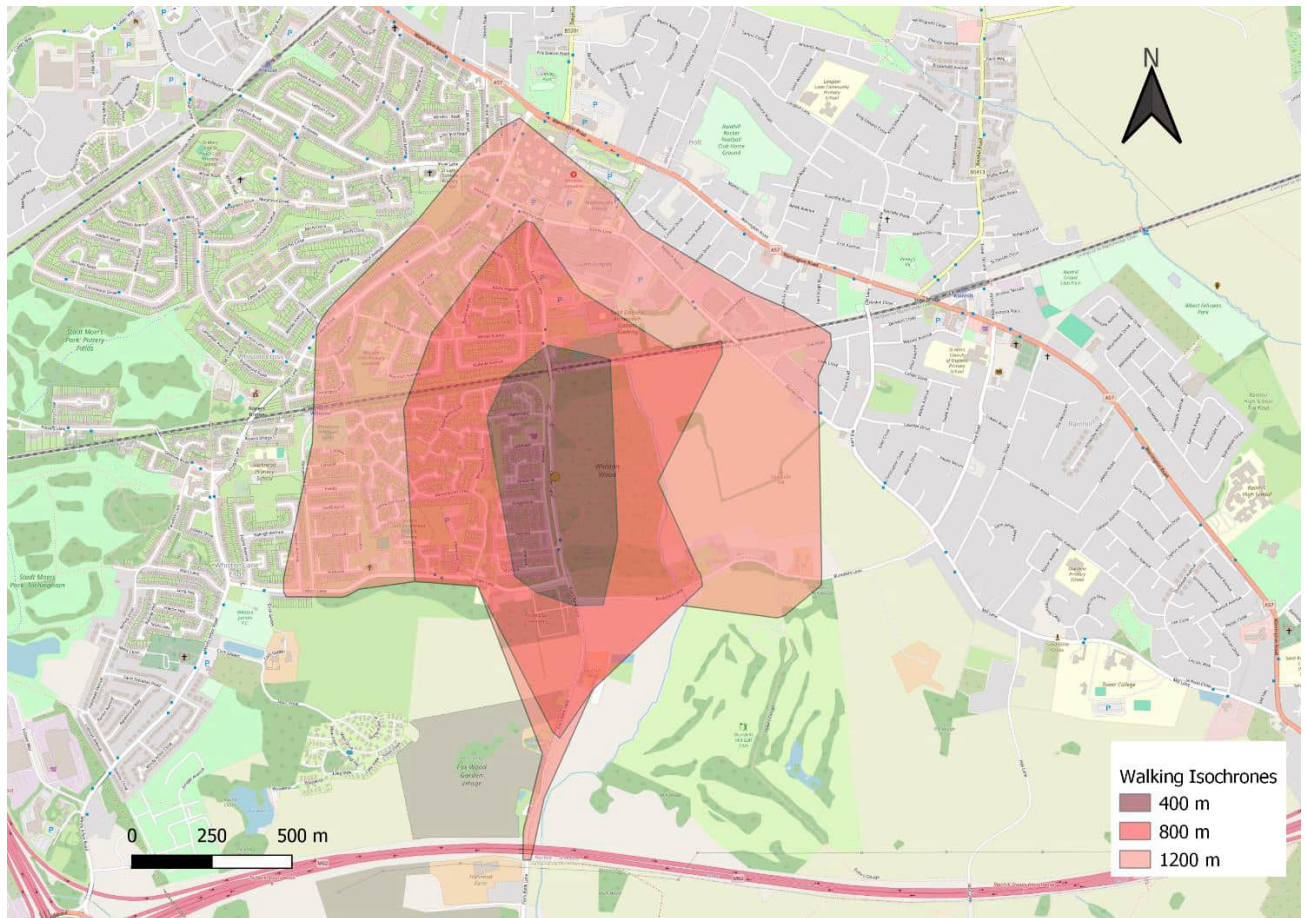
⁴ St Helens Borough Council Online Map. <https://maps.sthelens.gov.uk/mycouncil.aspx>

Figure 3-5 – Existing PRoWs within SHBC



- 3.5.4. There are existing public rights of way within the site boundary, namely bridleways 238, 239 and 240 within SHBC boundary.
- 3.5.5. The nearest public right of way footpath is on Blundell's Lane, located circa 700m from the site access.
- 3.5.6. Figure 3-6 identifies the walking connectivity using appropriate isochrones, in intervals of 400m which aligns with the suggested acceptable walking distance. The walking isochrones plan is included in Appendix B.

Figure 3-6 - Walking Isochrones



- 3.5.7. There are currently two pedestrian accesses off Cumber Lane. Limited footpaths are provided on Cumber Lane to provide pedestrian connection to the nearby bus shelters and the residential area to the west.
- 3.5.8. There are no continuous footpaths towards northern and southern directions on Cumber Lane as shown in Figure 3-7.

Figure 3-7 - Cumber Lane (photo taken towards the south)



CYCLING

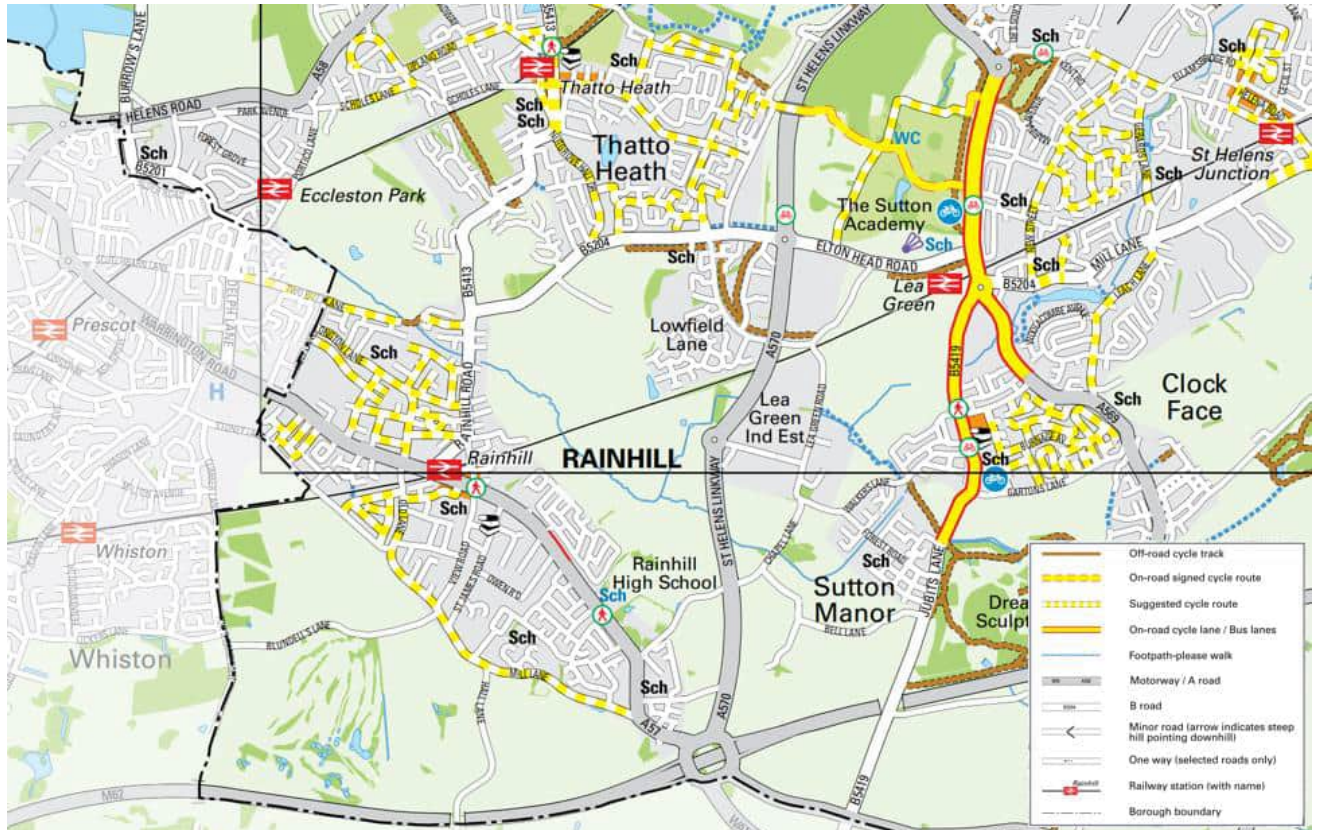
- 3.5.9. As a highly sustainable, healthy and affordable mode of transport, cycling should be encouraged as an alternative to short/medium car journeys, or as part of longer, multi-modal journeys.
- 3.5.10. Figure 3-8 shows cycle paths⁵ near to the site. Pennywood Drive is an on-road cycle route running between Lickers Lane and Whiston Station. Around 1.5km to the west, National Cycle Route 856 runs within Stat Moers and towards Whiston town centre.

