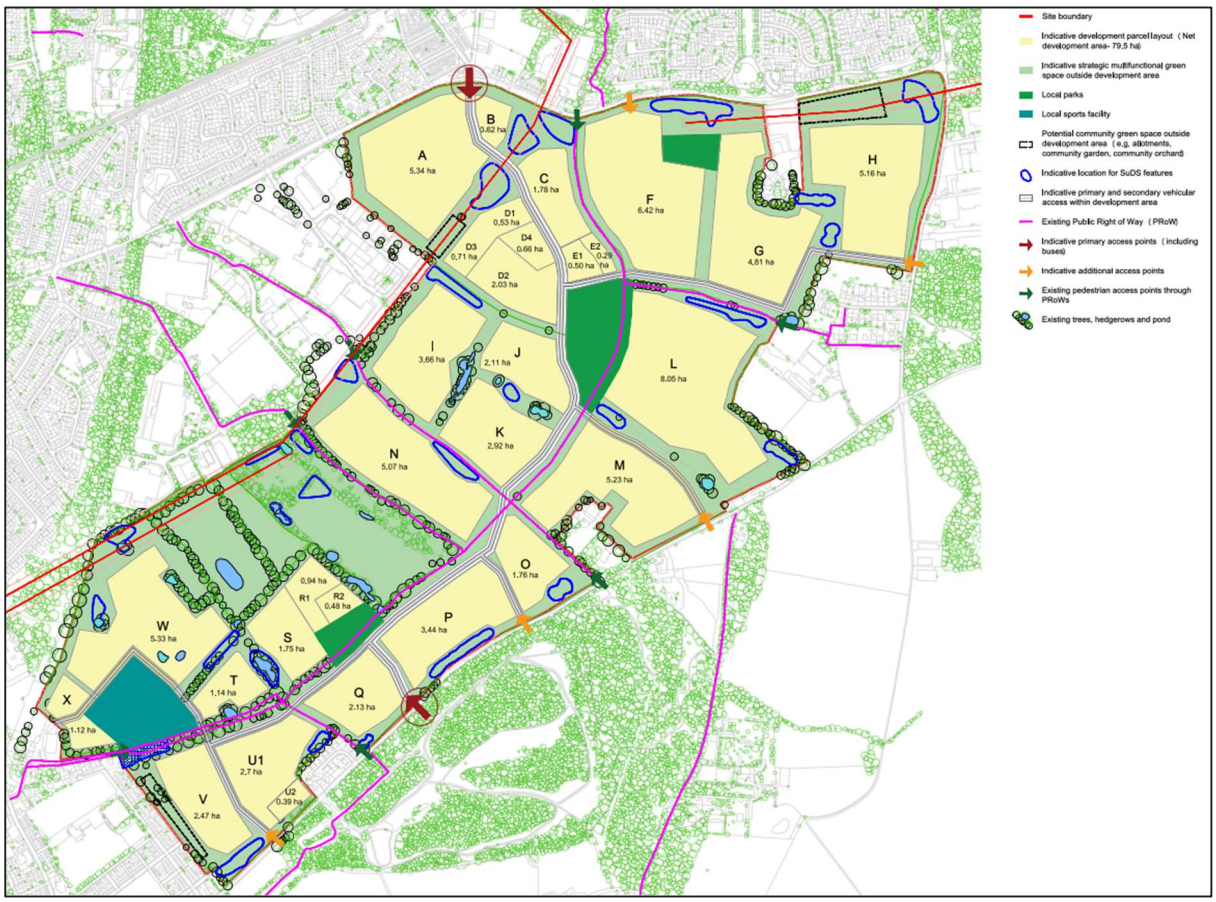
Bold Forest Garden Village, St Helens

1.0 Overview

1.1 This interim technical note has been prepared from a movement perspective in collaboration with the preparation of the Bold Forest Garden Village emerging masterplan to inform the design and vision for the scheme.

1.2 The emerging 'preferred option' framework masterplan is shown at **Figure 1.1** below. The Framework Masterplan is described in a Preferred Option report produced alongside this transport technical note, and which should be read in conjunction with it.

Figure 1.1: Preferred Option Framework Masterplan



1.3 The content of this technical note has been validated against the vision of how we see people residing within the site living and traveling as part of their day-to-day activities. The forecasting of future residents and visitors in terms of trip making behaviours has been considered to reflect the vision of the site in terms of the impact on travel demand, mode share and carbon emissions resulting from placemaking, new street designs, prioritising active travel, shared mobility and local living. This ensures that from the masterplanning stages, the community is designed in a such a way that will achieve its vision objectives and associated mode share targets.

1.4 For clarity, this approach means that whilst there will be highway capacity / traffic impacts to consider, in line with the aspirations of national and local planning policy, pedestrians and cyclists are considered first in the hierarchy of road users with personal motorised traffic (cars) the lowest priority users.

1.5 By ensuring positive placemaking and the inclusion of amenities and facilities on site or nearby means that many trips associated with the development will be internalised, with positive sustainable transport measures implemented from early in the process for people to access longer journeys without the need for a car.

1.6 This approach supports the vision of the site to limit traffic generation and assist in the potential of lowering the level of parking provision required as part of the scheme to align with the adopted SPD.

1.7 Bold Forest Garden Village has been designed to enable it to come forward in such a way that a healthy, socially inclusive community is formed, with easy access to day-to-day facilities by a variety of travel modes.

1.8 The aim is to achieve these characteristics, generally in this order of priority:

- Local healthy living;
- Good use of virtual mobility (including internet-based access to facilities including shops, friends and workplace, with associated 'last mile of travel' facilities);
- A high propensity for active travel (walking, wheeling and cycling, including electric cycling); and
- Shared travel (incorporating private shared travel and targeted public shared travel through demand responsive facilities and traditional buses).

1.9 The mixture of uses proposed as part of the overall masterplan creates excellent opportunities for local living and local movement to be encouraged and prioritised.

1.10 There are a number of key stages to creating a socially inclusive community, thereby encouraging community interaction (within and neighbouring the scheme), in such a way to encourage non-motorised travel modes, prioritising walking and cycling, followed by use of the bus.

1.11 **Design** is in terms of creating communities, where public interaction, outdoor and indoor, is the norm. Where friends and day-to-day activities are nearby and easy to get to, and where it is not an automatic reaction when leaving home to get into a car. The site is well placed to deliver and take advantage of a range of day-to-day facilities, which will serve both the new community and the surrounding existing communities. The site design is of a pedestrian scale; walking, cycling, and using a bus, will be easy, and vehicle intimidation will be at a minimum.

1.12 **Choice** is in terms of providing the infrastructure and facilities to minimise reliance on any single option. This widens social inclusion, and for instance, on average, makes contributing to commuter car congestion more of a choice and less of a necessity. Through increased choices a change in behaviour can be affected. The proposals will introduce and maintain sustainable transport options and seek to encourage a net travel behavioural change.

1.13 **Behaviour** is in terms of educating people about the options and consequences. It brings together awareness, health, environment and personal convenience. One of the aims is to create an environment where less people automatically choose to use their cars when leaving their homes, therefore decreasing the impact on the road network.

1.14 **Network Management** is in terms of managing the highway network in accord with the user hierarchy preferred by national and local policy. Car travel is the lowest capacity network in terms of space occupied per person. It also occupies the lowest priority in the user hierarchy. This means, for instance, prioritising the reliability and speed of bus and cycle movement over that of cars, particularly in the commuter peaks.

1.15 Transport networks have finite capacities, particularly highway networks, which often reach 'capacity' at peak times. However, a highway network at capacity for short periods of the day is not an impediment to further growth in an area, it is simply an indication that Mobility needs to be accommodated in a different way.

1.16 The challenge is to manage Mobility and to make the best use of available space by prioritising higher capacity forms of travel, primarily walking, cycling and public transport, and by increasing realistic travel choices. The time of predict and provide on the highway network and the reliance on the private car for Mobility is over, both in theory (policy) and in reality (technology and behavioural change), as predict and provide is reliant on providing infrastructure to enable the vision. To prevent development on the basis of highway capacity represents a failure to recognise policy and a failure to recognise travel trends and the mobility choices people are now making.

1.17 Transport policy, which promotes active travel and places single occupancy car use at the bottom of the movement hierarchy, is intrinsically linked to health policy. Rising obesity is caused by sedentary lifestyles, and there is now a crossover between transport and health in prioritising investment in, and use of, active (walking and cycling) travel corridors to deliver both transport objectives and health objectives.

1.18 The planning framework for the BFGV Masterplan will incorporate national, regional, and local policies that emphasise sustainable transport and reduced car dependency.

1.19 National policy, such as the NPPF, advocate for sustainable transport, ensuring access, and mitigating transport impacts through developments.

1.20 The BFGV masterplan will align with policies such as the Department for Transport's decarbonisation strategy and Active Travel England's goals to increase walking, cycling, and public transport.

1.21 At the local level, St Helens Borough's sustainability goals, including a zero-carbon target by 2040, will shape the BFGV transport and mobility strategy. The site's integration with the Bold Forest Area will ensure the site is well-connected to green spaces via sustainable transport links and PRoW.

1.22 The St Helens Borough Council's Transport and Travel SPD emphasises the need for designs that prioritise people over cars and promote sustainable travel.

2.0 Site Accessibility

2.1 As part of a baseline study undertaken by SLR, travel options and nearby local amenities in the vicinity of the site were assessed. As part of this exercise a summary of the current active travel routes and shared transportation links available in the vicinity of the site were also provided.

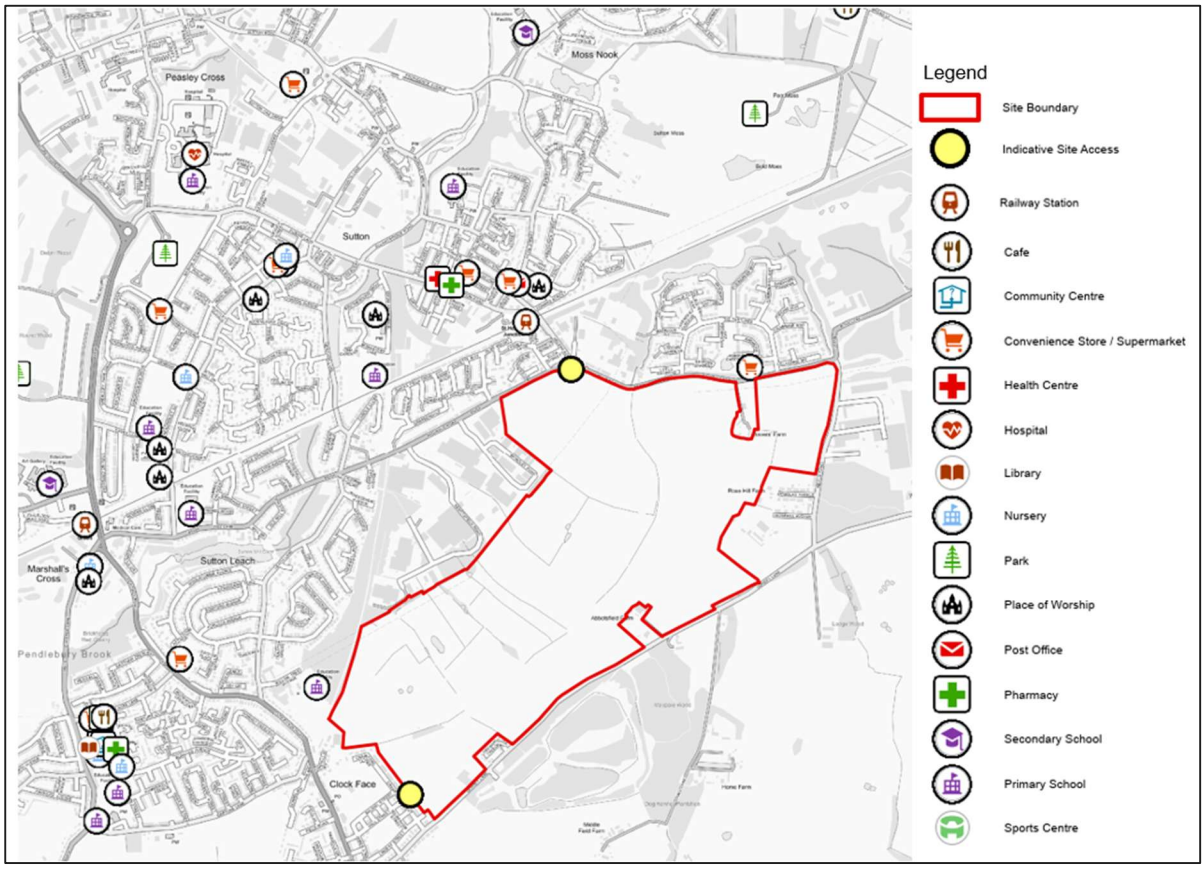
2.2 A summary of the site accessibility review taken from the baseline report has been set out below. This information has been used to inform the active travel routing assessment in the next section and provides some context in relation to the potential opportunities and constraints associated with the current infrastructure provided in the vicinity of the development site.

Local Amenities

2.3 Local and national transport policy states that new developments should be focused on locations which are, or can be made, sustainable through infrastructure improvements. Providing travel choice is policy compliant and essential in today's modern and dynamic society.

2.4 One of the primary factors when considering the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local facilities by non-car modes. **Figure 2.1** below shows an array of local amenities within the local area.

Figure 2.1 Local Amenities



2.5 **Table 2.1** summarises the approximate distances to a selection of the nearest local amenities and the equivalent walk and cycle times using indicative locations in the vicinity of the site. Walking times have been calculated using a lower speed of 1.2 m/s and an upper speed of 1.4 m/s. Cycling times have been calculated using 16 km/h which represents a leisurely pace.

2.6 It should be noted that whilst some of the amenities listed in the table are within proximity of the site, in some cases they are not necessarily accessible at present due to infrastructure constraints.