⁵ Knowsley Cycle Map. <https://merseysideroadsafety.org/wp-content/uploads/2022/03/Knowsley.pdf>

Figure 3-8 - Cycle Paths within KMBC



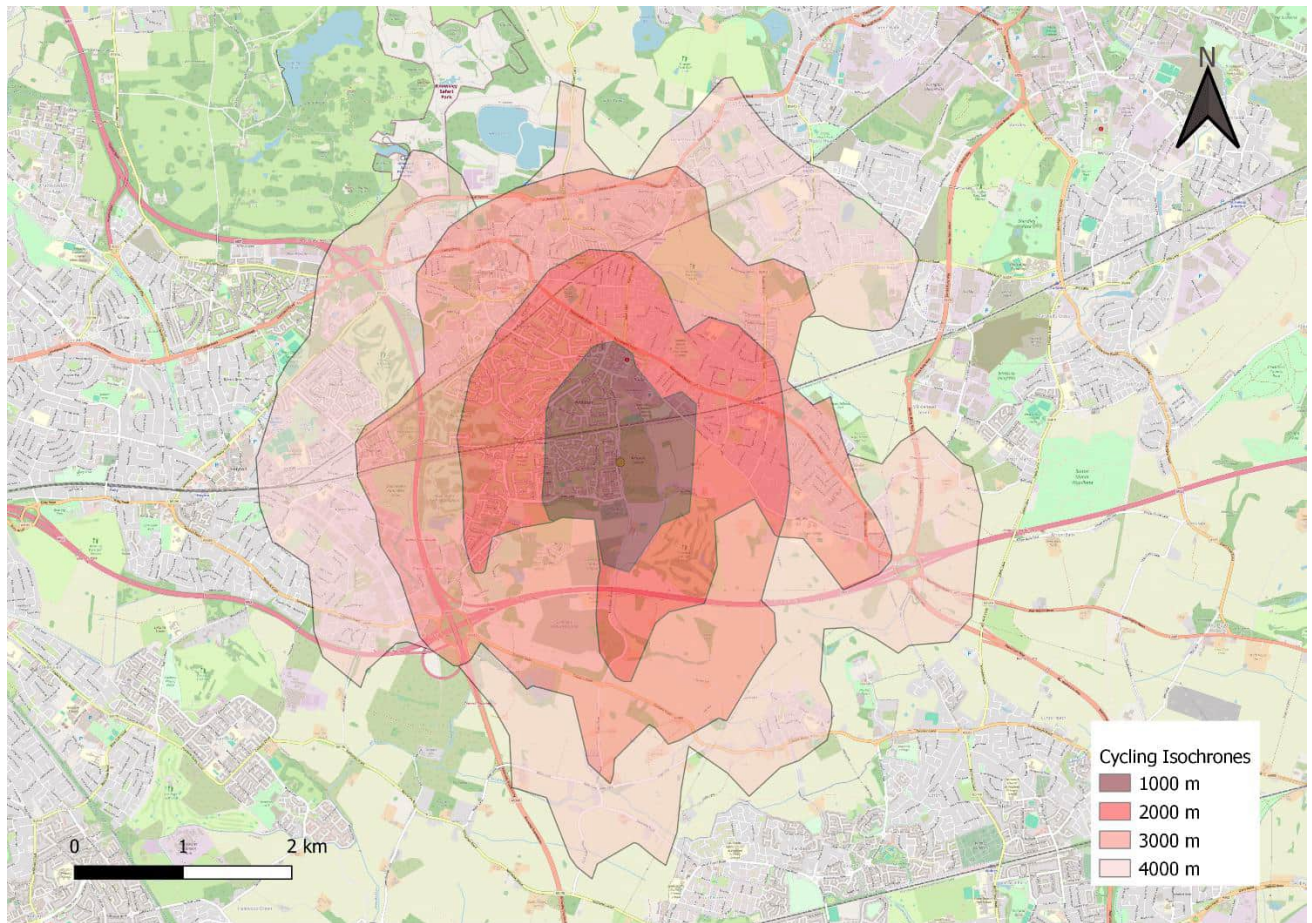
Figure 3-9 - Cycle Paths within SHBC



- 3.5.11. SHBC cycle map⁶ in Figure 3-9 shows there are no off-road cycle route in the vicinity of the site. Several roads in Rainhill are part of the suggested cycle routes.
- 3.5.12. Cycling isochrones illustrating possible cycling connectivity from the site is displayed in Figure 3-10.

⁶ St Helens Cycle Map. https://www.sthelens.gov.uk/media/3028/Cycle-Map/pdf/mrsp_cycle_maps_sthelens_FINAL_-_13-10-21.pdf?m=1647446870647

Figure 3-10 - Cycling Isochrones



3.6 PUBLIC TRANSPORT

BUS

- 3.6.1. There are southbound and northbound bus stops located along Cumber Lane, in close proximity to the pedestrian accesses. Outside each of the two pedestrian accesses of the site, there are four sheltered bus stops on both sides on Cumber Lane providing bus services towards Whiston Rail Station, Prescot and Huyton.
- 3.6.2. All bus stops are in good condition with shelter, benches and timetables.

Figure 3-11 - Bus Stops on Cumber Lane (photo taken towards the south)



3.6.3. Bus services within the vicinity are shown below:

Table 3-4 – Local Bus Services

No.	Route	Frequency	First / Last Weekday Service	First / Last Saturday Service	First / Last Sunday Service
99	Whiston Station- Cumber Lane- Prescott Bus Station- Prescott Park Way- South Avenue	1 per hour	07:22/18:22	07:22/18:22	N/A
239	Sewell Street- Jubilee Drive- Lathom Road- Thomas Drive- Rupert Road- Windy Arbor Road- Prescott Bus Station	Every 40 minutes	07:05/17:10	07:05/17:10	N/A
248	Prescot Bus Station- Prescott Merseyrail Station- Lickers Lane- Greenes Road- Manor Farm Road- Huyton Bus Station	1 per hour	06:10/00:11	06:10/00:11	07:11/00:11

3.6.4. As shown in Table 3-4, there are regular bus services providing seven days per week to local areas.

RAIL

- 3.6.5. Whiston Station is located within acceptable walking distance to the site by 1km, or an 18-minute walk.
- 3.6.6. The services available at Whiston Station are listed in Table 3-5.
- 3.6.7. The 99 bus operates from the railway station, with one service per hour towards Whiston Woods, however this will likely be utilised by people with accessibility requirements as the bus journey is likely to take longer than walking on foot.

Table 3-5 – Rail Services

Destination	Route	Frequency	Travel Time to Destination
Liverpool Lime Street	Huyton- Roby- Broad Green- Wavertree Technology Park- Edge Hill- Liverpool Lime Street	Hourly	19 minutes
Manchester Airport	Rainhill- Lea Green- St Helens Junction- Earlestown- Newton-le-Willows- Patricroft- Eccles- Deansgate- Manchester Oxford Road- Manchester Piccadilly- Mauldeth Road- Burnage- East Didsbury- Gatley- Heald Green- Manchester Airport	Hourly	66 minutes

- 3.6.8. It is demonstrated in this section that the site is accessible by rail to Merseyside and Greater Manchester region.

3.7 SUMMARY

- 3.7.1. The current access conditions surrounding the site have been assessed in this section. It has been demonstrated that the site is well connected by local highway network. Highway safety is satisfactory with no obvious patterns of accidents recorded.
- 3.7.2. Walking and cycling connectivity have been assessed and this has shown that the site has limited infrastructure for segregated pedestrian and cycle movements from vehicle traffic. The proposals should look to enhance access to the site, especially for pedestrians.
- 3.7.3. Public transport provision has been reviewed and the site is found to have regular bus and rail services within acceptable walking distance.

4 PROPOSED DEVELOPMENT

4.1 INTRODUCTION

4.1.1. This section describes the key elements of the overall development proposals.

4.2 DEVELOPMENT PROPOSALS

4.2.1. The development proposals include:

- Provision of 1,313 burial plots and around 998 cremated remains plots in the first phase, which would provide capacity for Knowsley Council (KMBC) for the next 30 years;
- Future extension for the full site is expected to provide up to 3,800 burial plots and 1,647 cremated remains plots in total, if required. The further sections will be designed and developed in line with forecasting and trends based on the most up to date data available at that time.
- Parking laybys with a capacity of 16 spaces for the first phase, with space reserved to accommodate additional 20 parking spaces in the future extension;
- Internal access road proposed off Cumber Lane with a one-way clockwise arrangement, where an access junction and egress junction will be created with 180m separation.
- Improvements to the existing pedestrian connectivity to and from the site, including extension of footpaths on Cumber Lane;
- Other associated works including landscape, public realm, drainage and biodiversity improvement.

4.2.2. The proposed layout of the site is included in Appendix C.

4.3 ACCESS

PEDESTRIAN ACCESS

4.3.1. The existing pedestrian accesses will be retained in the proposals, providing continued and improved access to the internal footpath network on the site.

4.3.2. A new footpath is proposed on the eastern site of Cumber Lane between the southern gated pedestrian access and the controlled crossing point at the Cumber Lane / Lickers Lane junction to enhance connectivity for pedestrians between the existing cemetery and the site. Layout of the footpath is included in Appendix D.