Table 2.1: Distances to Local Amenities

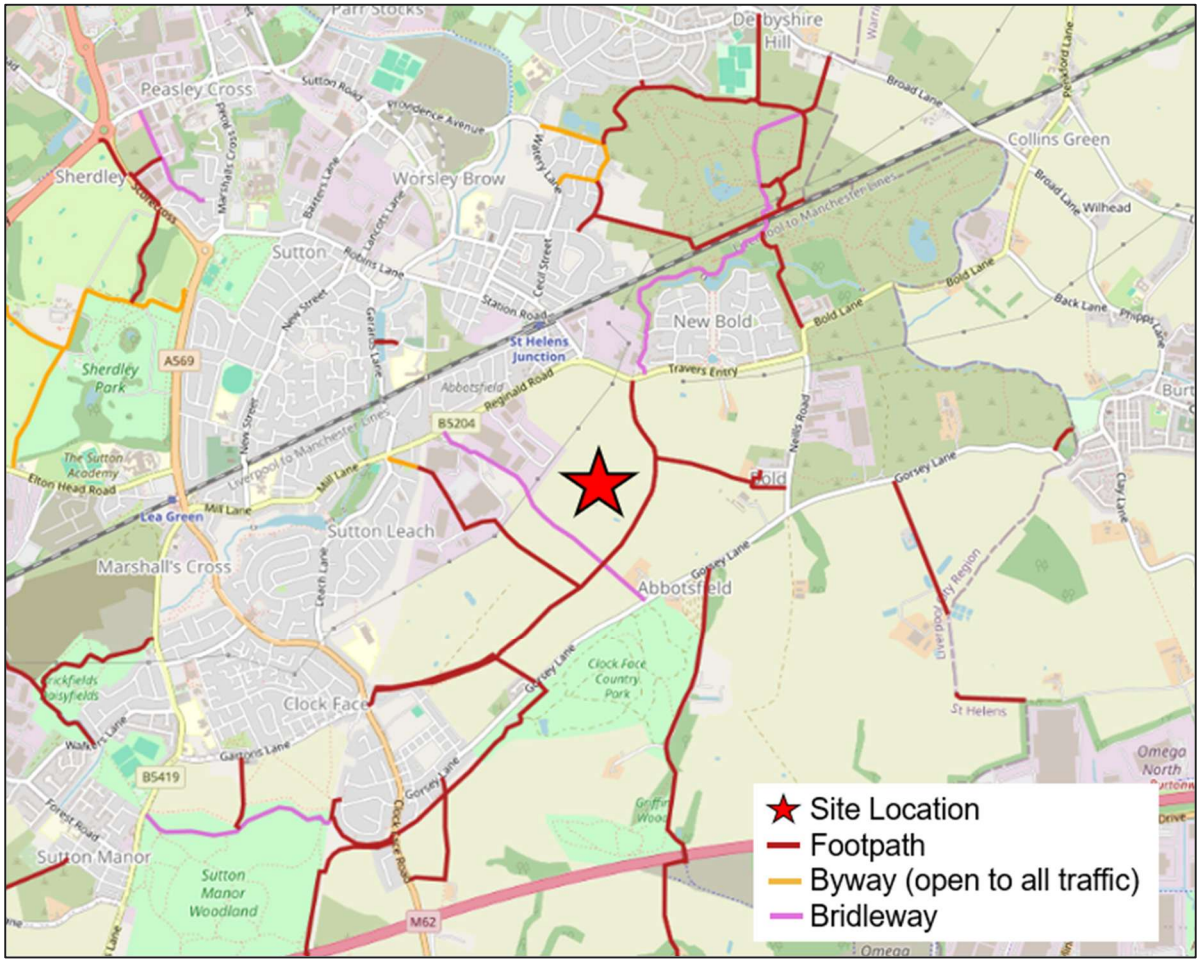
Amenity	From	Local Example	Distance (km)	Walking Time (mins) 1.2 m/s	Walking Time (mins) 1.4 m/s	Cycle Time (mins)
Convenience Store	North	New Bold Convenience	0.75	10	9	3
	North	Morrisons Daily	0.7	10	8	3
	West	Go Local	0.4	6	5	2
	West	Aldi	1.4	19	17	5
Supermarket	North		2.1	29	25	8
	West		1.4	19	17	5
Primary School	North	St Annes	1.1	15	13	4
	West	Willow Tree Primary School	1.3	18	15	5
	North	Sherdley Primary School	1.9	26	23	7
	West		2.2	31	26	8
Secondary School	North	Sutton Academy	2.9	40	35	11
	West		2.3	32	27	9
Public House	North	Junction Inn	0.3	4	4	1
	West	The Wheatsheaf	1.9	26	23	7
Community Hall	North	Burtonwood Community Centre	3.9	54	46	15
	West	Chester Lame Community Centre	1.8	25	21	7
Place of Worship	North	St. Anne Blessed Dominic Church	1.1	15	13	4
	West	St Michael and All Angels	1.3	18	15	5
Playground	North	Little Dainstead	0.85	12	10	3
	West	Lindsay Street	0.2	3	2	1
Sports Centre	North	Sutton Leisure Centre	3.1	43	37	12
	West		2.6	36	31	10
Medical Facility	North	Rainbow Medical Centre	0.65	9	8	2
	West	Four Acre health Centre	1.6	22	19	6
Rail Stop	North	St Helens Junction	0.3	4	4	1
	West	Lea Green	2.1	29	25	8
Bus Stop	North	Gorsey Lane	0.13	2	2	0
	North	Eliza Street (Helena Rd)	0.5	7	6	2
	West	Gorsey Lane	0.15	2	2	1
	West	Field Road (A569 Clock Face Rd)	0.5	7	6	2

2.7 As shown within **Table 2.1** there are a variety of local amenities that exist within a 20 minute walk from the site, and the location of these amenities provide some indication of the key desire lines that should be targeted for the site to connect to the existing local area. The routes within the site along key desire lines will need to minimise walking / cycling distances to these services and the masterplan will also need to consider which additional supporting amenities will be provided within the site to serve future residents, as well as considering amenities externally.

Walking

2.8 Pedestrian movements outside the site are supported by footways with dropped kerbs throughout the surrounding residential streets, as well as a number of PRoW that run through the site connecting to the local network, as shown in **Figure 2.2**. However, the condition and suitability of some routes are sub-standard as detailed further in the active travel routing assessment section of this note. A footpath is a public right of way for walking only, while a bridleway is for walking, horse riding and cycling. A byway is open to all traffic, allowing walking, cycling, horse riding, and all motorised vehicles.

Figure 2.2: Public Rights of Way (PRoW)



2.9 The St Helens Borough Local Cycling and Walking Infrastructure Plan (LCWIP) outlines a 10-year strategy to improve walking and cycling infrastructure, making it safer, more comfortable, and appealing. Developed with thorough research and public consultation, the plan prioritises projects to enhance road safety, accessibility, and environmental sustainability. It focuses on creating and upgrading routes to better connect residents, workers, and visitors to key destinations, such as schools and workplaces, while addressing barriers to active travel.

2.10 The LCWIP was developed to promote walking, cycling, and wheeling for everyday journeys, improving access to key destinations and connecting communities across the borough and the wider Liverpool City Region. Its objectives include fostering healthy lifestyles, enhancing inclusivity, supporting local economic growth, and achieving net-zero carbon goals by 2040.

2.11 The LCWIP has a number of proposed schemes that are pertinent to the BFGV development, as follows:

- Link between St Helens Junction and Lea Green rail station, Clockface and onwards to Whiston Hospital (short-term);
- Link between St Helens Junction and St Helens Central rail station and St Helens town centre (medium-term); and
- Link between Lea Green rail station and Omega Business Park via Gorsey Lane (medium-term).

2.12 It should be noted that these LCWIP schemes are predominantly unfunded, therefore delivery is not guaranteed. As part of the masterplan for BFGV connections through the site to these schemes to provide new residents with the choice to travel sustainably to key destinations have been considered, as shown within the infrastructure schedule set out later in this note.

2.13 It should also be noted that there is a bridleway through the site providing an off-road route for equestrians of the Northfield Riding Centre on Gorsey Lane.

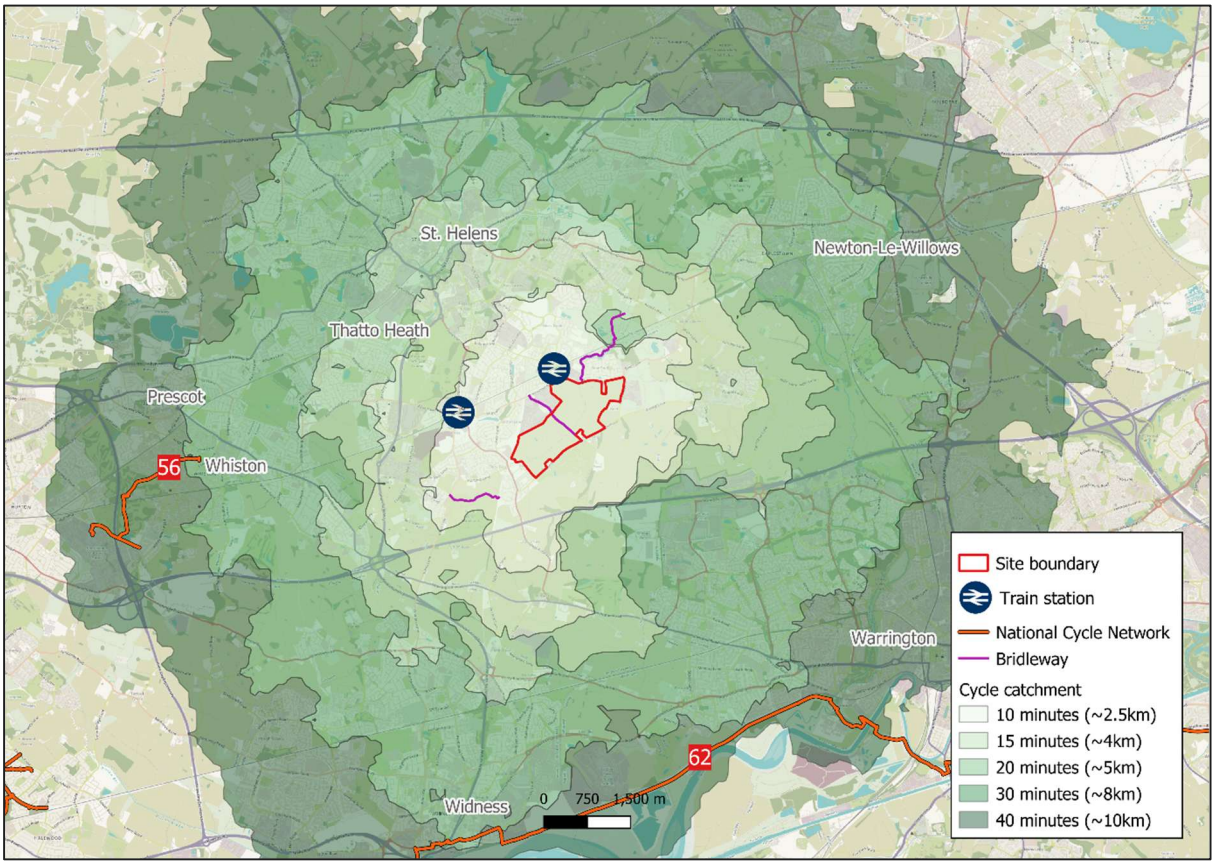
2.14 The existing PRoW network and the future LCWIP schemes will bolster accessibility for existing and future residents. However, whilst there are opportunities to connect to the existing PRoW network as part of the scheme, the standard / condition of these routes and a number of local roads in the vicinity of the site are not suitable for purpose in their current form.

Cycling

2.15 Cycling is becoming an increasingly popular mode of transport and is a viable alternative to the car for some short trips. The Department for Transport's (DfT) Local Transport Note 1/20 highlights that many utility cycle journeys are under 3 miles (5km) although for commuters a trip distance of over 5 miles (8km) is not uncommon.

2.16 With this in mind, **Figure 2.3** shows a 5km cycle catchment, representing a journey time of 20 minutes based on a leisurely cycle speed of 10mph (16kph).

Figure 2.3: Cycling Catchments



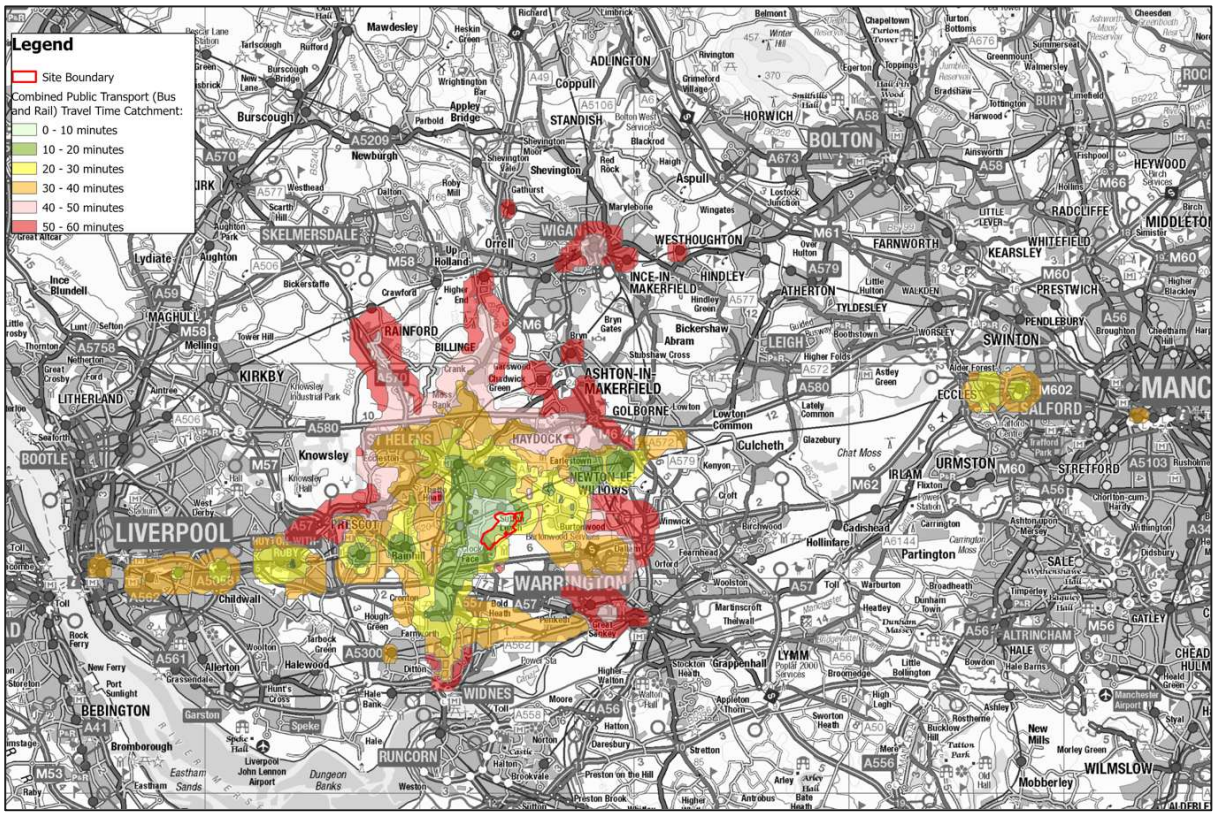
2.17 St Helens Junction rail station, Lea Green rail station, St Helens town centre and Thatto Heath can all be reached within a 20-minute cycle of the site. Whilst Omega Business Park, Newton-Le-Willows, Widnes and Whiston can be accessed within a 30-minute cycle, providing opportunities for future residents to travel sustainably for work either by cycle alone or as part of a multi-modal trip (cycle / rail). The potential to deliver cycle infrastructure as part of the scheme will also support the ethos of a garden village and is key to development in this area.

2.18 However, cycle infrastructure around the site is currently limited, requiring cyclists to travel on-road, without cycle lanes, crossing facilities or priority at junctions, which could dissuade some people from travelling by bicycle.

Public Transport Accessibility Catchment

2.19 Further detail on bus and rail services can be found within the baseline study report undertaken by SLR. Taking into account the current bus and rail services in the vicinity of the development site, a public transport accessibility catchment has been shown in **Figure 2.4**, which considers accessibility up to 60 minutes total journey time from the centre of the site (including the time travelled to and wait at a bus stop or rail station).

Figure 2.4 Public Transport Accessibility Catchment



2.20 The proposed development site has a high level of public transport accessibility within a one hour time catchment. From the centre of the site, residents can easily reach St Helens town centre, Newton-Le-Willows, Thatto Heath, Prescot, Warrington, Widnes, Huyton, Liverpool and Manchester.

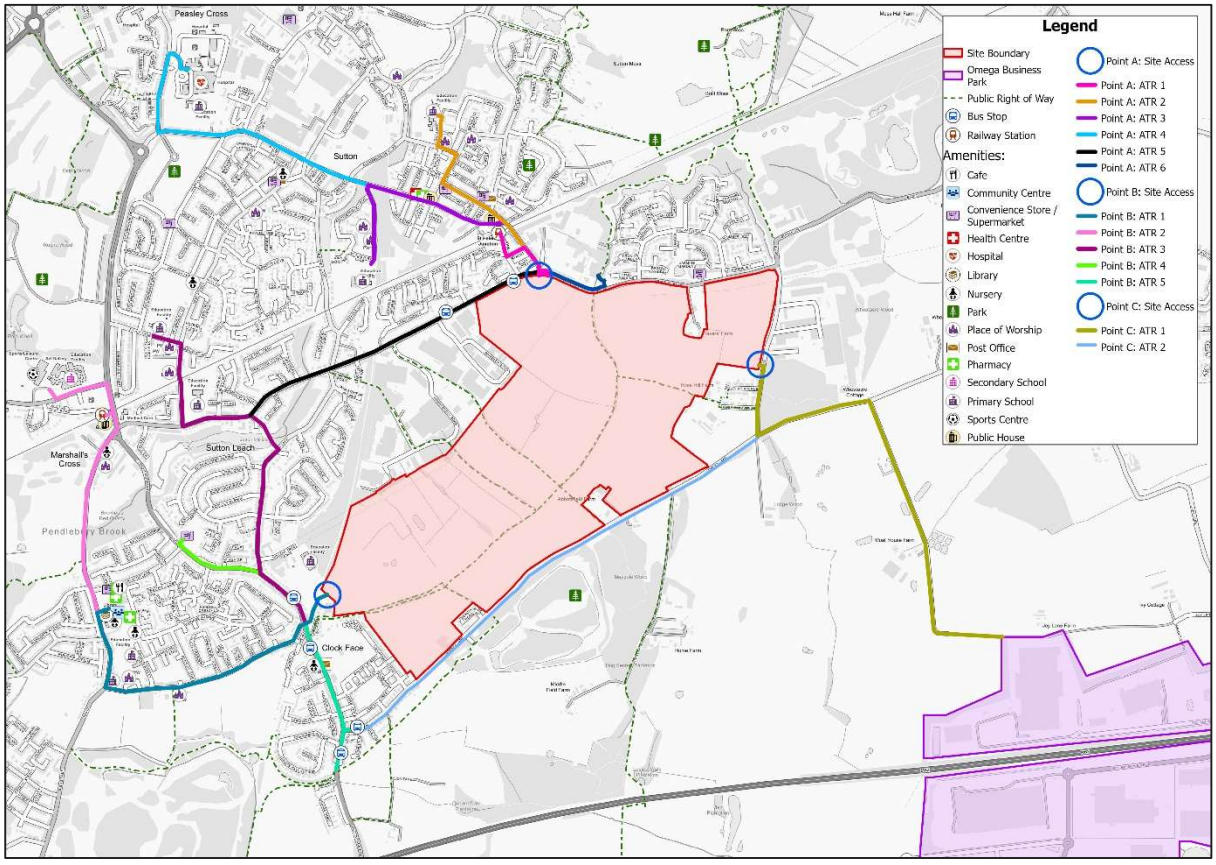
3.0 Active Travel Routing Assessment

3.1 A review of the key active travel routes (ATR) that future residents and visitors to the proposed development site will utilise has been undertaken, with the full ATR assessment found in **Appendix A**.

3.2 The assessment considers how people of all abilities will make the journeys that are essential to supporting car light lifestyles, whilst also connecting the development site to the existing local area in line with the accessibility section set out in the previous section.

3.3 The aim of the assessment is to better understand the existing characteristics of the local area and any requirements that could be implemented to encourage active travel. **Figure 3.1** illustrates what are considered to be the key ATR's that can be taken from the development site in order to access a variety of key local services and facilities.

Figure 3.1: Active Travel Route Assessment



3.4 The assessment of conditions has been supplemented by photographs of each route to highlight active travel destinations off site that will be key to both existing and future users of the development site.

4.0 Site Approach & Access Strategy

Approach

4.1 Behavioural change is ever evolving with changes in lifestyle, mode of travel, and the way in which places are designed and priority arranged between different users. The Covid-19 pandemic has also helped accelerate how we evaluate transport effects, moving further towards a 'vision and validate' approach, and leaving 'predict and provide' and the distorted focus on highway capacity behind.

4.2 Transport policy, which promotes active travel and places single occupancy car use at the bottom of the movement hierarchy, is intrinsically linked to health policy. Rising obesity is caused by sedentary lifestyles, and there is now a crossover between transport and health in prioritising investment in, and use of, active (walking and cycling) travel corridors to deliver transport objectives and health objectives.

4.3 The common threads through local and national policy are:

- Mobility, access to day to day and other facilities, is fundamental to 'liveability'
- Mobility must be provided through a plethora of realistic choices

4.4 The highest priority travel choices are those which are most space efficient, most energy efficient, are likely to result in good community integration and those which combat a sedentary lifestyle.

4.5 Large strategic sites allow planned coordinated development and provide effective mobility infrastructure. They are best placed to achieve all of these aims. They are substantially more effective than the alternative of smaller ad hoc and unplanned schemes.

4.6 The way that people get Mobility has changed, is changing, and will change in the future. Mobility is about accessing day to day facilities, such as schools, shops, friends, healthcare and the workplace. Mobility is a function of placemaking, an increasing awareness of the need for healthy living, internet technology, providing Mobility as a Service, electric vehicle technology and general cultural preferences.

4.7 For business travel there was already some travel substitution by home working and video conferencing, and the Covid-19 pandemic has led to a dramatic increase in this substitution which is likely to become commonplace in the way people work and do business. There is also a growing disconnection between car ownership and car use, leading to a wider use of alternatives including vehicle and journey sharing.

4.8 These changes in attitude were already set to accelerate, with the catalysts of the Central Government initiatives to promote healthier living, and the ban on all new diesel and petrol cars and vans by 2030. Now, in a post-Covid-19 world, this shift in attitudes is happening right now. In addition, the government and local authorities have even greater interest in promoting healthy lifestyles and highlighting the role active travel can play in supporting positive health, environment and community objectives.

4.9 There is an expectation borne out of emerging evidence that travel habits will continue to evolve so that a greater proportion of people will be travelling less and in line with the ambition

of the site and the infrastructure provided to facilitate using more socially inclusive mobility methods, such as walking, cycling, car sharing and public transport.

4.10 Advances in technology and lifestyle changes mean that travel time and cost are no longer the only factors that influence people's mobility decisions. Indeed, people and businesses are now learning they can work from home on a daily basis, something which may have been unattainable for many before the Covid-19 crisis.

Site Design

4.11 Creation of a new settlement is an excellent opportunity to grasp the latest trends in travel and design to prepare for current and future attitudes, instead of designing for the past. One of the many things that the pandemic has taught us is that some of the old ways are not necessary moving into the future. This development is designed to be a catalyst for future living which prioritises health and climate and above all else creates liveable communities.

4.12 Mobility is encouraged within St Helens, with policy promoting and encouraging residents to do so. The 20 minute town concept is a vision that the Bold Forest Garden Village will adopt for both leisure and living purposes. This means that every typical day to day facility will be accessible within 20 minutes for each resident by active travel means and for able bodied people, whilst also being readily accessible by active travel or other means for people with disabilities.

4.13 By design therefore, the majority of local movement will be by classic mobility; walking and cycling. In some places cars (private or shared) will share these corridors and a 20mph speed limit will be proposed across the site to ensure it remains as per its design, as an environment for people movement.

4.14 The sustainable movement corridors will allocate a large proportion of street space to cyclists and pedestrians where road space is being rapidly reallocated from running carriageway to cycle lanes and widened footways, thus encouraging active travel.

Mobility Hubs

4.15 The potential for a primary mobility hub will be explored in the heart of the proposed development, in a 'shopfront' location within the village centre. The mobility hub will be a place where all modes of transport will be available which will simplify planning and choosing how to travel.

4.16 A mobility hub could house a dedicated community concierge team and provide a focal point for all forms of Mobility. This service would provide information in relation to bike sharing, car clubs, carpooling/sharing, bus services/ and electric vehicle charging points. Walking, cycling (active travel) and public transport information, would also be available. Located on the sustainable movement corridor, the mobility hub would ensure services easily accessible.

4.17 Associated with the community concierge within the mobility hub will be a micro consolidation centre. Virtual mobility is getting mobility through the virtual networks and the delivery of goods both enables, and is as a consequence of, virtual mobility.

4.18 The benefits of micro consolidation together with the community concierge would ensure that there is always 'someone in' to receive the goods, greater opportunities for meetings between

people who might not otherwise come into contact with each other, more efficient movement of goods, and a tendency for a healthier lifestyle as more people move around in the local community by active travel.

4.19 There is also the option to provide for secondary and tertiary hubs within the site that will allow residents to get easy direct access to the primary hub. For example, a small scooter/bike hire dock in the south west and north east, with a direct segregated link to the primary hub where there will be more docks.

Active Travel Corridors

4.20 Bold Forest Garden Village will be designed to create walkable and cyclable neighbourhoods; active travel corridors for walking and cycling will be provided within the site to facilitate convenient and easy connectivity between all parts of the site.

4.21 Sections of the existing PRoW network that run through the development site will be maintained and upgraded where appropriate, with each of the active travel links proposed attractive for all users by ensuring they are designed with natural surveillance and suitable lighting to facilitate the most convenient route along key desire lines.

4.22 Central government research advises that walking and cycling can replace shorter car trips of under two kilometres in respect of walking and under five kilometres for cycling. In addition, Department of Transport (DfT) guidance 'LTN 1/20 - Cycle Infrastructure Design' states "Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people". However, it is important to note that these distances are by no means limits to walking and cycling, and that people will be prepared to, walk or cycle further depending on purpose and circumstance.

4.23 The aim is to create pedestrian and cycle linkages within Bold Forest Garden Village and to key locations that have appropriate travel distances. The masterplan has been designed at a pedestrian scale with a comprehensive network of links provided across the proposed development, whilst also linking to the existing community. As detailed, this includes the retention and enhancement to the existing network of PROW.

4.24 The location of the local centres within the site have been designed to provide walkable neighbourhoods and the internal roads within the site will include facilities for walking and cycling that differ depending on location and character.

Movement Corridors

4.25 The aim is to provide an environment in which pedestrians and cyclists will feel as though they are generally of highest priority. Pedestrian routes will be direct, convenient, and attractive, and contribute to the sense of place created by the design and layout of the site. The development will seek to maximise and enhance the permeability of the site to cyclists and aim to encourage cycling as a mode of transport for short trips.

4.26 A network of sustainable travel movement corridors will be used. Roads support these movement corridors in places and are proposed to be subject to a 20mph speed limit to ensure the design remains at a person movement scale.

4.27 Cycle corridors on primary routes will be segregated from pedestrians and traffic with priority at junctions afforded to cyclists and pedestrians. Internal footways will generally be 2m in width although will be wider and closer to shared spaces within the village hub locations.

4.28 Roads will be in the order of 5.5m or shared surfaces where appropriate, with the main circulatory route designed to accommodate a principal bus route to serve the development.

4.29 The street hierarchy proposed as part of the masterplan have been designed to align to strategic and local movements in terms of the role of street types and general highway space dimensions, whilst considering the aspirations of the scheme (e.g. relating to the proposals of a bus route through the site).

Site Access

4.30 A key aspect of the masterplan design is the movement spine road connection that will run through the development site, providing a main route and a clear primary gateway for resident movement. The spine road connection will run north-south from the B5204 to Gorsey Lane.

4.31 From the north, a spine / main gateway road will connect to an upgraded B5204 Reginald Road / B5204 Bold Road and Helena Road priority junction, signalising the junction and providing a new arm to connect into the development site.

4.32 As shown on the emerging masterplan design, the main road will run north from the B5204 through the site and connect to a new priority junction access via Gorsey Lane.

4.33 In addition to the primary gateway points discussed above, there will also be further points of access provided to serve the development site. These additional access junctions will be created from different points along the site boundary to enable development phasing and allow some flexibility in the delivery of the scheme. There will also be a requirement to consider access for emergency services for each parcel within the site, that will need to be provided and will be dependent upon phasing of the scheme.

4.34 As part of the ongoing process there is the potential that land along the masterplan edge will need to be safeguarded for future junction upgrades associated with the site.

5.0 Initial Transport Infrastructure Identification

5.1 Potential locations where enhancements should be considered to facilitate connectivity and accessibility as part of the Bold Forest Garden Village masterplan have been considered. This assessment has been informed by the existing infrastructure audit and active travel zone assessment along likely key desire lines to identify any gaps in infrastructure.

5.2 This review of infrastructure and desire lines allows for a judgement to be made regarding the sensitivity of the infrastructure to changes in demand. This has utilised the spreadsheet trip model considering development trip generation, distribution and assignment for travel across the day and for the key journey purposes (i.e. education, retail/leisure and employment).

5.3 Where there are gaps in infrastructure, improvements have been suggested. Where existing infrastructure is likely to be sensitive to changes in demand, improvements have been suggested.

5.4 The infrastructure improvements that have been considered in light of the above and in the context of current policy, health, wellbeing and climate have been shown on the Initial Transport Infrastructure Plan within **Figure 5.1**, with further detail set out in **Table 5.1**.

5.5 All mitigation works / improvements will need to be designed in line with SHBC Design SPD, SHBC Transport & Travel SPD and LTN 1/20. It should also be noted that the SHBC street design guide is currently being updated, and any infrastructure works provided will need to follow the new guidance, which can be provided by the LHA.

5.6 It should be noted that all details set out in the infrastructure schedule are subject to review and this note is a live document that will evolve as part of the ongoing masterplan process.

Figure 5.1 - Initial Transport Infrastructure Plan (Preliminary only & subject to review)

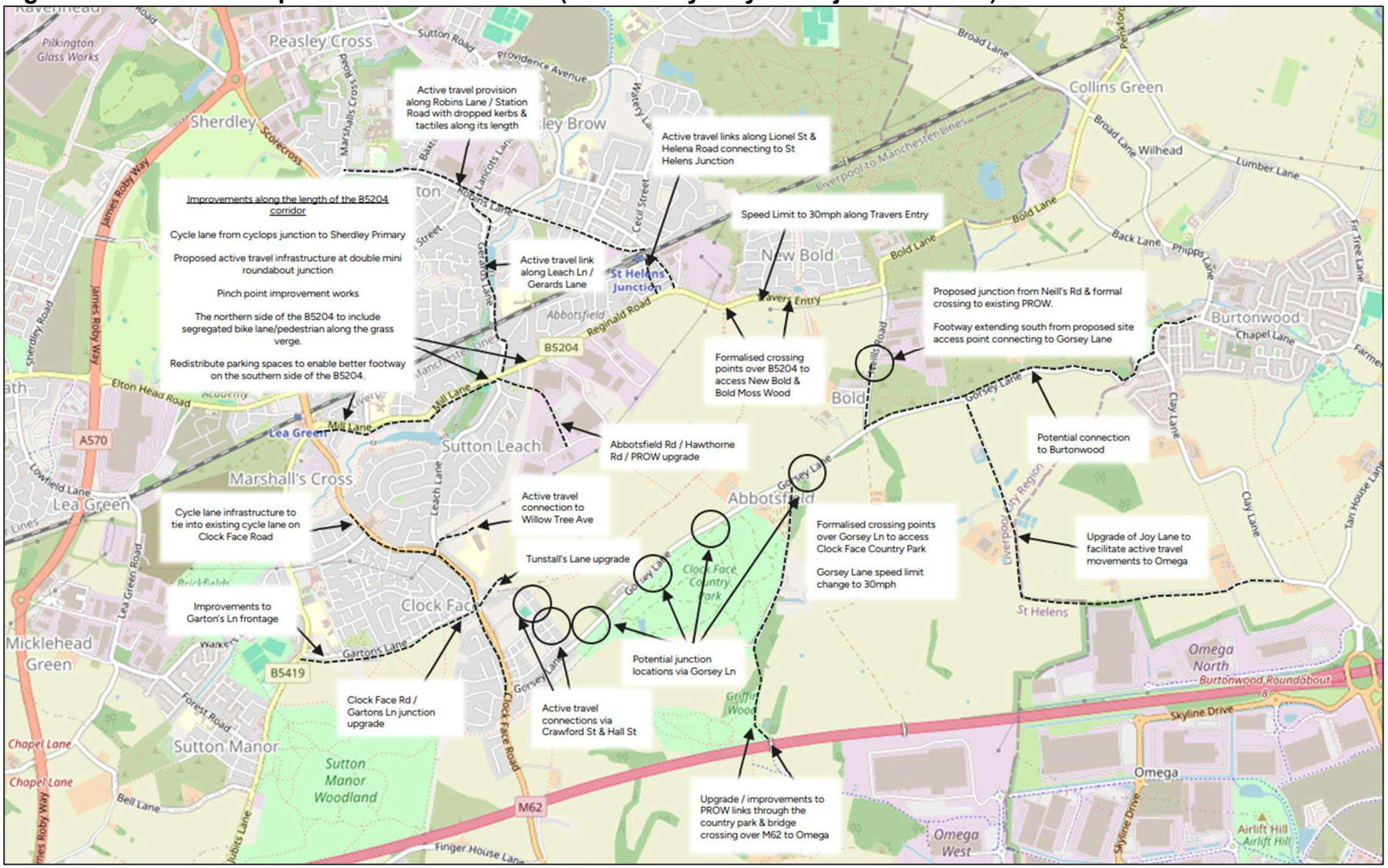
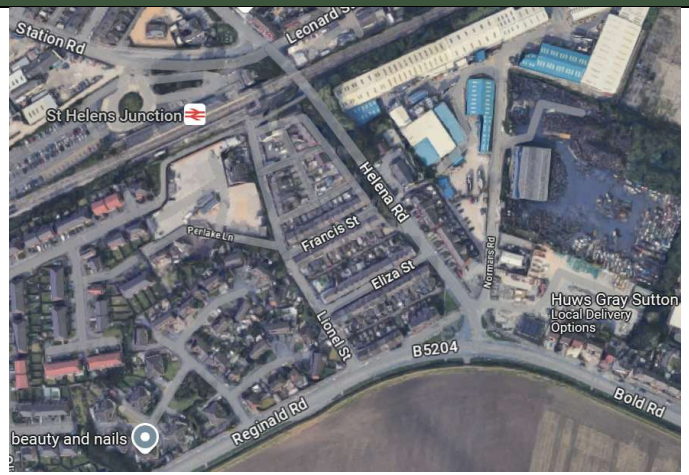
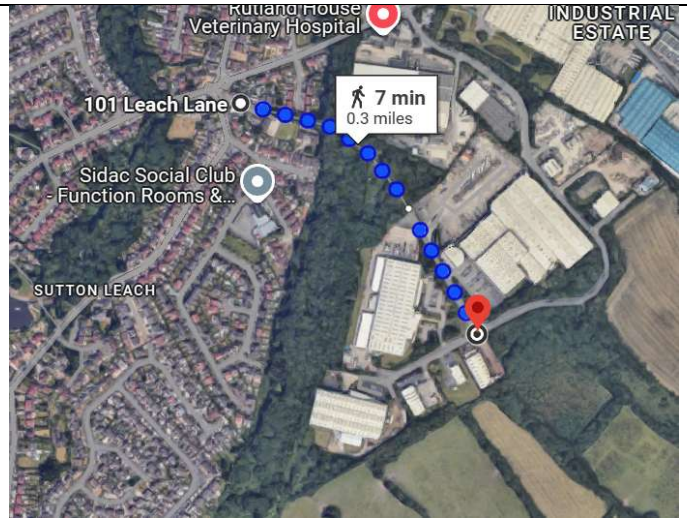