4.3.3. A looped walkway is proposed around the burial plots and the proposed cemetery plaza.

VEHICULAR ACCESS

4.3.4. There is currently no vehicular access for public use provided at the site, as the site is currently an open woodland, however there are 2 vehicular access gates present for site maintenance. The proposed development will provide an internal road in a one-way direction via Cumber Lane.

4.3.5. Two junctions are proposed where an access junction will be provided approximately at the centre of the site from the western boundary, where vehicles will enter the site and travel towards the south using the internal road. Vehicles are proposed to exit the site at the egress junction provided on Cumber Lane, which is proposed 180m to the south of the access junction. Layout of the access and egress junctions is included in Appendix D.

- 4.3.6. Cars will not be able to drive into the cemetery area, Visitors must use the proposed parking laybys adjacent to the internal road and access the burial plots via the surfaced paths on foot.
- 4.3.7. A central tarmacked route is provided for access of maintenance vehicles and funeral hearses, with a turning head shown at the eastern end of the route.

PARKING

- 4.3.8. 16 parking laybys are proposed along the internal road adjacent to the burial plots, including 2 accessible bays.
- 4.3.9. To accommodate the future phases 2 and 3 of the cemetery, it is proposed that space to the south of the internal road will be reserved to provide an additional 20 parking spaces if required in future extension.
- 4.3.10. Dimensions of the parking bays will be provided in compliance with SHBC 'Travel and Transport SPD' adopted 24 April 2024.

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.

5.2 BENCHMARKING

- 5.2.1. There is an unmarked parking area within the existing Knowsley Cemetery on Fox's Bank Lane, providing a capacity for around 20 cars, which is sufficient for serving the maximum number of plots at Knowsley Cemetery. To the applicant's knowledge there are no known issues related to access and parking at the cemetery.
- 5.2.2. After analysis on site, this amount of space is sufficient for the demand at the cemetery. On the day of the site visit, (Friday AM), there was a service taking place, meaning visitor levels would have been higher than usual.
- 5.2.3. Although a service was taking place and the cemetery was at relatively high capacity, the car park was only 50% full, showing that a service does not fill the amount of provided space.
- 5.2.4. The first phase the development will contain 16 car parking spaces, which has been measured as capacity for the first 15 years.
- 5.2.5. Subject to capacity changes and demand, there is room for 20 additional spaces to increase the total to 36 spaces, with the option of using the existing sites parking arrangements as well.
- 5.2.6. It is assumed that one car equates to a two-way trip (coming to and from the site) per visit, which means that there are currently 40 two-way trips possible at any time from the existing site.

5.3 PROPOSED TRIP GENERATION

- 5.3.1. The development trip generation will be derived based on the information provided by KMBC as follows:
- The proposed first section of 1,313 burial plots and 998 cremated remains plots will be sold over the next 30 years, providing 3,939 burial interments and 5,988 cremated interments.
 - The full site is anticipated to provide 3,800 burial plots and 1,647 cremated remains plots. This equates to 11,400 burials and 9,882 interments of cremated remains in total. KMBC has suggested that the full site has been designed to provide an operational life span of approximately 100 years for both burials and interments of cremated remains, based on the current rate of 100 interments of each type per year.
 - The bereavement service at the existing cemetery at Fox's Bank Lane averages 3-4 ceremonies per week, with the majority taking place on weekdays (Monday–Friday) between 10:30am and 3pm. Occasional weekend services take place on Saturday. No services are undertaken on Sundays. The same arrangement is proposed for the extension site.
 - Funeral services will continue to take place at the existing cemetery at Fox's Bank Lane once all burial plots have been purchased, until interment capacity is reached. There would be an expected crossover period of 10-15 years whereby interments take place at Fox's Bank Lane, whilst burial plots located at the site become available for purchase. However, the overall

number of funeral ceremonies is not anticipated to increase. Sales at the site will be limited to 30 sales of any one type for the first 3 years of operational life.

BEREAVEMENT SERVICE

- 5.3.2. Based on the observation at the existing cemetery during a bereavement service, there were 10 cars in the Fox's Bank Lane car park where it can accommodate approximately 20 cars.
- 5.3.3. As confirmed with KMBC the overall number of funeral ceremonies is not anticipated to increase, as there will only be one funeral ceremony taking place at a time at the proposed site.
- 5.3.4. Hence, it is anticipated that there will be an average of around 10 cars associated with one funeral service, plus one funeral hearses, equating to 22 two-way vehicle trips. The vehicle trip generation will likely to be during operation hours between 10:30am and 3pm during Monday to Friday, which is outside traffic peak periods on the local highway network (8-9am and 5-6pm).

OTHER VISITORS

- 5.3.5. Weekends experience the highest footfall and there are peak days within the yearly calendar where cemetery visitors can sometimes exceed capacity, such as e.g. Mother's/Father's Days and Christmas Day. However, this is for short periods and is concentrated between the main visiting hours of 9:30am-1:00pm, after which time visitor numbers decline.
- 5.3.6. These dates will not coincide with the peak periods on the local highway network. There is not anticipated to be any severe impacts on the local road network during the AM and PM peak periods as a result of the proposals.
- 5.3.7. It is also proposed that parking at the existing cemetery will support the future visitors using the proposed cemetery to provide flexibility during peak days of cemetery visitors such as Mothers' Day, Fathers' Day and Christmas Day.

5.4 TRAFFIC IMPACT ASSESSMENT

- 5.4.1. A qualitative impact assessment on the development trip generation has been undertaken in this section.

TRAFFIC COUNTS SURVEY

- 5.4.2. Junction Turning Count (JTC) surveys were undertaken during a neutral period on Wednesday 19 June 2024, at 07:00-19:00 to understand the existing traffic conditions in the vicinity.
 - Fox's Bank Lane/ Lickers Lane
 - Fox's Bank Lane / Blundells Lane
- 5.4.3. The peak periods have been established from the JTC surveys as:
 - Morning peak: 08:00-09:00
 - Off peak: 15:00-16:00
 - Evening peak: 16:15-17:15
- 5.4.4. Traffic flow diagrams are included in Appendix E.
- 5.4.5. Although the first phase of site is expected to be fully occupied in the next 30 years, it is difficult to produce a robust forecast for the future as conditions would be very different, and difficult to predict accurately at this time.

- 5.4.6. Hence, it is proposed to qualitatively assess the impact by adding the likely trip generation from a bereavement service to the existing junctions.

TRIP DISTRIBUTION AND ASSIGNMENT

- 5.4.7. As discussed in Section 5.3, around 22 two-way vehicle trips are anticipated during a bereavement service.
- 5.4.8. It is understood that there is no proposed restriction on location of residence for purchase of interments and they are available for members of the public. Nonetheless, it is likely that most of the visitors will be residents within the two boroughs of Knowsley and St Helens.
- 5.4.9. A 50%/50% directional split is therefore assumed on northbound and southbound traffic. A further directional split is assumed on southbound traffic based on the JTC data, which vehicles can travel to the southwest via Lickers Lane to access the Strategic Road Network (the M57 and the M62) using Tarbock Roundabout, and travel to the southeast via Blundells Lane to access the Rainhill Stops Interchange (M62).
- 5.4.10. Diagrams showing development traffic assigned on the nearby junctions are included in Appendix D.
- 5.4.11. The resulted traffic flows with cemetery extension proposals are shown in Table 5-1. Traffic flow diagrams are included in Appendix E.

Table 5-1 – Estimated Change in Traffic Flows in Percentage

Time Period	Fox's Bank Lane/ Lickers Lane			Fox's Bank Lane / Blundells Lane		
	Existing traffic flows in vehicles	Dev. trips	Change in %	Existing traffic flows in vehicles	Dev. trips	Change in %
Morning Peak	745	11	+1.5%	592	5	+0.8%
Off Peak	686	11	+1.6%	523	5	+1.0%
Evening Peak	732	11	+1.5%	606	5	+0.8%

- 5.4.15. The above analysis shows that the junction at Fox's Bank Lane/ Lickers Lane will experience up to 1.6% of increase in traffic and the junction at Fox's Bank Lane/ Blundells Lane will subject up to 1.0% of increase in traffic. The low relative change and low number of trip generation outside network peak period suggests the proposals will not have significant impact on the highway network.
- 5.4.16. Considering the analysis is undertaken using existing traffic flows, the relative change in vehicle trips against future traffic flows will only be lowered over time, in combination with background traffic growth.

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 analysis based on site observation.

- 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 nature of the development and appropriate level of parking provision to accommodate additional parking demand by future visitors.

6 EMERGENCY AND SERVICING STRATEGY

- 6.1.1. Vehicle access is proposed at Cumber Lane where a one-way clockwise arrangement will be provided, as discussed in Section 4.
- 6.1.2. Emergency and servicing vehicles will be able to manoeuvre through the access via Cumber Lane. Vehicle tracking of this movement is shown in Figure 6-1 and included in Appendix E.
- 6.1.3. It should be noted that refuse collection for this type of amenity is not done by a standard refuse vehicle, but by a 3.5 tonne flat bed truck, which is able to manoeuvre through the site.

Figure 6-1 - Vehicle Tracking of Fire Tender



7 SUMMARY

7.1 SUMMARY

- 7.1.1. This Transport Statement (TS) has been produced by WSP on behalf of Knowsley Metropolitan Borough Council (herein referred to as KMBC) to accompany full planning applications for a cemetery extension at Whiston Woods.
- 7.1.2. The proposals seek to extend upon the existing operational Knowsley Cemetery, located on Fox's Banks Lane to the south west of Whiston Woods in order to provide the necessary space and capacity for the cemetery in the future.
- 7.1.3. The development proposals accord with the national, regional and local transport policy of promoting sustainable development and facilitating means of travel by sustainable modes.
- 7.1.4. The site was acquired by Forestry England in 2001 and has been servicing as a plantation woodland with public access.
- 7.1.5. The site is bound by Cumber Lane to the west, Blundell's Lane to the south, open fields to the east and railway lines to the north.
- 7.1.6. 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 regular bus and rail services. It is also within suitable walking and cycling distance to a range of local amenities.
- 7.1.7. An analysis of accident data has shown a low number of collisions were recorded in the study area, and no significant risk regarding road safety has been identified. It is concluded that no off-site mitigation is required with respect to road safety. The proposals for accessing the site have been explored with KMBC and separate access and egress junctions are proposed onto Cumber Lane.
- 7.1.8. 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.
- 7.1.9. Trip generation has been analysed and demonstrated that the proposals are not expected to have significant traffic impacts on the highway network.
- 7.1.10. Emergency and servicing vehicles are proposed to access the site via the proposed access road off Cumber Lane and vehicles have been tracked to demonstrate the internal layout will accommodate the emergency and servicing vehicles. Vehicles will be able to enter and exit the site in forward gear, without the need to reverse onto the carriageway.

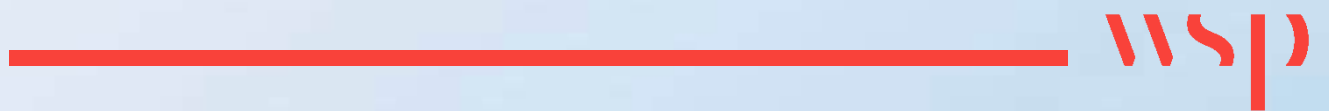
7.2 CONCLUSION

- 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

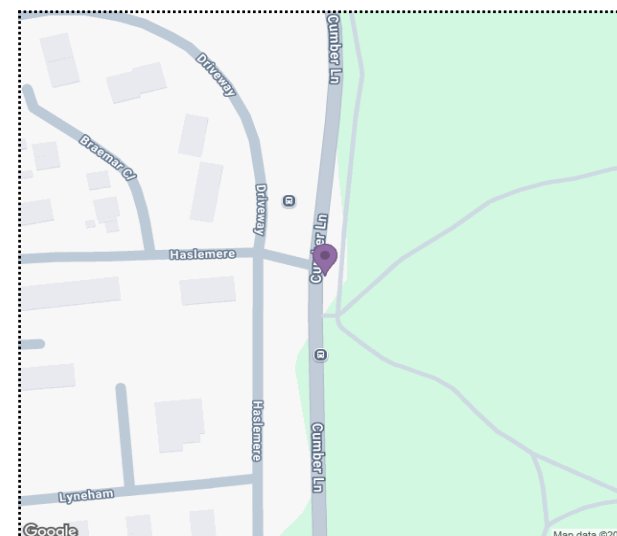
PIA REPORTS





Validated Data

Crash Date:	Tuesday, February 12, 2019	Time of Crash:	15:41:00	Crash Reference:	2019051910388
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	1
Local Authority:	Knowsley			OS Grid Reference:	347876 391046
Weather Description:	Other				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, February 12, 2019

Time of Crash: 15:41:00

Crash Reference: 2019051910388

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

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Validated Data

Highest Injury Severity: Slight

Highway Authority: Knowsley

Local Authority: Knowsley

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

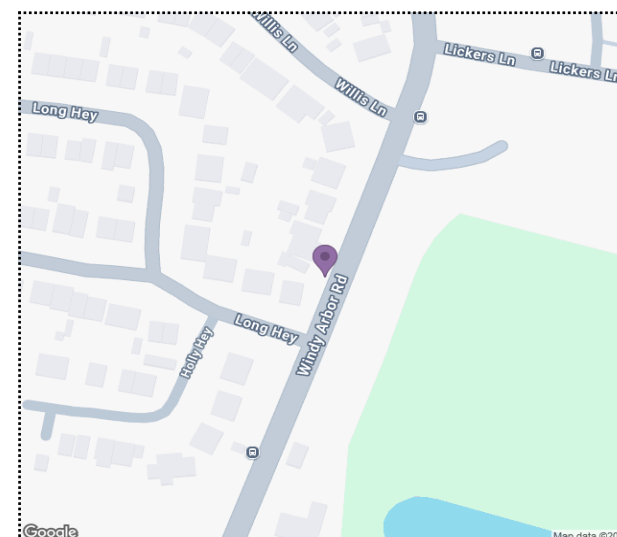
Junction Control: Not Applicable

Road Number: U0

Casualties: 1

Vehicles: 2

OS Grid Reference: 346823 390445



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, January 17, 2020

Time of Crash: 07:45:00

Crash Reference: 2020052000208

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 346862 390889

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

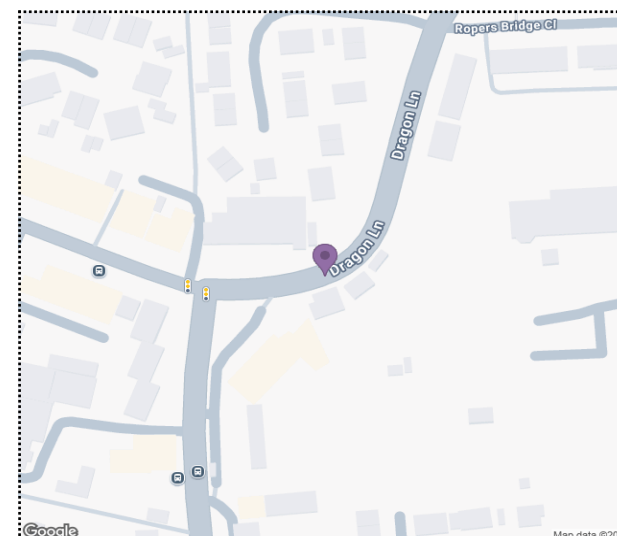
Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, January 17, 2020

Time of Crash: 07:45:00

Crash Reference: 2020052000208

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	36 - 45	Vehicle is waiting to turn right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Thursday, December 3, 2020

Time of Crash: 19:31:00

Crash Reference: 2020052002504

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 346868 390532

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

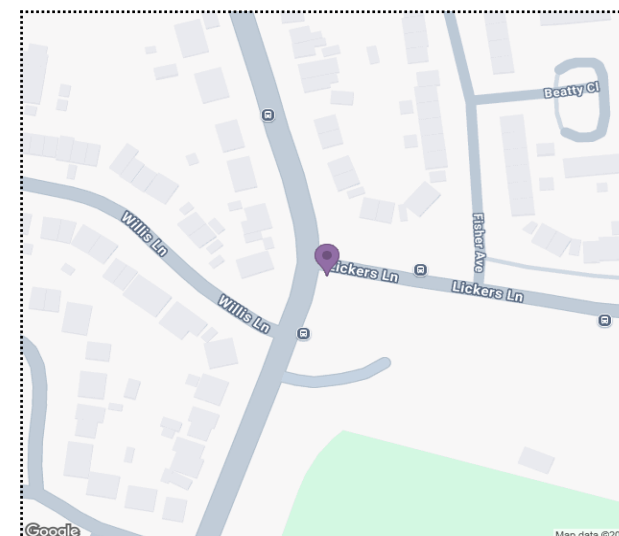
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Thursday, December 3, 2020

Time of Crash:

19:31:00

Crash Reference: 2020052002504

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	4	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Tuesday, January 12, 2021

Time of Crash: 07:50:00

Crash Reference: 2021052100071

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 346817 390883

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

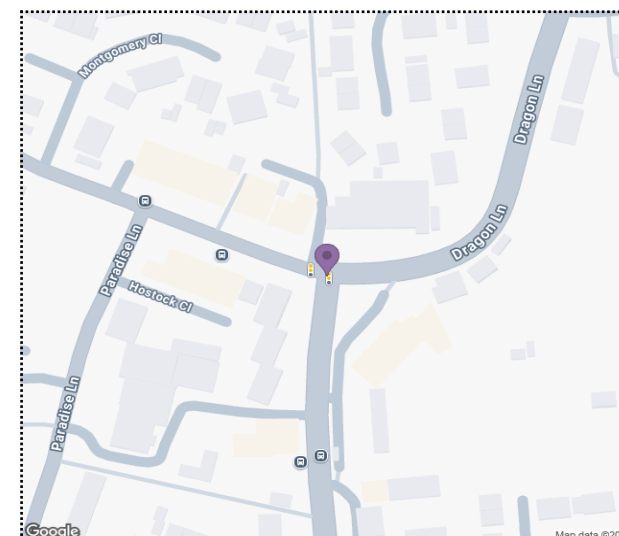
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, January 12, 2021