Table 5.1 - Initial Transport Infrastructure

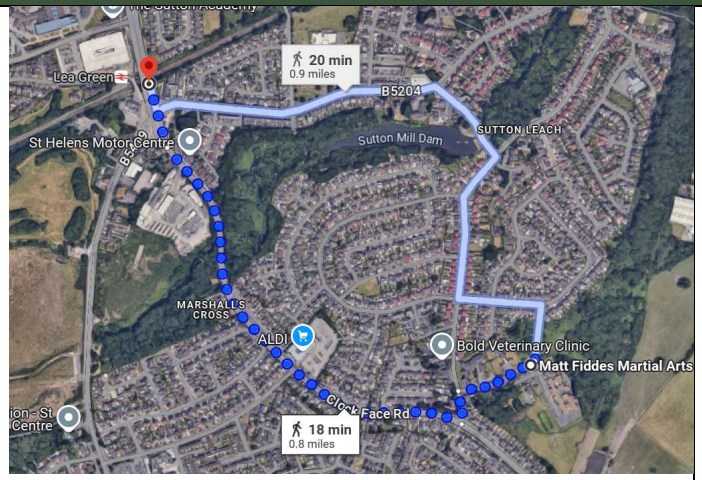
Link / Item	Existing Arrangement	Potential Infrastructure Enhancement
Active Travel links to the North		
Helena Road / Lionel Street	 	The aspiration is for the B5204 site access to the northeast of the site to be the main gateway to the site. Therefore, direct active travel links to St. Helens Junction from the access will be high priority with a focus on improved access via Lionel Street and Helena Road. At present there are constraints i.e. on street parking / only a footway on the western flank / bridge environment for pedestrians. As part of the improved infrastructure provision dedicated routes are proposed along Helena Road and Lionel Street from the proposed site access that will include pedestrian improvements including lit continuous footways / cycle provision, traffic calming where possible / including works to the ramps accessing the station, general improved accessibility around the station and better waiting environments for users of the station. It is noted that as part of the Land at Gartons Lane scheme (P/2023/0075/FUL) contributions for the improvement of St Helens Junction and/or Lea Green stations will be provided.

Hawthorne Road	 	An upgrade of a section of Hawthorne Road & the existing PRoW connection to the west of the Reginald Road Industrial Estate should be provided. Interventions are required to ensure this route is suitable as at present this is not considered to be an attractive active travel route. Existing concerns about safety (and how this will impact use), particularly in the darker evenings for women and other vulnerable people will need to be considered as part of the improvement. It should be noted that a former rail traverses this route and will need to be considered. This connection will provide an alternative route northbound from the site connecting to the B5204. As part of an upgrade the route will be resurfaced, ensure good visibility, provide dedicated pedestrian / cycle infrastructure is in place and will be continuously lit along its length. The route will provide an additional link north of the development for pedestrians and cyclists commuting to the employment area, the amenities on the B5204, those travelling to schools in the area and provide an alternative route for those travelling north to the town centre and beyond.

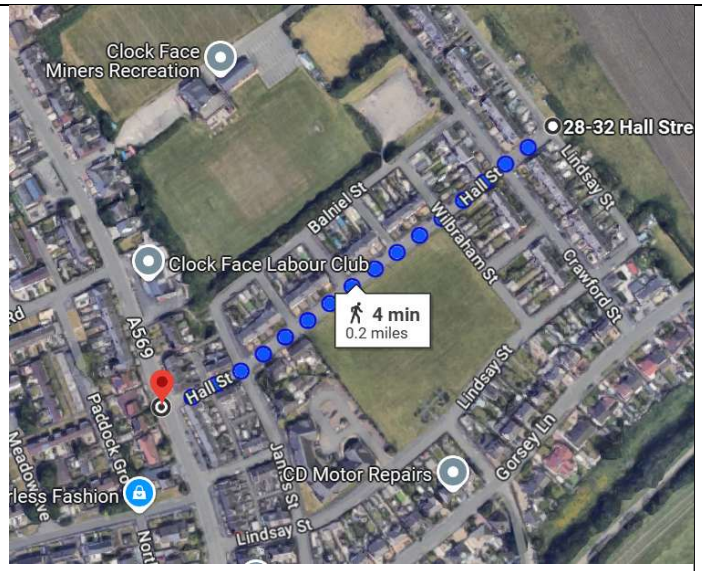
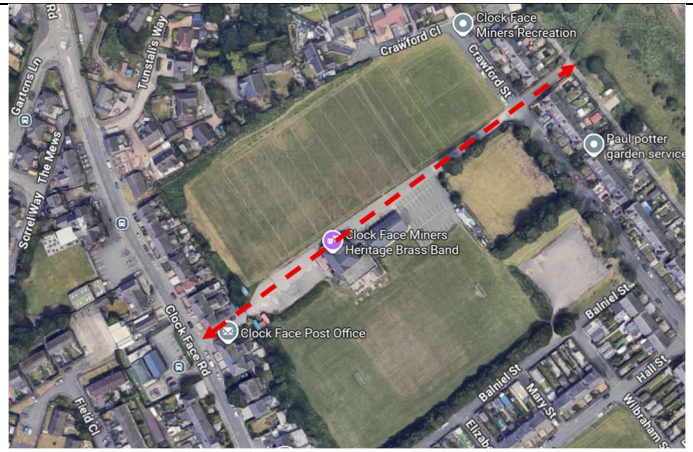
B5203 Corridor	 	To promote active travel along the B5204 a number of improvements along this route should be provided. As the B5204 links to the Hawthorne Road & the existing PRoW upgrade mentioned previously the delivery of these works will provide a continuous connection from the north of the site to Lea Green Station. Residents travelling from the aforementioned upgraded route from the north of the site would also avoid passing the industrial estate, ensuring a more attractive and safer route for active travel needs. A number of infrastructure requirements along this section of the B5203 corridor to be provided should include: • A dedicated cycle lane from the cyclops junction to Sherdley Primary School. • Proposed active travel infrastructure / improvement works at the B5204 / Leach Lane double mini roundabout junction to prioritise active travel users. - Improvement works / revised design of the pinch point along Mill Lane, as highlighted in the Mill Lane Study. - The northern side of the B5204 to include segregated bike lane/pedestrian along the grass verge. - Redistribution of parking spaces to enable better footway on the southern side of the B5204. The above works have been considered in line with the findings of the Mill Lane Study report.

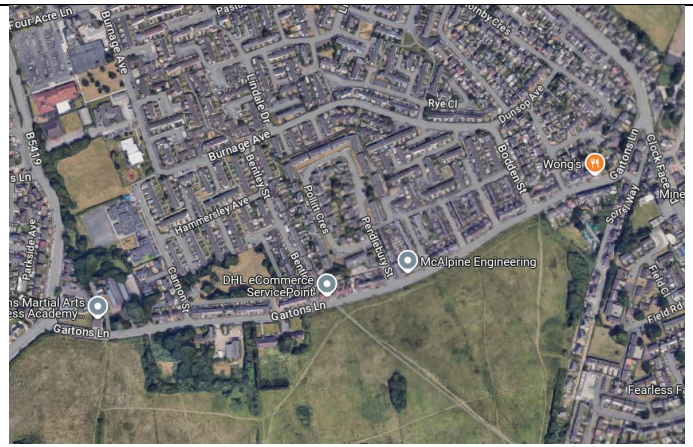
Station Road / Robins Lane		To promote active travel along Station Road / Robins Lane a number of improvements as highlighted within the active travel routing section to be delivered (refer to route 3 within the active travel zone assessment).
Crossing Points / opportunities across B5204 to the northeast of the site		Formal crossing points will be provided at points on the B5204 Bold Road to the east of the main northern access providing connections to the existing PROW network within Bold Moss Wood and the existing residential area at New Bold. A speed limit change along the B5204 to be implemented along this section of the road reducing to 30mph (as highlighted in Mill Lane study) to ensure road safety, particularly for pedestrians and cyclists given the increase in residential use. As noted by SHBC a number of junctions along this section of the B5204 are currently over-engineered. A review of the junctions along this length should therefore be reviewed as part of an infrastructure review in order to simplify each arrangement. The design of each crossing point will consider the ‘desire lines’ or natural paths pedestrians take and account for

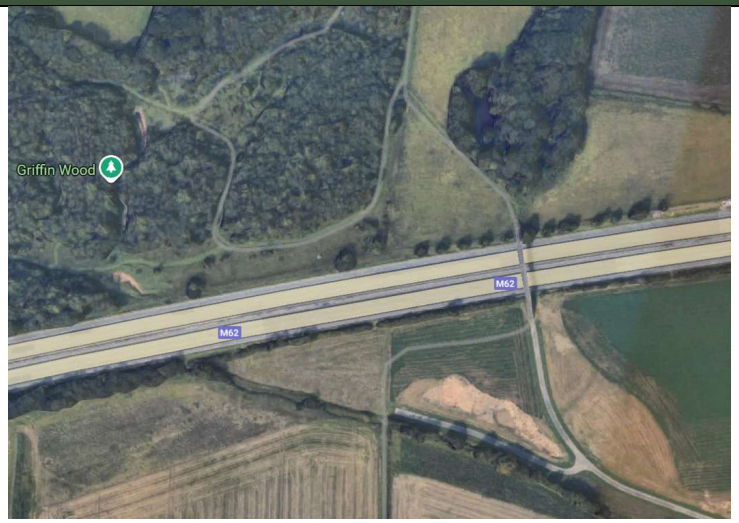
		vulnerable users, be located on good visibility sections of the road and be of adequate width to accommodate the expected pedestrian flow comfortably.

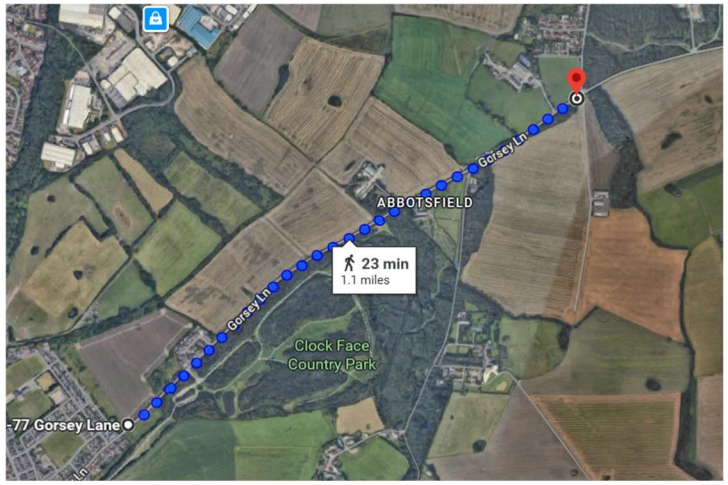
Active Travel links to the West		
Willow Tree Avenue & Clock Face Road	 	Willow Tree Avenue is a potential active travel link that may be incorporated into the masterplan design. This will provide a northwestern connection from the site to Clock Face Road. Willow Tree Avenue is not currently an adopted road and has recently been resurfaced. SHBC have been holding discussions with landowner of the old railway strip to enable this link to be provided to the masterplan area to serve the development. Subject to detailed design work a potential link from Willow Tree Avenue connecting to the existing cycle lane along Clock Face Road could be provided that would aid active travel movements to Lea Green Railway Station and beyond to St. Helens town centre.

Tunstalls Lane	 	Tunstalls Way is currently an existing PROW connection linking to the west of the site and would provide a key connection. The existing route is currently of poor condition, and the proposed delivery of infrastructure will upgrade this link from a footway to a bridleway. This will include resurfacing along its length and making it suitable for pedestrian / cycle use. In addition, a controlled crossing point to facilitate active travel movements across Clock Face Road will be provided in the vicinity of Tunstalls Way with resurfacing of the existing Gartons Lane/Clock Face Road roundabout junction to encourage movement, with a continuous route provided from the site to connect to Gartons Lane.

Hall Street		Hall Steet will provide a key connection to the west of the site and has the opportunity for future residents to access the green space / kids play area between Hall Street & Lindsay Street. A design review of Hall Street will be undertaken to identify the implementation of an active travel route along its length, providing a continuous connection to the development site.
Crawford Street		An active travel link connecting to Crawford Street via the west of the site will be provided. This route will facilitate journeys to the existing rugby club / Clock Face Miners Club and the amenities along Clock Face Road immediately west of the site from an existing PROW connection into the site. As part of the infrastructure schedule the delivery of this route will ensure all active travel movements can be accommodated, lighting upgrades are provided along its length and other infrastructure improvements are considered.