Time of Crash:

07:50:00

Crash Reference: 2021052100071

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

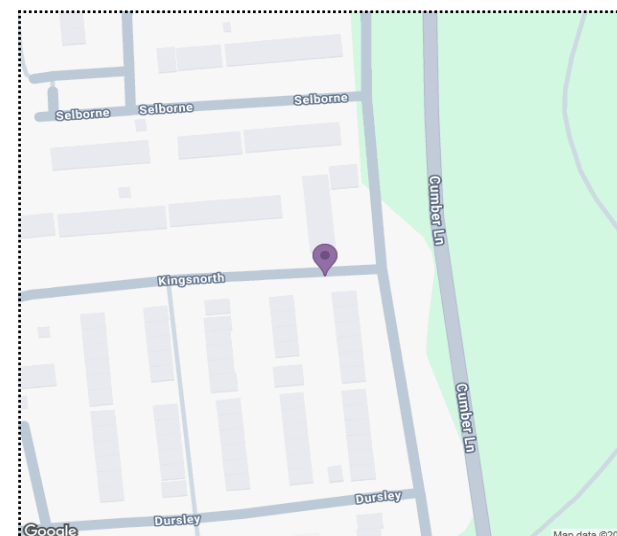
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, August 26, 2021	Time of Crash:	18:00:00	Crash Reference:	2021052101850
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	2
Local Authority:	Knowsley			OS Grid Reference:	347833 390779
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Thursday, August 26, 2021

Time of Crash:

18:00:00

Crash Reference: 2021052101850

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Female	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, October 8, 2021

Time of Crash: 08:45:00

Crash Reference: 2021052102786

Highest Injury Severity: Slight

Road Number: U0

Casualties: 2

Highway Authority: Knowsley

Vehicles: 1

Local Authority: Knowsley

OS Grid Reference: 347949 390313

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

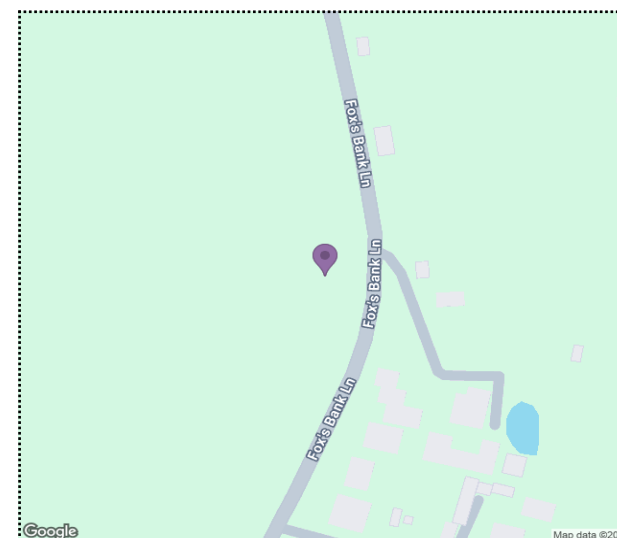
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, October 8, 2021

Time of Crash:

08:45:00

Crash Reference: 2021052102786

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Taking pupil to/from school	Bollard/Refuge	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

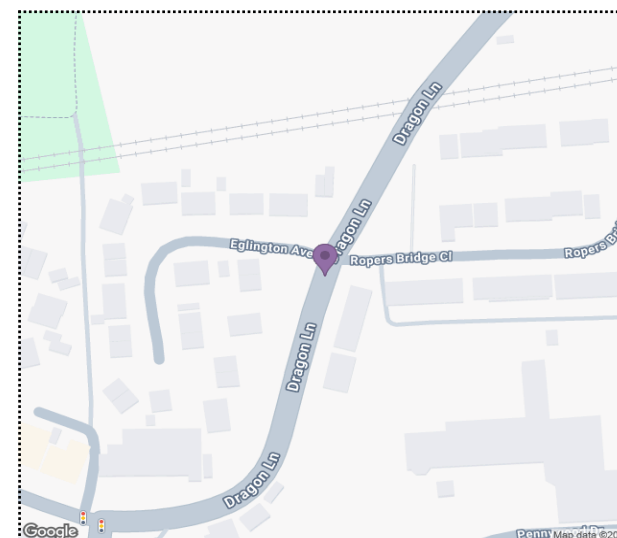
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, August 31, 2022	Time of Crash:	12:00:00	Crash Reference:	2022052202160
Highest Injury Severity:	Serious	Road Number:	U0	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	1
Local Authority:	Knowsley			OS Grid Reference:	346902 390983
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, August 31, 2022

Time of Crash: 12:00:00

Crash Reference: 2022052202160

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	46 - 55	On footway or verge	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, November 25, 2022

Time of Crash: 12:33:00

Crash Reference: 2022052203013

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 346828 390430

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

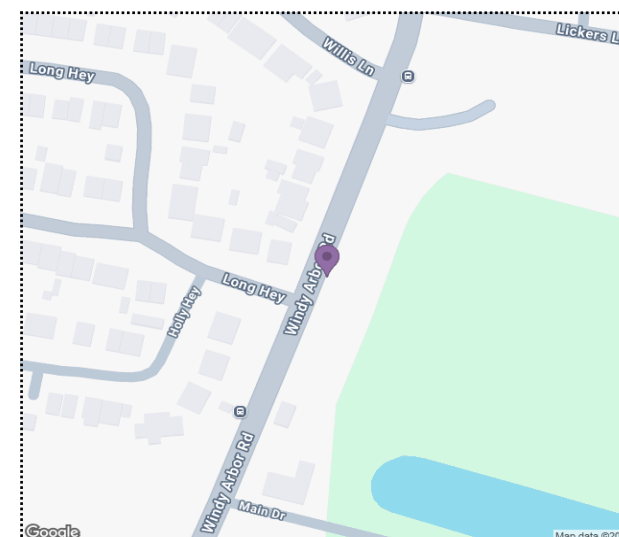
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, November 25, 2022

Time of Crash: 12:33:00

Crash Reference: 2022052203013

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	26 - 35	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Monday, September 26, 2022

Time of Crash: 09:44:00

Crash Reference: 2022052300425

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Knowsley

Vehicles: 1

Local Authority: Knowsley

OS Grid Reference: 346934 390985

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

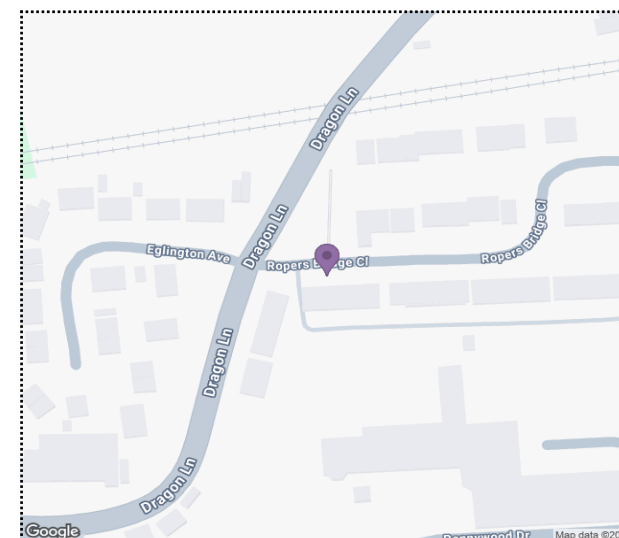
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, September 26, 2022

Time of Crash:

09:44:00

Crash Reference: 2022052300425

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is reversing	Back	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	6 - 10	In carriageway, crossing elsewhere	Unknown or other

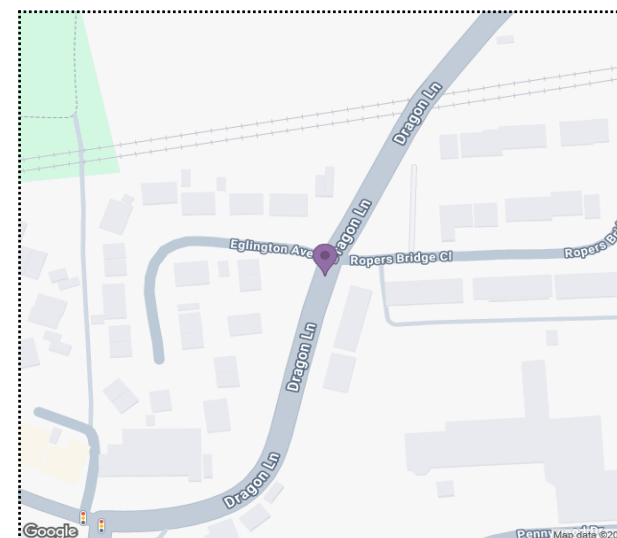
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, May 11, 2023	Time of Crash:	12:10:00	Crash Reference:	2023052301075
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	2
Local Authority:	Knowsley			OS Grid Reference:	346902 390983
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Thursday, May 11, 2023