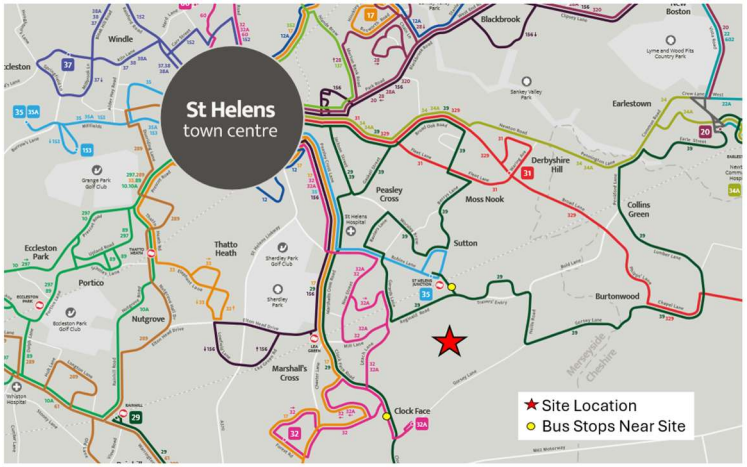
Gartons Lane	 	Gartons Lane runs to the west of the site and provides a connection to King George V Playing Fields Sutton Manor & access to the segregated cycle lane along the B5419 Jubits Lane. Gartons Lane also provides links to Ash Meadow school /Fourways Children's Centre / St Theresas Primary School & Four Acre Lane Shopping Centre with numerous amenities and is therefore a key opportunity to promote local active travel trips from the site. To the south of Gartons Lane a large Taylor Wimpey residential site is being developed that details the vision for the site is to create an enhanced and improved roadside frontage along Gartons Lane through the creation, retention and management of the existing and new planting, along with 'gapping up' and planting of new hedgerows, trees and underplanting along with new avenues of trees and boundary treatments to improve the setting and entrance points. Given the road width available along Gartons Lane as part of the infrastructure schedule a dedicated cycleway / active travel route along the southern side of Gartons Lane could be delivered, connecting to the existing cycle lanes on Jubits Lane. Constraints to consider include on street parking, the existing bus route and land availability.

Active travel link to the south		
PROW upgrade / connections and footbridge improvements (to the south over M62).	 	An upgrade of the existing PROW network through Clock Face Country Park to be delivered to facilitate active travel movements to Omega Business Park and beyond. As part of these improvement works an upgrade of the existing footbridge over the M62 will also be required to ensure it is suitable to accommodate all modes of active travel i.e. provide ramps / high parapets for cycle users.

Gorsey Lane	 	There is a requirement to deliver a number of crossing points for residents / users to access Clock Face Country Park from the south of the development site. The exact locations of these crossing points will need to be determined; however, crossings will link up with the proposed pedestrian network within the masterplan area, be flush / accessible and take account of visibility. Given the nature of Gorsey Lane, the crossing points are likely required to be controlled. A speed limit reduction to 30mph will be implemented along Gorsey Lane to facilitate these movements and promote safety / pedestrian comfort. Pedestrian and cycling improvements on Gorsey Lane where it meets M62 bridge will also be provided, with the current issues relating to parking on pathways restricting ped/cycle access will need to be considered as part of these designs. The design will consider the "desire lines" or natural paths pedestrians take and account for vulnerable users, be located on good visibility sections of the road and be of adequate width to accommodate the expected pedestrian flow comfortably.

Active travel link to the east		
Neills Road **+** **Neills Road / Gorsey Lane Junction upgrade.**	 	An upgrade of the existing Neills Road / Gorsey Lane Junction will need to be implemented as part of the infrastructure schedule. A design review has been undertaken and demonstrates the junction is to standard / achieves visibility requirements (once hedges are cut back). However, there are a number of potential options that could also be considered to improve safety: • Tighten the turning radii / reducing turning points. • Turn into a mini-roundabout junction • Provide raised table / speed calming. There is also the potential to provide a footway link along Neills Road, in particular along the eastern side where the bus stop is located to facilitate movement to / from the site. A formal crossing point along Neills Road to connect to the existing PRoW network in the vicinity of the proposed site access point to the east of the site should be provided to deliver future residents with a direct connection to green space at Clock Face Country Park.

Connections East (Burtonwood) & Joy Lane link to Omega	 	An active travel route / connection linking the site east towards Burtonwood should be considered as part of the delivery of infrastructure schedule for the masterplan. A route in this location would also provide a formalised route from the east of the site to Joy Lane, from which future residents / existing users could gain access to Omega Business Park & further to Warrington. A review of this area indicates the delivery of any infrastructure would be challenging due to a number of reasons, including land constraints i.e. no footways / infrastructure along this section of Gorsey Lane at present and therefore this proposal may not be feasible. As highlighted previously in the pedestrian audit section, Joy Lane runs southeast bound for approximately 3km (a 10-minute cycle time) towards Omega Business Park and further beyond to Warrington, providing a connection for future residents at the site to access large employment / retail opportunities. The route currently lacks any formal paving and there is potential to re-surface this route to accommodate active travel.

Other		
Provision of bus services into the development. **Upgrade of existing bus stops in the vicinity of the site.**	 	As part of the infrastructure schedule the potential for the diversion of existing bus services / a new service to serve the development site will be required. This may include: • Extensions to existing services: Bringing the No 35 from the north to loop within the site at the main community/mobility hub, and/or • The No 32A from the south to loop within the site at the secondary community/mobility hub. A small loop for these services within the site, then exiting the way they came in, may be a way to cover more of the site. Discussions between SHBC transport officers and Merseytravel to determine options available in terms of potential routes / future bus provision to serve the site will be required. A future bus service to provide a link to Omega Business Park will also be considered as part of these discussions. The upgrade of bus stops along Clock Face Road and the B5204 will also be provided to enhance passenger comfort, accessibility and safety.

Sutton Oak Line		The potential reopening of the Sutton Oak Line would present a real strategic opportunity to improve the accessibility of the site. The council is seeking support from the LCRCA to further fund and develop travel options to bring a disused railway line that runs between St Helens Central and St Helens Junction. The Sutton Oak line is regarded as key to improve connectivity in the borough and surrounding areas, allowing passengers to travel from St Helens Central to Newton-le-Willows and even Manchester which currently isn't possible. The council is seeking support from the LCRCA to further fund and develop the travel options to bring this closed transport corridor, which is safeguarded through planning policy, back into appropriate and sustainable use.

5.7 In addition to the infrastructure schedule listed in the tables above, a number of further potential interventions / locations have been set out below for future consideration as the scheme progresses.

Mill Lane

5.8 The potential for a link road from Mill Lane connecting to the M62 south of the development site will be considered as part of the scheme. The intention of this link road will be to re-route Heavy Goods Vehicles (including those from Reginald Road industrial estate in the vicinity of the site) and other daily traffic directly from Mill Lane to the strategic road network, thus providing some relief to the local highway network in the area to the north of the scheme.

5.9 The proposals for a link road could result in a new junction located between the existing junctions 7 & 8 on the M62, providing a direct route to facilitate these journeys from Mill Lane. A study was undertaken on the viability of a scheme that demonstrated the challenges around level changes, power lines and cost (approx. £120million) that would need to be factored into the delivery of the scheme.

Burtonwood

5.10 The delivery of a new link between Gorsey Lane and Clay Lane to re-route traffic from Burtonwood to the M62 and the strategic road network will also be considered as part of the scheme. A potential scheme to deliver a link at Burtonwood will be considered in order to protect Burtonwood from the effects of the Omega development and the associated Heavy Goods Vehicles traffic.

Scope of Junctions

5.11 As part of this initial infrastructure schedule and through discussions with SHBC a number of junctions in the vicinity of the development site have been outlined for further review as part of the ongoing masterplan process have been shown in **Figure 5.2** overleaf, with further detail set out in **Table 5.2**. It should be noted that that the scope identified is subject to review and change. Any mitigation works / improvements at the junctions listed will need to be designed to be policy compliant and in line with the LHAs requirements.

5.12 Due to the cumulative nature of the masterplan build out and the importance of phasing, it will be important that the development impact is fully considered in relation to the effect on the Strategic Road Network. Operational assessment of M62 Junctions 7, 8 and the surrounding network using suitable junction modelling software and Merge-Diverge assessments in accordance with DMRB CD122 guidance is likely to be necessary which should include scenarios for specific phases and the full extent of the BFGV allocation.

5.13 Ongoing engagement with National Highways, especially concerning traffic impacts, structural interfaces, and mitigation works, will be essential to ensure that the development proceeds in a manner that protects the safety, integrity, and operational efficiency of the SRN. Any works to the SRN and M62 Junctions 7, 8 will need to align with “DfT Planning for the Future” and “DfT Circular 01/2022”.

5.14 The current active travel infrastructure for each junction has been reviewed, with the table demonstrating the following:

- Red – no active travel infrastructure
- Amber – Some active travel infrastructure in place, upgrade required
- Green – Active travel infrastructure in place and suitable to accommodate proposals.

Figure 5.2 – Scope of Junctions for review

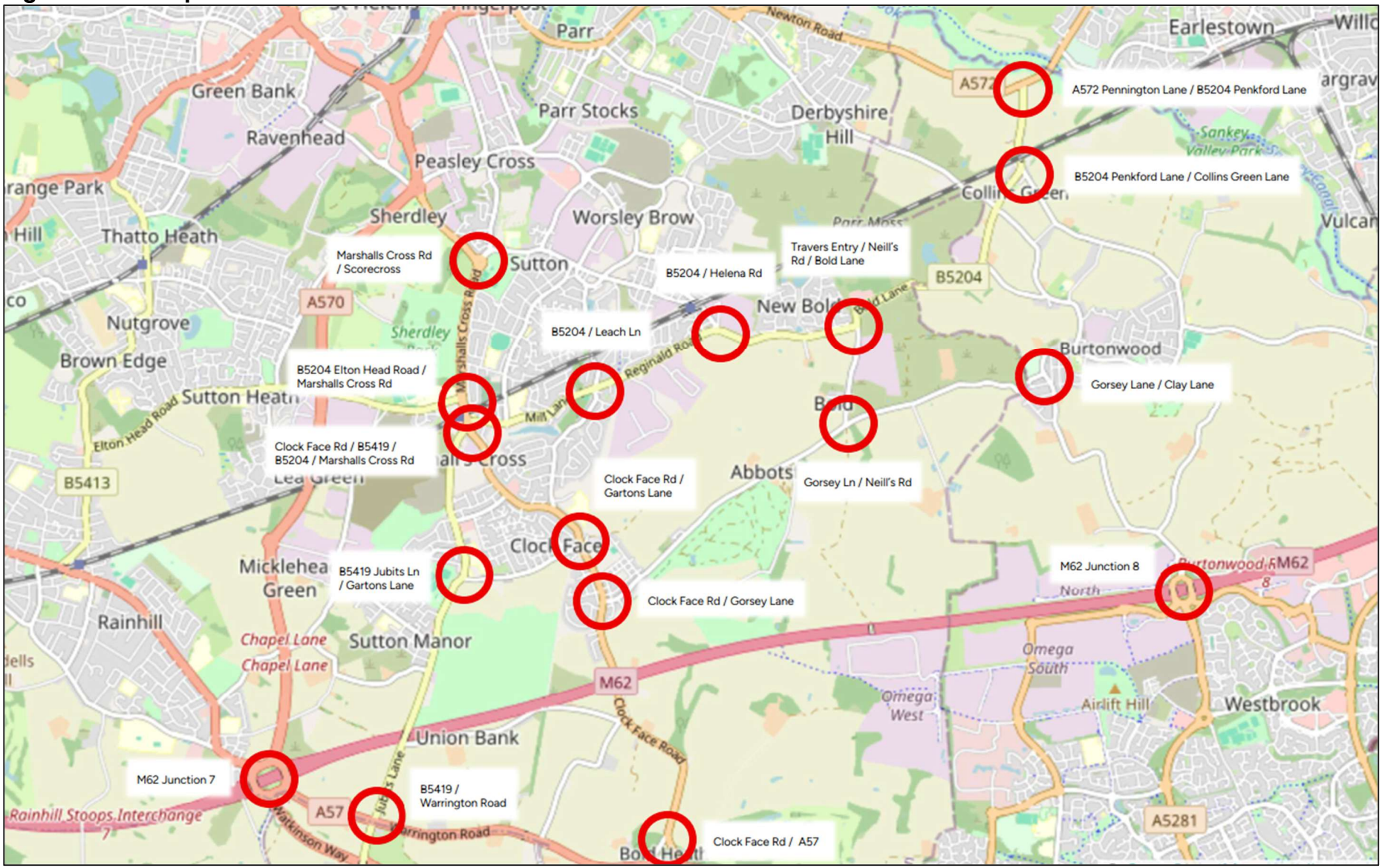


Table 5.2 – Scope of Junctions for review

Junction	Current Active Travel Infrastructure	Notes	Priority
Gorsey Lane / Neill's Road		An upgrade of the existing Neill's Road / Gorsey Lane Junction is a critical junction that needs to be upgraded as part of the scheme, due to ongoing safety issues. A design review of the junction has been undertaken and demonstrates the junction is to standard / achieves visibility requirements (once hedges are cut back). However, there are a number of potential options that could also be considered to improve safety: • Tighten the turning radii / reducing turning points. • Turn into a mini-roundabout junction • Provide raised table / speed calming.	High
Clock Face Road / Gorsey Lane	Dropped kerbs Tactile paving Pedestrian refuge island	The Clock Face Road / Gorsey Lane junction to the southwest of the site will be subject to increases in traffic due to drivers accessing / departing the site via Gorsey Lane as a result of the scheme. Due to land constraints, there is limited works that can be implemented at the junction to improve capacity levels. Mitigation schemes to be considered include the potential for a mini roundabout junction or signalisation.	High
Clock Face Road / Gartons Lane	Dropped kerbs Pedestrian refuge island	The Clock Face Road / Gartons Lane is a mini roundabout junction to the east of the site. Upgrade of the junction to be provided to aid mobility impaired users. A controlled crossing point over Clock Face Road to be implemented south of the junction to facilitate movements linking the site via Tunstall's Way.	High

Clock Face Road / B5419 / B5204 / Marshalls Cross Road	CYCLOPS (Cycle Optimised Protected Signals) - segregates cyclists from motorists, prioritising the safety of people walking and cycling.	It is understood that whilst this junction prioritises active travel users there can be issues at the junction for road users. Further analysis of the junction should be undertaken when further information regarding the impact of the development proposals is understood. Given the predicated impact of development traffic signal timing data / phasing to be reviewed.	Mid
B5204 / Leach Lane	Dropped kerbs Pedestrian refuge islands	The B5204 / Leach Lane double mini roundabout junction to the north of the site will be a key junction for active travel users accessing / departing the site via the new active travel route along Hawthorn Lane / Abbotsfield Road connecting to the site. Active travel infrastructure at the junction is currently limited / dated and requires upgrading to accommodate walking / cycling trips. A new design of the junction to be implemented in this location to prioritise active travel users with potential signalisation.	High
B5204 / Helena Road	Dropped kerbs Tactile paving Pedestrian refuge island	As detailed, the aspiration is for the current B5204 / Helena Road junction to be upgraded to provide a new access to the northeast of the site acting as the main gateway to the development. As part of the improvement works the existing junction will be upgraded to a 4-arm signalised junction, with a new arm provided to the south linking into the development. Given the location of the junction and its proximity to St. Helens Junction the junction will provide comprehensive active travel infrastructure works to facilitate a route between the site and the station, in line with the St Helens Street Design Guide and ensure it is LTN 1/20 compliant to ensure suitability for cycle users.	High
Travers Entry / Neill's Road / Bold Lane		The Travers Entry / Neill's Road / Bold Lane lies to the northeast of the development site and currently has no active travel infrastructure in place. Mitigation at the junction required to improve safety, promote active travel & limit speeds for vehicles accessing Neills Road from the B5204.	Mid

Gorsey Lane / Clay Lane (Joy Lane)	Dropped kerbs Tactile paving Controlled crossing	The Gorsey Lane / Clay Lane is a key junction that currently provides a route from the site to the M62, via Junction 8. Due to land constraints / visibility and the location of the junction there are limitations to upgrading the junction. With the proposed development it is anticipated that the site will impact the junction and therefore it would need junction capacity improvements in the form of a mini roundabout or signalisation.	High
B5419 Jubits Lane / Gartons Lane	Dropped kerbs Tactile paving Pedestrian refuge island	The B5419 Jubits Lane / Gartons Lane junction lies to the west of the development site and provides a route towards the M62, via Junction 7. The junction provides active travel infrastructure and a link to the cycle lane along the B5419. An extension of the cycle lanes along the B5419 onto Gartons Lane to be provided to create a continuous route into the cycle network. Given the width of the bellmouth at the junction there is scope to provide some mitigation works in the form of a two lane approach, mini roundabout junction or signalisation.	Mid
B5419 / Warrington Road	Advanced cycle stop boxes Dropped kerbs Tactile paving Controlled crossings	The B5419 / Warrington Road junction lies to the south of the site. The signalised junction is provided with good active travel infrastructure. Signal timing data / phasing to be reviewed as a result of development impact.	Mid
Clock Face Road / A57	Advanced cycle stop boxes Dropped kerbs Tactile paving Controlled crossings	The Clock Face Road / A57 junction lies to the south of the site. The signalised junction is provided with good active travel infrastructure. Signal timing data / phasing to be reviewed as a result of development impact.	Mid
B5204 Elton Head Road / Marshalls Cross Road	Dropped kerbs Tactile paving Pedestrian refuge islands	As part of the recent upgrades around Lea Green Station the B5204 Elton Head Road / Marshalls Cross Road junction was subject to improvement works. The junction is provided with good active travel infrastructure. Signal timing data / phasing to be reviewed as a result of development impact.	Low
Marshalls Cross Road / Scorecross	Dropped kerbs Tactile paving Pedestrian refuge island Cycleway	The Marshalls Cross Road / Scorecross roundabout junction lies to the northwest of the site and provides a route towards St Helens Town Centre. The roundabout is provided with good active travel infrastructure. Junction capacity to be reviewed given the impact of the development, with the potential for signalisation of the roundabout.	Low

A572 Pennington Lane / B5204 Penkford Lane		Junction capacity to be reviewed upon receipt of traffic modelling / understanding of development impact, to undertake potential for mitigation scheme with the potential for 2 lane approach or mini roundabout junction, subject to land availability.	Low
B5204 Penkford Lane / Collins Green Lane	Signalised controlled crossing points Dropped kerbs Tactile paving	The junction is provided with good active travel infrastructure. Signal timing data / phasing to be reviewed as a result of development impact	Low
M62 – Junction 7	Dropped Kerbs Tactile Paving Controlled Crossings Cycleways	Active travel infrastructure review identifies improvements to include re-installation of road marking and active travel routings around the junction. Upon receipt of traffic modelling consideration on the impact of the proposed site will need to be taken into account should any improvement / mitigation works be required. Any works will need to align with “DfT Planning for the Future” and “DfT Circular 01/2022”	Mid
M62 – Junction 8	Dropped Kerbs Tactile Paving Controlled Crossings Cycleways	It is understood that the Liverpool City Region are currently developing their own traffic model for Junction 8 of the M62, that lies to the south of the development site. The model will be complete in approximately 18 months, at which time further insight on the current operation of the junction can be assessed in order to better understand if there are any capacity issues. Upon receipt of the model and as the scheme progresses consideration on the impact of the proposed site will need to be taken into account should any improvement / mitigation works be required. Any works will need to align with “DfT Planning for the Future” and “DfT Circular 01/2022”	Mid

APPENDIX A

Active Travel Routing Assessment

1.0 Bold Forest Garden Village, St Helens

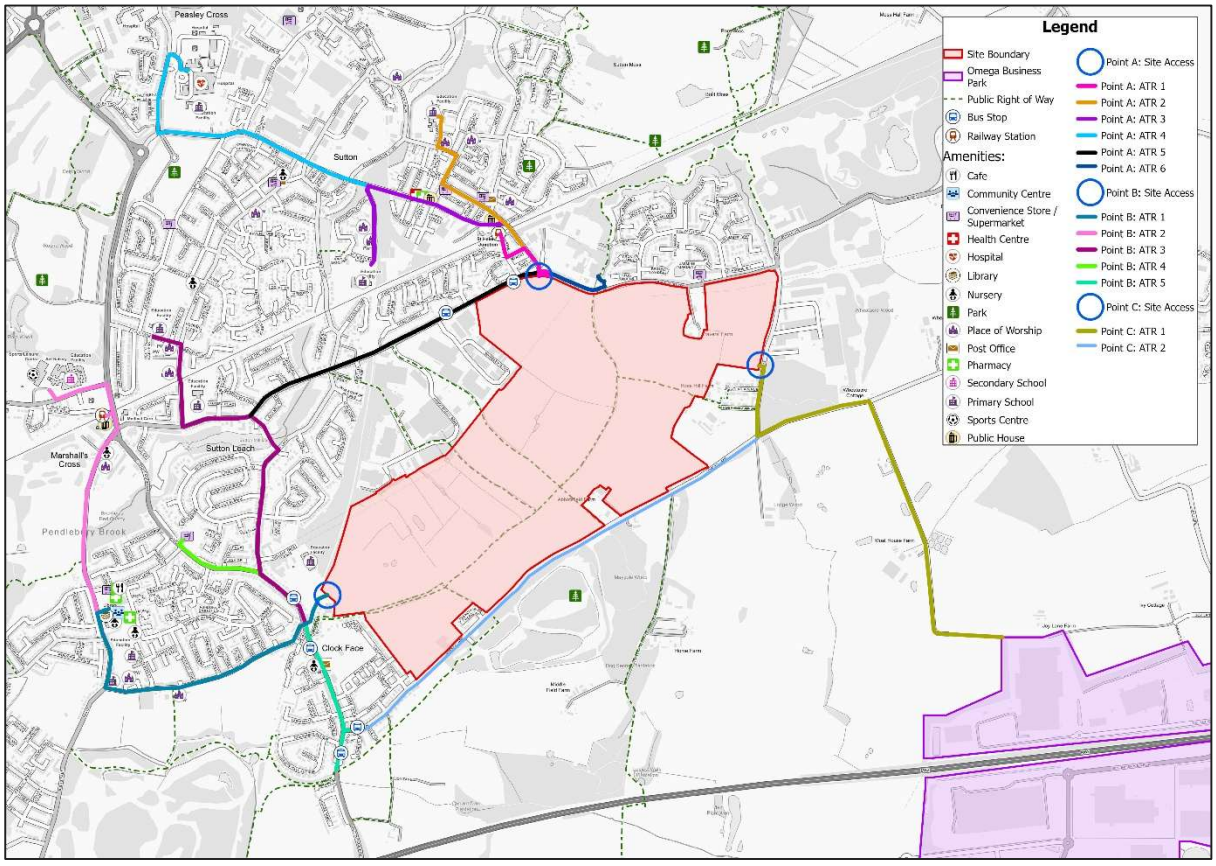
Active Travel Routing Assessment

1.1 This section of the note has been prepared to provide a review of the key active travel routes (ATR) that future residents and visitors to the proposed development site will utilise.

1.2 This assessment considers how people of all abilities will make the journeys that are essential to supporting car light lifestyles, whilst also connecting the development site to the existing local area in line with the accessibility section set out in the previous section.

1.3 The aim of the assessment is to better understand the existing characteristics of the local area and any requirements that could be implemented to encourage active travel. **Figure 1.1** illustrates what are considered to be the key ATR's that can be taken from the development site in order to access a variety of key local services and facilities.

Figure 1.1: Active Travel Route Assessment



1.4 The assessment of conditions has been supplemented by photographs along each of the routes identified. The following active travel destinations are key to both existing and future users of the development site:

- **Public transport interchanges**: St Helens Junction Railway Station, Lea Green Railway Station and on street bus stops;
- **Local amenities**: Convenience stores, supermarkets, library, places of worship, pharmacies, community centres, takeaways, public houses, nurseries, theatres, veterinary practices, post offices, and barbers / hairdressers;
- **Green spaces:** Sutton Park, Clock Face Country Park and Bold Moss Wood and green spaces to the east;
- **Education facilities**: Willow Tree Primary School, Eaves Primary School, St. Anne's Catholic Primary School, Sherdley Primary School, Sutton Oak C of E Primary School, Ash Meadow School and Saint Theresa's Catholic Primary School; and
- **Medical care:** Rainbow Medical Centre, Four Acre Health Centre, and St. Helen's Hospital.

1.5 The walking / cycling routes to what are likely to be the main destinations for future residents of the proposed development site have been identified from three different access points, taken from the development site. Each of the routes taken from the access points identified as part of the masterplan design have been set out below:

- **Access Point A (north)**
  - **Route 1**: B5204 Reginald Road / Bold Road towards Helena Road / St Helen's Junction Railway Station;
  - **Route 2:** Helena Road / Junction Lane / Peckers Hill Road / Ellamsbridge Road / Goodban Street;
  - **Route 3:** Helena Road / Station Road / Monastery Road;
  - **Route 4:** Robins Lane / Marshalls Cross Road / St Helens Hospital;
  - **Route 5:** B5204 Reginald Road (Westbound); and
  - **Route 6:** B5204 Bold Road (Eastbound).
- **Access Point B (west)**
  - **Route 1:** Clockface Road towards Gartons Lane / B5419 Jubits Lane;
  - **Route 2:** B5419 Jubits Lane / A559 Marshalls Cross Road / Elton Head Road;
  - **Route 3:** A569 Clockface Road (Northbound) / Leach Lane / Mill Brow / B5204 Mill Lane / New Street / Eaves Lane;
  - **Route 4:** A569 Clock Face Road Northbound towards Aldi Supermarket; and
  - **Route 5:** A569 Clock Face Road (Southbound) and Gorsey Lane;
- **Access Point C (east)**
  - **Route 1**: Neills Road / Gorsey Lane towards Public Right of Way Route;

1.6 Each of the routes identified include / pass multiple key destinations that can be accessed within an acceptable active travel distance from the proposed development site.

2.0 Access Point A (north): Active Travel Route Assessment

Route 1: B5204 Reginald Road / Bold Road towards Helena Road / St Helen's Junction Railway Station

2.1 ATR 1 taken from Access Point A runs to the northeast of the proposed development site from the B5204 Reginald Road / Bold Road junction and heading towards Helena Road.

2.2 The B5204 Reginald Road / Bold Road is subject to a 30mph speed restriction and is provided with streetlit footways on both sides of the carriageway that are in good condition. At the location of the proposed northern site access junction the footway is currently separated by a grass verge. At present, in order to reach Helena Road safely pedestrians have to cross the road using the dropped kerbs and tactile paving which is linked with a refuge island and connects with an unnamed residential access road, as shown in **Figure 2.1.**

Figure 2.1: B5204 Reginald Road

2.3 As shown in **Figure 2.2** there is no dropped kerb or tactile paving arrangement provided at the Helena Road / Normans Road junction, which affects accessibility for users accessing Norman Road, with existing road markings shown to be in need of upgrading.

Figure 2.2: Cycle Access onto Helena Road

2.4 A pedestrian crossing refuge island is provided at the junction with Helena Road to further aid in movements over the carriageway, as shown in **Figure 2.3.**

Figure 2.3: Helena Road - Priority Junction Pedestrian Refuge Crossing Point

2.5 Heading northbound from Helena Road, footways are provided on both sides of the carriageway with no notable defects. Approximately 70m from the proposed site access location there are on-street bus stops provided in both directions with flagpole stands and timetable information with no level access or shelter offered as shown in **Figure 2.4.**

Figure 2.4: Helena Road – Bus Stops – Helena Road

2.6 **Figure 2.4** also indicates that the bus stop on the western end of the carriageway on Helena Road is located towards the centre of a narrow footway, which is approximately 1.5m in width. Access to the bus stop on the eastern side of the carriageway is also compromised as there are no parking restrictions in place, which limits space for pedestrians using the stop as a result of cars parking in front of the stop and footway parking.

2.7 Heading northbound past the bus stops, there is a ramped pedestrian route along Helena Road which that follows a higher gradient and is separated by a guard rail leading directly onto Francis Street. Maintenance of the ramp during the winter months is unknown and the overhanging trees / fallen leaves may cause issues for mobility for users during this time. The width of the ramp is narrow and there is also no indication of lighting directly on the path aside from the street lighting on Helena Road and Francis Street, therefore there is scope for works to improve this link. An extract of Helena Road in this location is shown in **Figure 2.5.**

Figure 2.5: Pedestrian Access to Francis Street from Helena Road

2.8 Francis Street is a no through route; therefore, traffic is minimal with the road serving a row of terraced residential dwellings, providing street lit footways on both sides of the carriageway. However, the footways appear to be narrow in width and there is on street along the length of the road that occurs, reducing already narrow footway links for pedestrian use.

2.9 There are also no dropped kerb or tactile paving arrangements to aid crossing movements along this section of the route to Lionel Street, as shown in **Figure 2.6.**

Figure 2.6: Francis Street

2.10 Shortly after Francis Street the route continues onto Lionel Street. There is a dropped kerb at the corner of the junction onto Lionel Street, but this does not include any tactile paving. Lionel Street is also another predominantly residential road, that will likely be also lowly trafficked and is subject to minimal speeds with street lighting and footways on both sides of the road.

2.11 There are also two engineered access points along Lionel Street that can impact pedestrian movements, rather than simple dropped kerbs arrangements for driveway access. One of the engineered access points is shown in **Figure 2.7.**

Figure 2.7: Lionel Street Engineered Access

2.12 Heading approximately 95m north from the start of Lionel Street from Francis Street (less than 1 minute journey on foot) access is gained to St Helens Junction Railway Station. The route towards the station is shown in **Figure 2.8.**

Figure 2.8: St Helen's Junction Railway Station

2.13 As shown in **Figure 2.8,** the westbound platform of St Helen's Junction Railway Station can be accessed via Lionel Street. This includes a stepped bridge providing access to the eastbound platform for passengers travelling on eastbound services. While the station provides some step-free access, more closely located to the main access point of the station, the stepped bridge from Lionel Street could cause challenges for mobility impaired users. Parked cars were observed along Lionel Street in the vicinity of the station access, that are a constraint for footway users trying to gain access from this location.

2.14 To the east of the railway station access there is a ramp that leads back to Helena Road. This is a gradual decline but is unknown whether this is maintained during winter months.

2.15 Therefore, whilst ATR 1 taken from the northern access is considered to provide a reasonable option for future residents and visitors of the site, there a number of accessibility related factors that require further consideration to facilitate the movement of those who are mobility impaired in order to support active travel between the development site and St Helens Junction Railway Station along this route.