Time of Crash: 12:10:00

Crash Reference: 2023052301075

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Female	36 - 45	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Wednesday, June 14, 2023

Time of Crash: 21:15:00

Crash Reference: 2023052301424

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 346938 391051

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

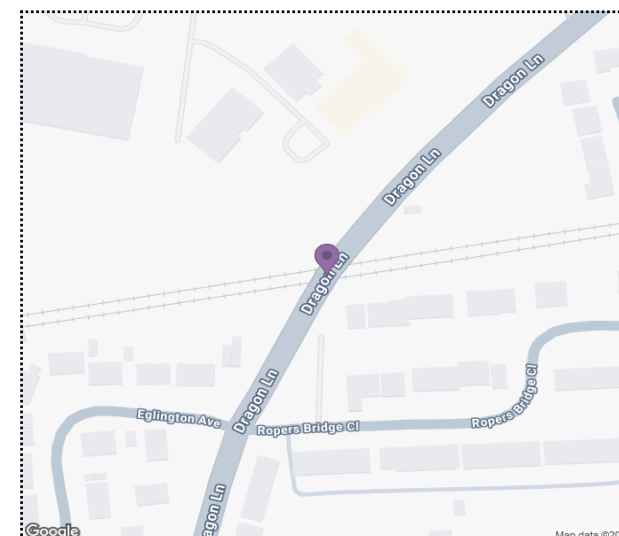
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, June 14, 2023

Time of Crash: 21:15:00

Crash Reference: 2023052301424

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, June 24, 2023

Time of Crash: 11:30:00

Crash Reference: 2023052301505

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Knowsley

Vehicles: 1

Local Authority: Knowsley

OS Grid Reference: 346903 390981

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

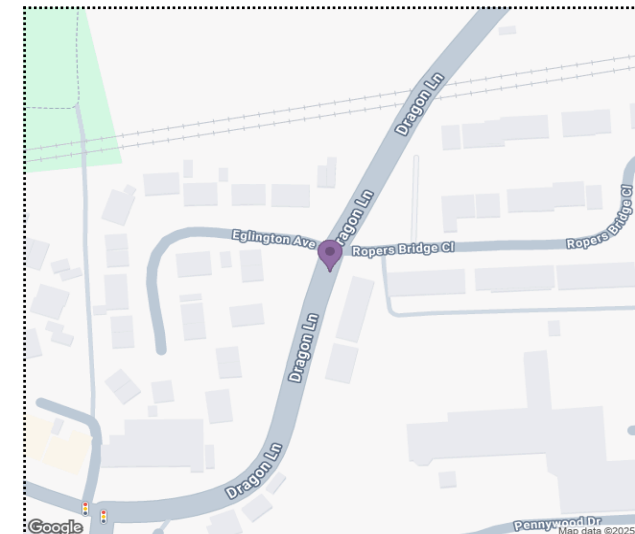
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, June 24, 2023

Time of Crash: 11:30:00

Crash Reference: 2023052301505

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	6	Male	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	Over 75	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

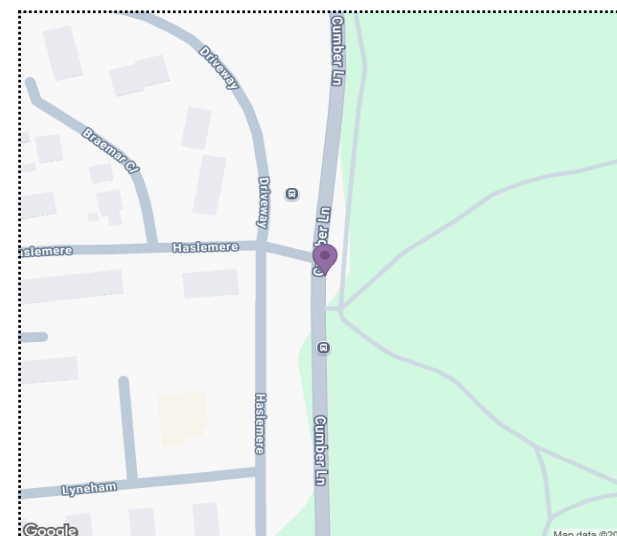
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Monday, August 7, 2023	Time of Crash:	12:30:00	Crash Reference:	2023052301906
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	St. Helens			Vehicles:	1
Local Authority:	St. Helens			OS Grid Reference:	347875 391045
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, August 7, 2023

Time of Crash:

12:30:00

Crash Reference: 2023052301906

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside

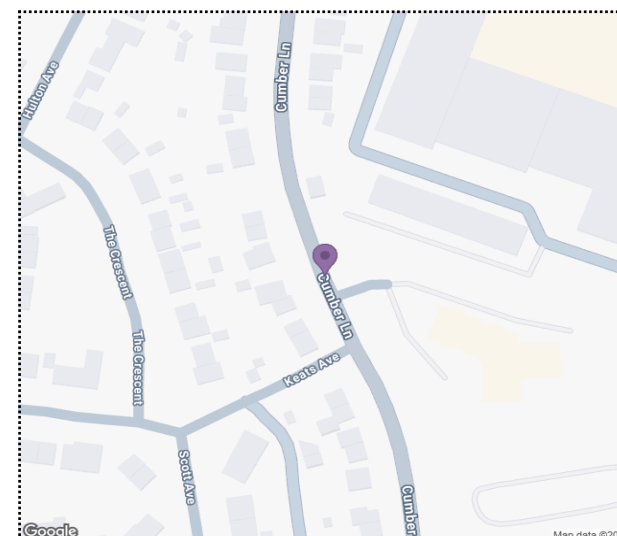
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Tuesday, December 19, 2023	Time of Crash:	08:00:00	Crash Reference:	2023052303033
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	1
Local Authority:	Knowsley			OS Grid Reference:	347822 391505
Weather Description:	Raining without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, December 19, 2023

Time of Crash:

08:00:00

Crash Reference: 2023052303033

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	0	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

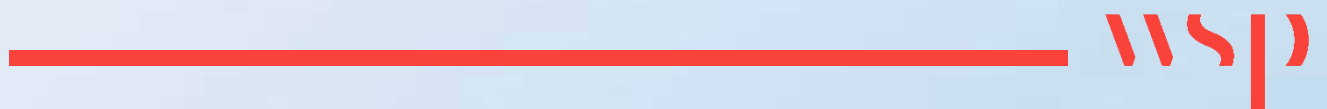
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

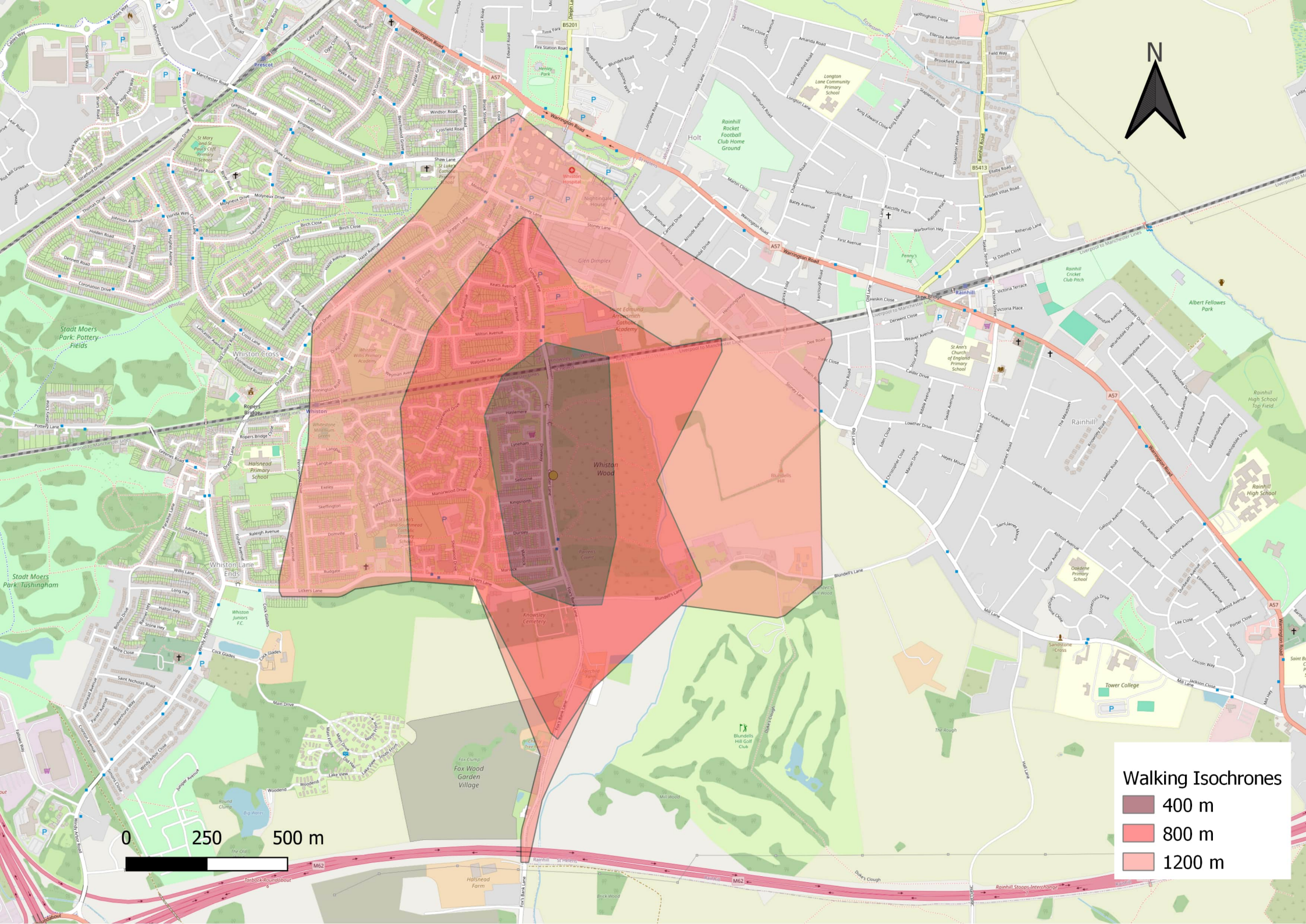
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix B

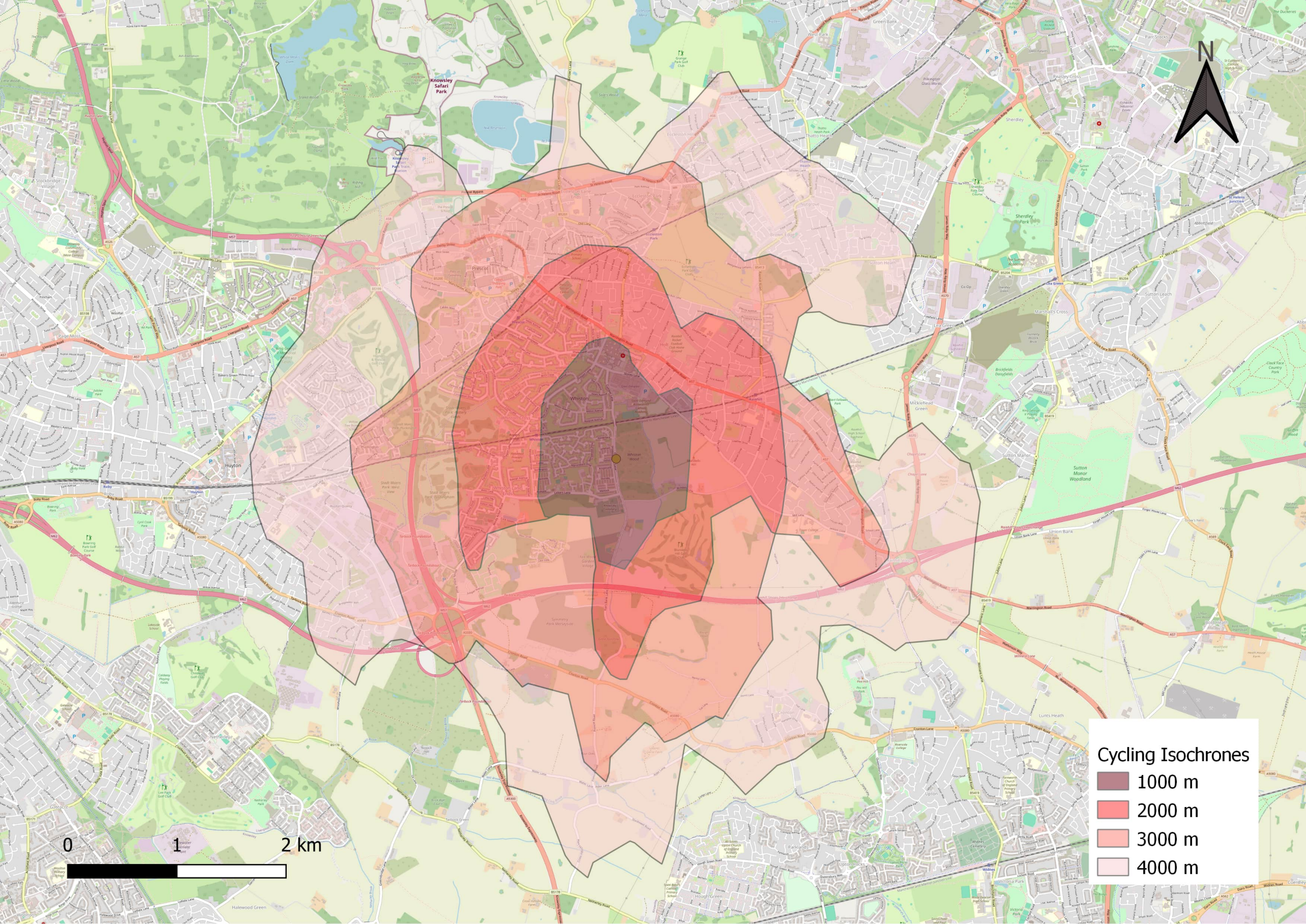
WALKING AND CYCLING ISOCHRONES





Walking Isochrones

- 400 m
- 800 m
- 1200 m

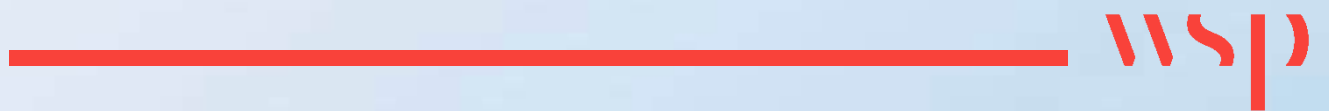


Cycling Isochrones

	1000 m
	2000 m
	3000 m
	4000 m

Appendix C

PROPOSED SITE PLAN





DO NOT SCALE

- Application site boundary
- 1 Proposed Vehicular Entry
- 2 Proposed Vehicular Exit
- 3 Proposed Car Parking Area
- 4 Proposed Pedestrian Entry/Exits
- 5 Proposed Woodland Gathering Spaces
- 6 Proposed Cemetery Sculptural Feature
- 7 Proposed Cemetery Glade
- 8 Proposed Cemetery Plaza
- 9 Proposed Pond
- 10 Proposed Swale
- 11 Proposed Woodland Trails

- Existing Woodland and trees to be retained
- Proposed Woodland

Note:
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND DOCUMENTS.
LOCATION PLAN
70111314_WSP_DR_LA_0001
EXISTING SITE PLAN
70111314_WSP_DR_LA_0002
HARD LANDSCAPE PLAN
70111314_WSP_DR_LA_0004
SOFT LANDSCAPE STRATEGY
70111314_WSP_DR_LA_0005

P02	21/01/25	ZY	For Information	ER	RW
P01	13/11/2024	ZY	First Issue	ER	RW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

wsp
1st Floor Station House, Exchange Station, Tineham Street, Liverpool, L2 2GP, UK
T+44 (0) 151 606 5500
wsp.com

CLIENT: KMBC

ARCHITECT: WSP

PROJECT: Knowsley Cemetery Extension

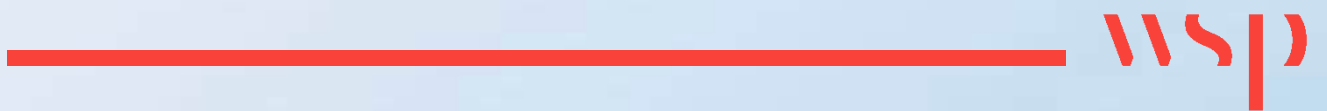
TITLE: Proposed Site Plan

SCALE AS	1:750	DRAWN	ER	APPROVED	RW
PROJECT NO.	70111314	DESIGNED	JYER	DATE	January 25
DRAWING NO.	70111314_WSP_DR_LA_0003	REV			

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Appendix D

DRAWINGS





DO NOT SCALE

KEY:

- Knowsley Council Planning Boundary
- St Helens Council Planning Boundary

Illustrative site layout as part of
a separate application submitted
to St Helens Borough Council