Route 2: Helena Road / Junction Lane / Peckers Hill Road / Ellamsbridge Road / Goodban Street

2.16 ATR 2 taken from Access Point A runs to the northeast of the proposed development site, initially routing along Helena Road as with ATR 1, before continuing onto Junction Lane. The route continues on Station Road for approximately 300m before turning northwest onto

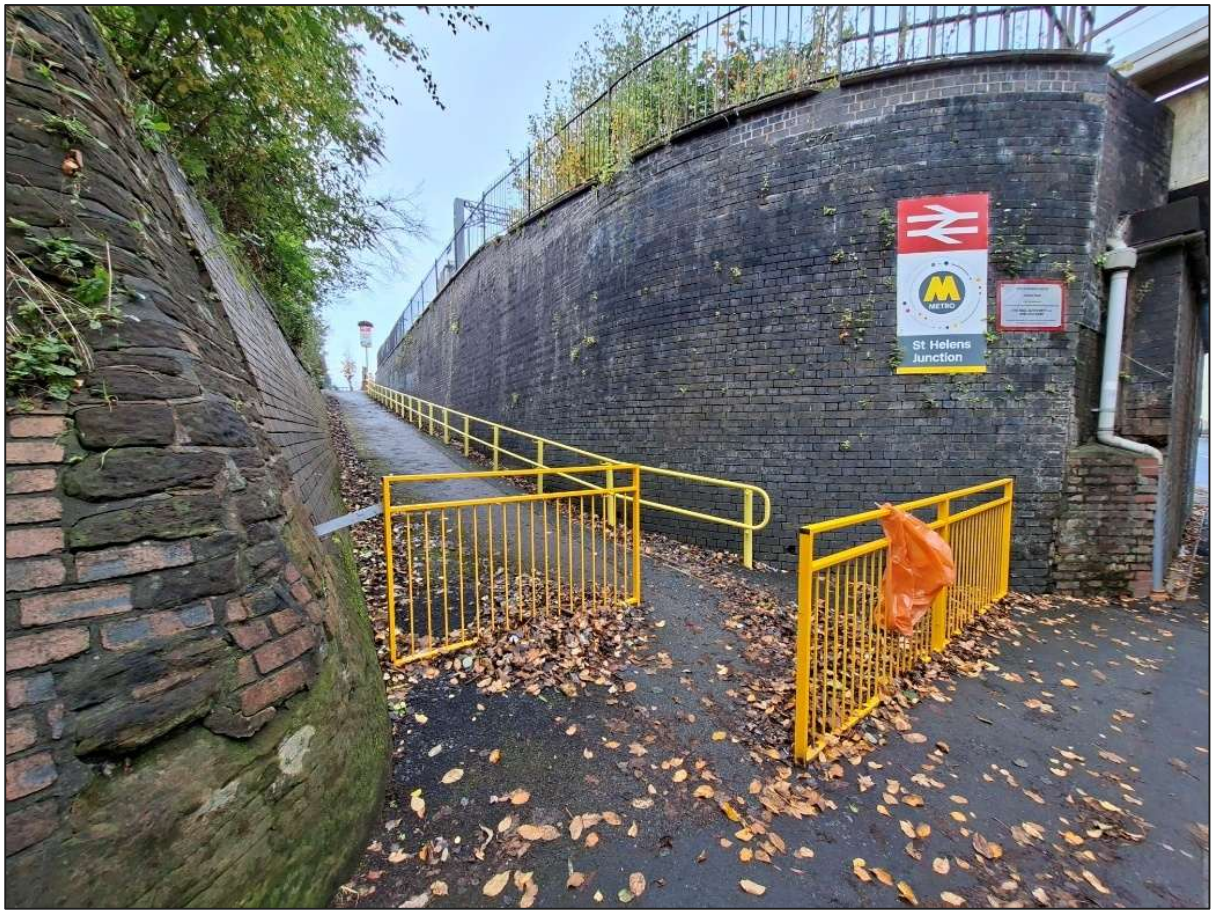
Peckers Hill Road, west along Ellamsbridge Road, and north on Goodban Street, leading to Sutton Oak C of E Primary School.

2.17 As with ATR 1, Route 2 starts from the B5204 Bold Road and continues onto Helena Road. However, rather than turning onto Francis Street via the separate ramped pedestrian access, users continue north along the western footway. There is only footway provision along the western side of the carriageway, which is street-lit and does not show any notable defects.

2.18 Prior to reaching the underpass, there is a ramped access point similar to that described in Route 1, that leads towards Lionel Street and the St Helens Junction Railway Station. This ramp features a gradual uphill incline with a railing on one side of the bridge. While it offers a step-free connection, the relatively steep gradient and narrow width may pose challenges for mobility-impaired users, particularly wheelchair users and those with pushchairs.

2.19 Additionally, the surface condition presents concerns with fallen leaves and overgrown vegetation which reduces the usable width of the path and creates potential slip hazards, especially in wet winter weather. The access to the ramp is shown in **Figure 2.9.**

Figure 2.9: Direct St Helen's Junction Access from Helena Road



2.20 Continuing north along Helena Road, the route approaches a railway bridge with a maximum clearance height of 14.3m. As shown in **Figure 2.10**, the footway narrows considerably at this point, which may present challenges for pedestrian movement, particularly for users with mobility aids, pushchairs, or in groups. The constrained width beneath the bridge reduces the

comfort and safety of the route especially during peak times, night time or during poor weather conditions.

Figure 2.10: Helena Road - Underpass

2.21 Additionally, as the underpass is visually enclosed it may feel less secure due to limited passive surveillance and reduced sightlines. The proximity of vehicular traffic evidenced by the narrow carriageway and lack of physical separation raises concerns about pedestrian safety and comfort. These factors should be considered when assessing the overall accessibility and attractiveness of the route for active travel.

2.22 Shortly after the underpass, pedestrians ascend on a gradual uphill gradient towards a priority junction with Station Road. To cross the junction, infrastructure includes dropped kerbs and tactile paving. A pedestrian refuge island is located approximately 35m to the west of the junction as shown in **Figure 2.11**.

Figure 2.11: Station Road

2.23 From the priority junction route 2 continues along a section of a high street on Junction Lane providing access to a range of local amenities, including a public house (Junction Inn), a car repair workshop (Boundary Car Care), takeaway outlets (Pinkeez, Pronto, King Chef), a convenience store (GoLocal), a beautician (Lauren May), a barbershop (Uppercut Barbers), a launderette, and a pet shop (Sutton Pets & Exotics). Additional services also include a post office and Lloyds Pharmacy.

2.24 Footways along this section of route 2 are generally in good condition and provided on both sides of the road, with street lighting along its length. Double yellow line restrictions along the western end of Junction Lane assist in maintaining footway visibility and reduce obstruction for active travel users. An image of this route is shown in **Figure 2.12.**

Figure 2.12: Junction Lane High Street

2.25 Route 2 continues westbound along Junction Lane and onto Peckers Hill Road, with continuous provision on both sides of the carriageway. Key junctions are supported by dropped kerbs with tactile paving and bollards are provided on Peckers Hill Road to deter parking on pedestrian routes, enhancing safety (**Figure 2.13**).

Figure 2.13: Peckers Hill Road - Pedestrian Bollards

2.26 Peckers Hill Road is approximately 7m in width and provides a signal-controlled pedestrian crossing located approximately 85m from the Junction Lane priority junction, as shown in **Figure 2.14.**

Figure 2.14: Peckers Hill Road - Pedestrian Crossing

2.27 Additional local amenities are also provided along Peckers Hill Road that include a fish and chip shop (Sutton Village Chippy), a Morrisons Daily (with Amazon counter) and a bakery (Waterfields).

2.28 Route 2 continues on footways along Peckers Hill Road before accessing Ellamsbridge Road, where the carriageway is approximately 7.3m wide. The footway at the Peckers Hill Road / Ellamsbridge Road junction is notably wide, supporting pedestrian movement and shown in **Figure 2.15**. This area remains largely residential in nature with mixed-use local amenities, contributing to lower traffic volumes and slower speeds.

Figure 2.15: Junction with Ellamsbridge Road from Peckers Hill Road

2.29 A bus stop is located along Ellamsbridge Road that is provided with a flagpole stand. Footways are provided on both sides of the carriageway on Ellamsbridge Road and are generally in good condition. Approximately 60mwest of the junction is a church, providing a place of worship for the community that is shown in **Figure 2.16**.

Figure 2.16: Ellamsbridge Road - Bus Stop and Church

2.30 Continuing along Ellamsbridge Road, footways allow 2 way pedestrian movements and include sections of guard railing to protect pedestrians from adjacent traffic as shown in **Figure 2.17**.

Figure 2.17: Ellamsbridge Road - Guard Railing

2.31 Route 2 continues from Ellamsbridge Road north along Goodban Street, which leads to Sutton Oak C Of E Primary School and features road signage and slow carriageway markings to encourage reduced vehicle speeds in the vicinity of the school. Footways are provided on both sides of the carriageway in this location and are generally in good condition, supported by street lighting, as illustrated in **Figure 2.18**.

Figure 2.18: Goodban Street - Signage and Road Markings

2.32 It should be noted that also shown in **Figure 2.18,** there is pavement parking evidently shown which narrows the existing footway width restricting movement for pedestrians. This

obstruction poses particular challenges for wheelchair users, people with pushchairs, and those with visual impairments, potentially forcing them into the carriageway to continue their journey.

2.33 Access to Sutton Oak C of E Primary School is shown in **Figure 2.19**. A separate pedestrian route leads into the school, featuring guard railing, dropped kerbs, and tactile paving. However, the tactile paving is incorrectly positioned and does not span the full width of the pedestrian desire line / misaligned with the actual crossing point. This may cause confusion or reduce effectiveness for visually impaired users, undermining the accessibility of the route.

2.34 The surrounding environment includes zig-zag parking restrictions, speed humps, and pedestrian bollards, which contribute to traffic calming and pupil safety. Nonetheless, the tactile paving is not aligned with the path towards the access and highlights a need for improved attention to inclusive design standards. Ensuring correct alignment and coverage of tactile surfaces is essential to support safe and independent navigation for all users.

Figure 2.19: Sutton Oak C Of E Primary School Access

2.35 Based on the ATR assessment, route 2 taken from the northern access point is considered to be a satisfactory route that supports active travel between the development site and key local destinations, facilitating active travel for future residents with some areas that have the potential to be improved as part of the scheme.

Route 3: Helena Road / Station Road / Monastery Road

2.36 ATR 3 from Access Point A runs to the northeast of the proposed development site. ATR 3 initially follows Helena Road before routing west onto Station Road. After approximately 600m, the route continues westbound along Monastery Road, providing access to a number of local amenities including St. Anne's Catholic Primary School. Route 3 benefits from continuous

footways and forms part of a broader network of local pedestrian links serving nearby residential areas and educational facilities.

2.37 As outlined in ATR 2, the route along Station Road begins with a temporary obstruction where the footway on the western side is currently blocked by construction pillars, the status and duration of which remain unclear. This obstruction affects only a short initial section of the route. Beyond this, approximately 30m from the start point, continuous footways are available on both sides of the carriageway. The footways in this location are in good condition with no notable trip hazards that are supported by street lighting, contributing to personal security.

2.38 Additionally, a pedestrian refuge island is located along this section to help movement across the road, this also includes a stairway access to St. Helen's Railway Station. The refuge island is shown in **Figure 2.20** and the stairwell access to the Railway Station is shown in **Figure 2.21.**

Figure 2.20: Station Road - Refuge Crossing Island

Figure 2.21: Station Road - St Helen's Junction Railway Station Stairwell Access

2.39 Continuing along route 3 from the pedestrian refuge island on Station Road, the route continues on a gentle incline, which levels out closer to the main access point for St. Helens Junction railway station. The footway leading to the station is currently protected by guard railing, enhancing pedestrian safety in this area. A dropped kerb with tactile paving is provided to assist with crossing over the station forecourt to continue along Station Road. The footway in this area is narrow which may impact pedestrian movement especially for those mobility impaired users, with areas of the tactile paving looking worn and cracked.

2.40 Continuing westbound along Station Road the route is mostly flat. A short section of the road after the St Helen's Junction Railway Station includes pedestrian bollards and double yellow line restrictions to deter nuisance parking in this location, as shown in **Figure 2.22.** The available footway distance between the bollards and house edge is a circa 1.4m wide which causes the footway to be narrower in width at this section and therefore has the potential to cause issues for certain users.

Figure 2.22: Station Road – Parking Bollards

2.41 Route 2 continues along Station Road that is predominantly residential and is lightly trafficked. A bus stop is located approximately 220m west (1 minute walk) from the Railway Station access that includes a shelter with timetable information and provides services for westbound passengers, as shown in **Figure 2.23.** There is no level access for pedestrians boarding the bus stop.

Figure 2.23: Station Road – Westbound Bus Shelter

2.42 In addition, to the bus stop along route 3, this section of the route provides access to several local amenities, including a public house (The Vulcan), a medical facility (Rainbow Medical

Centre) and a pharmacy (Rainbow Pharmacy). Double yellow line parking restrictions are in place outside the Medical Centre, helping to maintain visibility and reduce vehicular obstructions near the entrance. Footway access is available on both sides of the carriageway along this section and the footways are in good condition with level surfacing with street lighting, enhancing pedestrian safety and comfort as shown in **Figure 2.24.**

Figure 2.24: Rainbow Medical Centre

2.43 Travelling west from the Medical Centre, an eastbound bus stop is located approximately 10 metres away on Robins Lane. The stop consists of a standard flagpole with timetable information, but no shelter or seating provision. The proximity of this stop supports convenient multimodal connections for pedestrians travelling to and from the Medical Centre to the nearby residential areas through bus travel in the area.

2.44 Further west along route 3 there is an underpass connection with footways provided on both sides of the road. There is a bus stop near to the underpass but there is no level access for boarding at this stop. The bus stop location and underpass on Robins Lane is shown in **Figure 2.25.**

Figure 2.25: Robins Lane – Eastbound Bus Stop

2.45 As the route heads towards the underpass, the footway on both sides of the carriageway becomes narrow, which limits space for pedestrian movement. As a result of the narrow underpass width this may cause issues for active travel users and conflicts between cyclists and vehicles passing. An image underpass condition on Robins Lane is shown below in **Figure 2.26.**

Figure 2.26: Underpass on Robins Lane

2.46 Shortly after the underpass, there is a slight incline to Monastery Road, with continuous footways and an increased carriageway width of circa 6.4m. Footway are provided on both sides of the road in this location with street lighting, as shown in **Figure 2.27.**

Figure 2.27: Monastery Road

2.47 Monastery Road is predominantly residential along its length, which towards the end of the ATR includes access to a church, parish centre and a primary school. However, it should be noted that along a number of junctions serving the residential streets from Monastery Road the dropped kerbs are not provided with tactile paving.

2.48 Heading towards the church along the ATR there is a crossing point provided over the car park access that includes dropped kerbs at its junction but no tactile paving, as seen in **Figure 2.28.** Access to the parish centre of the church can be seen in **Figure 2.29.**

Figure 2.28: Monastery Road – St Anne & Blessed Dominic Church Access

Figure 2.29: Monastery Road – St Anne & Blessed Dominic Parish Centre Access

2.49 St. Anne's Catholic Primary School is located approximately 100mfrom the aforementioned church within a circa 1-minute walk time that pedestrians can access. The main pedestrian entrance is shown in **Figure 2.30.**

Figure 2.30: St Anne's Catholic Primary School Access

2.50 As shown within **Figure 2.30,** the area surrounding the school access point is subject to keep clear road markings, alongside signage indicating a no-stopping zone from Monday to Friday between 08:00 and 17:00. The school boundary is defined by a low brick wall, providing a clear visual edge to the site and reinforcing pedestrian safety along the footway.

2.51 ATR 3 taken from the northern access point is considered to be a good link to / from the development site that supports active travel users and would provide a connection to key local destinations for future residents.

Route 4: Robins Lane / Marshalls Cross Road / St Helens Hospital

2.52 ATR 4 begins at the northern Access Point A as a continuation of ATR 3, following Robins Lane westward toward Marshalls Cross Road. It provides access to key destinations including St Helens Hospital, Sutton Park, and Robins Lane Primary School. There is also access to a public house (The Red Lion) and a nursery (Early Learners Nursery – Sutton) located approximately 80m south of New Street, increasing the importance of high-quality pedestrian infrastructure in this area.

2.53 Along Robins Lane, there are seven bus stops, each with standard flagpole designs and timetable information. Footways are present on both sides of the carriageway and are generally in good condition, with no evident surface defects or obstructions.

2.54 However, footway widths vary significantly. The western footway is approximately 1.5m wide for most of the route, which falls below the 2m minimum recommended for accessible pedestrian infrastructure in residential areas (Inclusive Mobility, LTN 1/20). This may restrict movement for users with mobility aids, pushchairs, or those walking in pairs. In contrast, the eastern footway widens to around 3.3m, particularly near the Red Lion public house, offering

a more comfortable and accessible walking environment. This variation highlights the need for consistent infrastructure standards to ensure equitable access.

2.55 The carriageway is approximately 7m wide, supporting two-way traffic and subject to a 30mph speed limit, which aligns with the residential character and supports pedestrian safety but also provides a suitable environment for cyclists though there are no dedicated cycle lanes available. Key junctions along Route 4 include mostly dropped kerbs with no tactile paving and the route is predominantly straight and flat, supporting ease of movement.