New footpath to connect
Cumber Lane and bus stops
to northern pedestrian
access

Existing bus
stop retained

Uncontrolled
pedestrian crossing
over Cumber Lane

Existing bus
stop retained

New footpath to connect
southern pedestrian site
access to Blundells Lane

Signalised pedestrian
crossing connects to
new footpath

P01	01/01/1901	XXX	FIRST ISSUE	XXX	WSP
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS					
S0 - WORK IN PROGRESS					
					
1st Floor Station House, Exchange Station, Tineham Street, Liverpool, L2 2GP, UK T+44 (0) 151 600 5500 wsp.com					
CLIENT: KNOWSLEY COUNCIL					
ARCHITECT:					
PROJECT: KNOWSLEY CEMETERY EXTENSION					
TITLE: PROPOSED ACCESS LAYOUT					
SCALE @ A3 1:500		CHECKED -		APPROVED -	
PROJECT No 70111314		DESIGNED HJ		DATE January 25	
DRAWING No 70111314_WSP_KC_DR_HW-0001				REV P01	
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DO NOT SCALE

KEY:

- Knowsley Council Planning Boundary
- St Helens Council Planning Boundary

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	01/01/1901	XXX	FIRST ISSUE	XXX	XXX

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: KNOWSLEY COUNCIL

ARCHITECT:

PROJECT: KNOWSLEY CEMETERY EXTENSION

TITLE: ACCESS VISIBILITY SPLAYS

SCALE @ A3: 1:500

PROJECT NO: 70111314

DRAWING NO: 70111314_WSP_KC_DR_HW-0002

REV: P01

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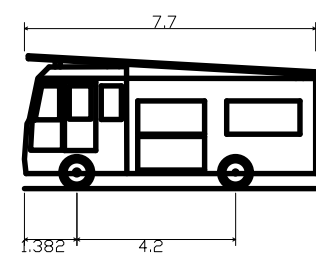


Illustrative site layout as part of
a separate application submitted
to St Helens Borough Council

DO NOT SCALE

KEY:

- Knowsley Council Planning Boundary
- St Helens Council Planning Boundary



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.400m
Overall Body Height 2.400m
Bin Body Ground Clearance 0.900m
Track Width 6.000m
Lock to Lock Time 7.000m
Kerb to Kerb Turning Radius 7.000m

REV	DATE	BY	DESCRIPTION	CHK	APP
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DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: KNOWSLEY COUNCIL

PROJECT: KNOWSLEY CEMETERY EXTENSION

TITLE: 7.7m FIRE TENDER TRACKING

SCALE @ A3: 1:250

PROJECT NO: 70111314

DRAWING NO: 70111314_WSP_KC_DR_HW-0003

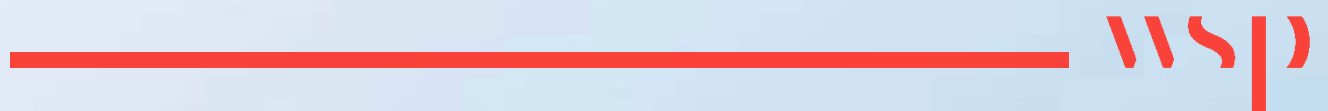
DATE: January 25

REV: P01

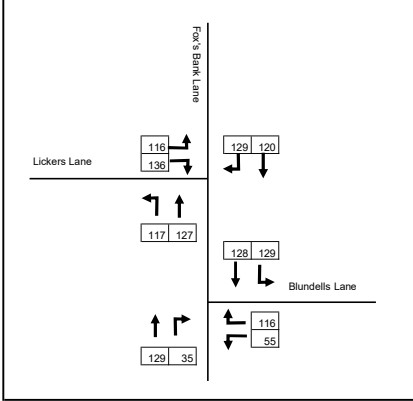
© WSP UK Ltd

Appendix E

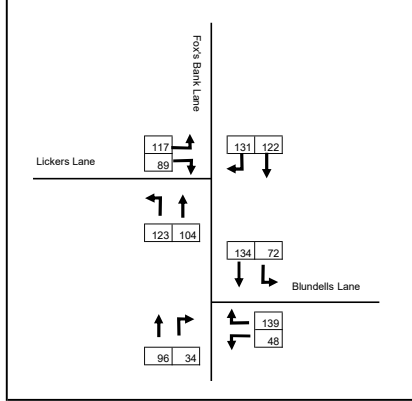
TRAFFIC FLOW DIAGRAM



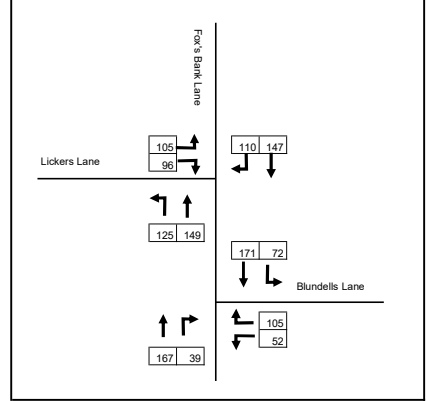
2024 Surveyed Traffic Flows in Vehicles
Morning Peak (08:00-09:00)



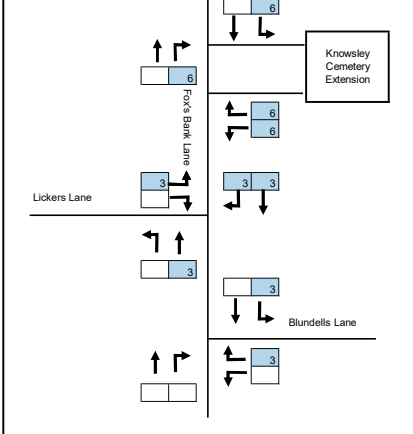
2024 Surveyed Traffic Flows in Vehicles
Non-Peak (15:00-16:00)



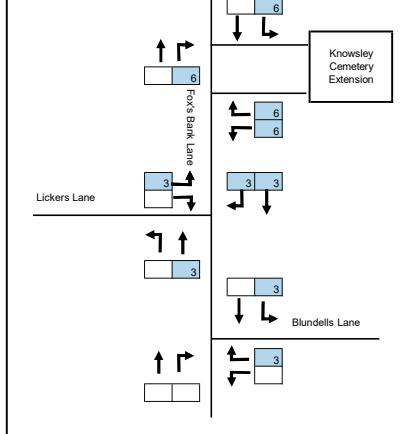
2024 Surveyed Traffic Flows in Vehicles
Evening Peak (16:15-17:15)



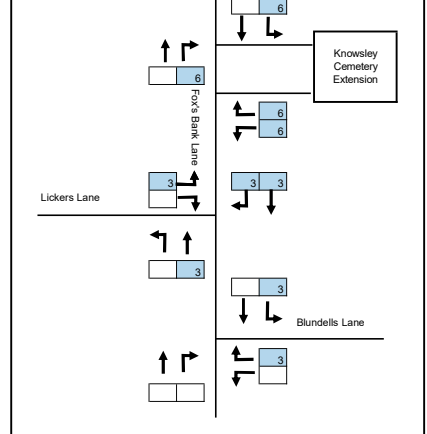
Development Traffic Flows in Vehicles
Morning Peak (08:00-09:00)



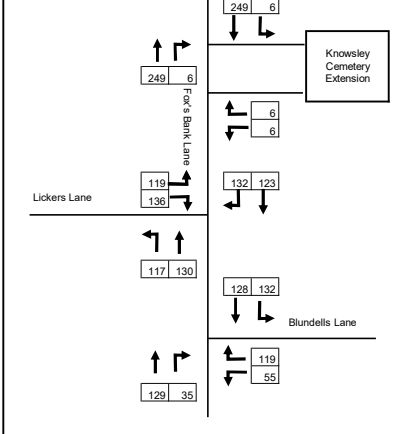
Development Traffic Flows in Vehicles
Non-Peak (15:00-16:00)



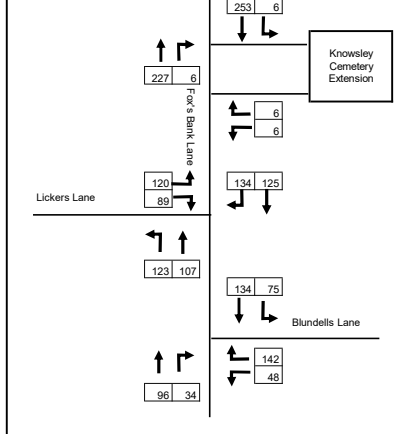
Development Traffic Flows in Vehicles
Evening Peak (16:15-17:15)



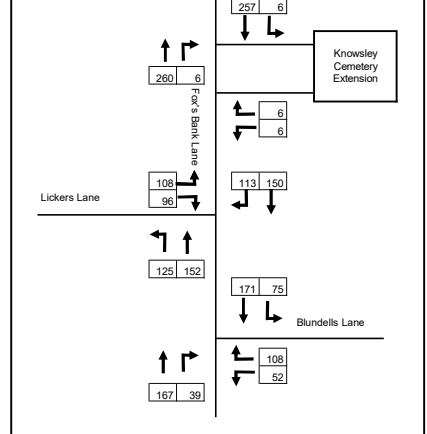
2024 Traffic Flows in Vehicles - with Development
Morning Peak (08:00-09:00)



2024 Traffic Flows in Vehicles - with Development
Non-Peak (15:00-16:00)



2024 Traffic Flows in Vehicles - with Development
Evening Peak (16:15-17:15)





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