2.56 In the area of the public house (The Red Lion) there is a pedestrian refuge island that includes dropped kerbs and tactile paving, as shown in **Figure 2.31.**

Figure 2.31: Robins Lane – The Red Lion Public House

2.57 Along route 4 from The Vulcan public house towards the mini-roundabout junction at Marshalls Cross Road, the route covers an approximate distance of 650m and equates to a walking time of around 8 minutes at an average pace. The route is predominantly flat and benefits from footways on both sides of the carriageway, which are wide and in good condition along its length.

2.58 Along this section of the route, pedestrians can also access Sutton Park, which offers an off-road recreational walking and cycling route connecting to the residential area near Marina Avenue and Marshalls Cross Road. This contributes positively to the active travel environment. The footway near the park entrance appears to be wide and present on both sides of the access point, as illustrated in **Figure 2.32.**

Figure 2.32: Sutton Park Access

2.59 Further west along Robins Lane, a signalised pedestrian crossing is provided to assist safe pedestrian movement across the carriageway. This facility enhances connectivity between residential areas and local amenities and is shown in **Figure 2.33.**

Figure 2.33: Robins Lane - Pedestrian Signal Crossing

2.60 At the mini-roundabout junction with Marshalls Cross Road, guard railing is provided to guide pedestrian movement. Pedestrian refuge islands are also present to support staged crossing of the carriageways. However, the condition of the railings appears to be damaged and in need of repair, as illustrated in **Figure 2.34.**

Figure 2.34: Robins Lane / Marshalls Cross Road Mini Roundabout Junction

2.61 Shortly after joining Robins Lane towards Marshalls Cross Road, ATR 4 passes a designated bus stop located within its own lay-by, minimising disruption to through traffic. This area also features a local convenience store (AKL Convenience Store).

2.62 The route along Marshalls Cross Road is subject to double yellow line parking restrictions along the western section, helping to maintain visibility and reduce pedestrian-vehicle conflict close to the commercial units and bus stop. However, a short section of the eastern end of the road, fronted by residential dwellings, is not subject to restrictions. Parking restrictions resume shortly after this and continue westward, eventually extending to both sides of the carriageway as the route approaches St. Helens Hospital. The staggered pattern of parking controls is consistent with changes in adjacent land use and access requirements. An example of the parking restrictions in place on Marshalls Cross Road are shown in **Figure 2.35.**

Figure 2.35: Marshalls Cross Road – Parking Restrictions

2.63 Footways are provided on both sides of Marshalls Cross Road with no major defects supporting accessibility for a range of users. The route is also street lit throughout, enhancing safety during low-light conditions. Access to St. Helens Hospital is available directly from Marshalls Cross Road, as shown in **Figure 2.36**. This figure also illustrates the hospital's adjacent bus stop, which includes a shelter, seating, and timetable information, supporting comfortable and convenient public transport access for pedestrians in this location.

Figure 2.36: St Helen's Hospital - Pedestrian Access

2.64 Therefore, ATR 4 from the Point A access is considered to be a potential accessible option if upgraded, to supports active travel between the development site and key local destinations for future residents.

Route 5: B5204 Reginald Road (Westbound)

2.65 ATR 5 routes from Access Point A to the northeast of the site access, travelling west along the B5204 Reginald Road, and runs to a double mini-roundabout junction with Leach Lane.

2.66 Along Reginald Road, footways are provided on both sides of the carriageway that are generally in good condition, with no notable surface issues. As the route progresses westwards, the footway on the northern side of the carriageway is separated from the road by a grass verge, providing additional comfort and safety for pedestrian usage. The refuge island and footway verge as noted earlier in ATR1 is again shown in **Figure 2.37.**

Figure 2.37: B5204 Reginald Road (Westbound)

2.67 Further west on the A5204 Reginald Road, a bus stop is located on the northern side of the carriageway that comprises a flagpole with timetable information and is set within a layby, minimising disruption to traffic. Adjacent to the bus stop is a pedestrian refuge island to assist with crossing movements over the carriageway. Bollards are also provided in this section to prevent parking on the footway and enhancing pedestrian safety. These features are illustrated in **Figure 2.38.**

Figure 2.38: B5204 Reginald Road - Refuge Island Crossing

2.68 Route 5 remains generally flat along its length and continues for approximately 700m (around a 10-minute walk) up to the junction with Abbotsfield Road. Beyond this point, the footway continues on the northern side of the carriageway only for approximately 100m, as shown in **Figure 2.39**.

Figure 2.39: B5204 Reginald Road - Single Footway Continuation

2.69 Continuing westbound, there is a very gradual decline in gradient approaching a double mini-roundabout junction with Leach Lane. The footway remains in good condition and benefits from street lighting along this section with the carriageway approximately 10m in width. At this

junction, pedestrian refuge islands are provided to support safe crossing movements, as illustrated in **Figure 2.40.**

Figure 2.40: B5204 Reginald Road / Leach Lane - Double Mini-Roundabout Junction

2.70 There are no key amenities located directly along ATR 5 aside from the bus stops; however, the route taken from the Point A access is considered a potentially desirable and accessible option for pedestrians to utilise. It offers infrastructure between the development site and local destinations, facilitating a sustainable travel opportunity for future residents.

Route 6: B5204 Bold Road (Eastbound)

2.71 ATR 6 runs from Access Point A to the northeast, travelling east from the B5204 Bold Road onto a section of the B5204 Travers' Entry. Along this route, there is access to a Public Right of Way (PRoW) which connects pedestrians to the local recreational woodland area of Bold Moss Wood and the Bold Well Nature Reserve. Initially the route is subject to a 30mph speed limit and includes street lit footways on both sides of the carriageway that are generally in good condition. A grass verge is present along the eastern side of the B5204 Bold Road with the carriageway width approximately 10m.

2.72 Additionally, a pedestrian refuge island is located less than 100m from the starting point of the route providing enhanced crossing opportunities, with two bus stops located in this area with a flagpole stand and timetable information in both directions. An image of the route from along the B5204 Bold Road is shown in **Figure 2.41.**

Figure 2.41: B5204 Bold Road (Eastbound)

2.73 Approximately 215m east of the ATR 6 starting point, the speed limit increases from 30mph to 40mph. Footways continue to be provided on both sides of the carriageway; however, the grass verge separating the footway from the carriageway gradually tapers off as the road approaches the Public Right of Way (PRoW) access point. The entrance to the PRoW is shown in **Figure 2.42.** A high-level overview of the PRoW surfacing indicates it is in good condition and suitable for active travel users.

Figure 2.42: B5204 Bold Road - PRoW Access

2.74 It is therefore considered that ATR 6 could provide active travel for future residents from the development site as an eastbound connection.

3.0 Access Point B (west): Active Travel Route Assessment

Route 1: Clockface Road towards Gartons Lane / B5419 Jubits Lane

3.1 ATR 1 running from Access Point B runs from the western boundary of the site from Clockface Road, heading onto Gartons Lane and travelling west for approximately 950m (12-minute journey on foot), before reaching a priority-controlled junction with the B5419 Jubits Lane. From this junction, the B5419 Jubits Lane provides access to a small retail area which includes access to various amenities for future residents.

3.2 ATR 1 from Clockface Road includes street lit footways on both sides of the carriageway that are of good condition, with no notable defects. A pedestrian refuge island is provided south of a mini roundabout junction on Clock Face Road to facilitate movements across the carriageway. The Clock Face Road / Gartons Lane mini roundabout junction is shown in **Figure 3.1.**

Figure 3.1: Clockface Road / Gartons Lane – Mini Roundabout Junction

3.3 ATR 1 routes onto Gartons Lane where a bus stop is provided less than 50m west of the mini-roundabout junction on Clock Face Road that provides a shelter, seating, and timetable information. A wide footway is located on the western side of the carriageway on Gartons Lane, although footways are present on both sides of the road together with street lighting along its length. The location of the bus stop is shown in **Figure 3.2.**

Figure 3.2: Gartons Lane

3.4 Continuing westbound from the bus stop, the route remains predominantly flat with a slight bend in the carriageway. Footway conditions continue to be good in this section of the route

and the area is largely residential, contributing to low traffic volumes and reduced vehicle speeds. Along this section of Gartons Lane, there is access to a local takeaway (Wong's Chinese Takeaway).

3.5 The remainder of the route provides access to six additional bus stops along its length, comprising a combination of flagpole stands and shelters equipped with timetable information, supporting multi-modal travel options. The route continues to be flat and benefits from street-lit footways on both sides of the carriageway, offering a safe and comfortable environment for pedestrians on Gartons Lane. Traffic levels along the route are generally low due to the surrounding residential character, enhancing the suitability of the route for walking and cycling purposes.

3.6 Additionally, there is a convenience store (Premier) located approximately 550m west of the junction with Clock Face Road, providing an opportunity for local trips. The frontage of the store is shown in **Figure 3.3.** Further west from this location there is also access to St. Michaels and All Angels place of worship, as well as a Martial Arts Academy.

Figure 3.3: Gartons Lane – Convenience Store

3.7 Approximately 200m west of the convenience store, Saint Theresa's Catholic Primary School can be accessed via Cannon Street. The route along Cannon Street to the school is supported by footways on both sides of the carriageway and is subject to a 20mph speed limit, contributing to a safer pedestrian environment, particularly for pupils and families walking to and from the school. An image of the Cannon Street junction is shown in **Figure 3.4.**

Figure 3.4: Gartons Lane - Cannon Street Junction

3.8 At end of Gartons Lane and the junction with Jubits Lane, Ash Meadow School is located on the corner plot provided with guard railings around the school frontage to ensure and enhance safety for pedestrians at the junction. A designated cycle lane runs along the frontage of the school, supporting active travel and providing safer conditions for cyclists travelling through this section of the route. The area that makes up the school frontage, the cycle lane and the footway conditions in this location are shown in **Figure 3.5.**

Figure 3.5: Ash Meadow School

3.9 Continuing west of Jubits Lane, a dedicated and segregated cycle lane continues along the carriageway promoting safe cycling provision. The cycle lane runs for the majority of the B5419 Jubits Lane, providing access to the Four Acre Lane shopping park and associated amenities.

3.10 Footways are provided on both sides of Jubits Lane, supported by street lighting, ensuring good visibility and a safe walking environment during hours of darkness. The road is subject to a 30mph speed limit with the carriageway measuring approximately 7.7m in width, accommodating both vehicular and active travel modes comfortably. An extract of this section of the route is provided in **Figure 3.6.**

Figure 3.6: Jubits Lane

3.11 An approximate 260m north of the junction with Gartons Lane / Jubits Lane, ATR 1 provides access to the Church of Jesus Christ of Latter-day Saints. Outside of the church there is a signalised crossing as shown in **Figure 3.7.**

Figure 3.7: Jubits Lane - The Church of Jesus Christ of Latter-day Saints

3.12 Access to the Four Acre Lane shopping centre is illustrated in **Figure 3.8**. The shopping centre is conveniently located within walking and cycling distance of the site and offers a range of local amenities. These include Chester Lane Library, Heron Foods, Four Acre Chemist Pharmacy, Waterfields Bakery, Morrisons Daily convenience store, an ATM, an InPost locker, a café, and a fish and chip bar. The presence of these amenities within a short distance encourages sustainable travel behaviour by reducing the need for car trips and supporting everyday needs through active modes to / from the site.

Figure 3.8: Access to Four Acre Lane Shopping Centre

3.13 Therefore, ATR 1 from the western access Point B is considered to be a potential route for future residents and an accessible option that could support active travel between the development site and key local destinations.

Route 2: B5419 Chester Lane / A559 Marshalls Cross Road / Elton Head Road

3.14 ATR 2 continues directly on from ATR 1, heading northbound from the Four Acre Lane Shopping Centre.

3.15 Footways are present on both sides of the carriageway along the B5419 Chester Lane and are adequately street lit, providing a safe and accessible environment for pedestrians. The speed limit continues to be restricted to 30mph, supporting a calmer traffic environment and a segregated cycle lane continues to run adjacent to the footway on the eastern side of the carriageway, offering off road provision for cyclists. An inset of the B5419 Chester Lane is shown in **Figure 3.9.**

Figure 3.9: B5419 Chester Lane

3.16 Travelling north, at the junction with Four Acre Lane there are signalised pedestrian crossings to aid movement across the road, as shown in **Figure 3.10.**

Figure 3.10: B5419 Chester Lane – Signalised Crossing

3.17 Beyond this junction, the carriageway continues on a relatively straight alignment with the cycle lane remaining continuing uninterrupted up to the junction with Marshalls Cross Road / Clock Face Road. For the majority of this section, the cycle lane is physically segregated from

vehicular traffic by bollards, enhancing both cyclist safety and visibility as shown in **Figure 3.11**.

3.18 This part of the route also offers pedestrian access to the Brick Fields Red Quary, located approximately 200m from the Four Acre Lane Shopping Centre and equivalent to a two-minute walk time.

Figure 3.11: B5419 Chester Lane

3.19 Continuing northbound, route 2 provides access to Small Wonders Day Care Nursery and the Kingdom Hall of Jehovah's Witnesses. Access to the nursery is shown in **Figure 3.12** below, that features dropped kerbs and tactile paving to support inclusive accessibility. Street-lit footways remain present on both sides of the carriageway in this section and all pedestrian surfaces are in good condition, with no major defects or obstructions observed.

Figure 3.12: Small Wonders Day Care Nursery

3.20 Approximately 100m from the nursery and continuing northbound route 2 arrives at the CYCLOPS (Cycle Optimised Protected Signals) junction of Marshalls Cross Road and Clock Face Road. The CYCLOPS prioritises the safety of pedestrians and cyclists and will facilitate movements between the site and the Lea Green Station as well as journeys north towards St Helens Town Centre, as illustrated in **Figure 3.13.**

Figure 3.13: CYCLOPS Junction - Marshalls Cross Road and Clock Face Road

3.21 A formal pedestrian access to the station is shown in **Figure 3.14**. A bus stop, equipped with a flagpole-style stand, is located directly outside this pedestrian access point, offering multi-modal interchange potential. An additional bus stop can also be accessed on the opposite side of Marshalls Cross Road for southbound journeys.

Figure 3.14: Marshalls Cross Road – Access to Lea Green Station

3.22 Heading north for approximately 120m beyond the pedestrian access and bus stop at Lea Green Station the junction continues with wide footway provision, alongside which there is a signalised pedestrian staggered crossing, protected by guard railing. This is shown in **Figure 3.15.**

Figure 3.15: B5204 Elton Head Road Junction

3.23 Wide, street-lit footways are provided on both sides of the carriageway approaching Sutton Academy, all of which are in good condition and free from obstructions, as shown in **Figure**

3.16. The route along the B5204 Elton Head Road includes multiple signalised pedestrian crossings, enhancing pedestrian safety and connectivity along its length.

Figure 3.16: The Sutton Academy

3.24 Road markings are provided in the vicinity of the crossing points to enforce parking restrictions and maintain visibility. Adjacent to the school, there are two bus stops serving eastbound and westbound travel each of which comprise a flagpole stop with timetable information.

3.25 ATR 2 from the west of the site this provides access to Sutton Leisure Centre, that is located approximately 100m from The Sutton Academy. The pedestrian access point to the leisure centre has been shown in **Figure 3.17** below.

Figure 3.17: Sutton Leisure Centre Pedestrian Access

3.26 ATR 2 taken from the Point B access to the west of the development site is therefore considered to be an accessible route that supports active travel between the development site and key local destinations along its length.

Route 3: A569 Clockface Road (Northbound) / Leach Lane / Mill Brow / B5204 Mill Lane / New Street / Eaves Lane

3.27 ATR 3 starts from the western access point (Point B) along the A569 Clock Face Road. ATR 3 routes north for approximately 280m to the junction with Leach Lane and continues for a further 550m in a north-easterly direction towards Sutton Mill Brook and crosses a pedestrian bridge onto Mill Brow. From there, the route continues along the B5204 Mill Lane, routes via New Street and concludes at Eaves Lane.

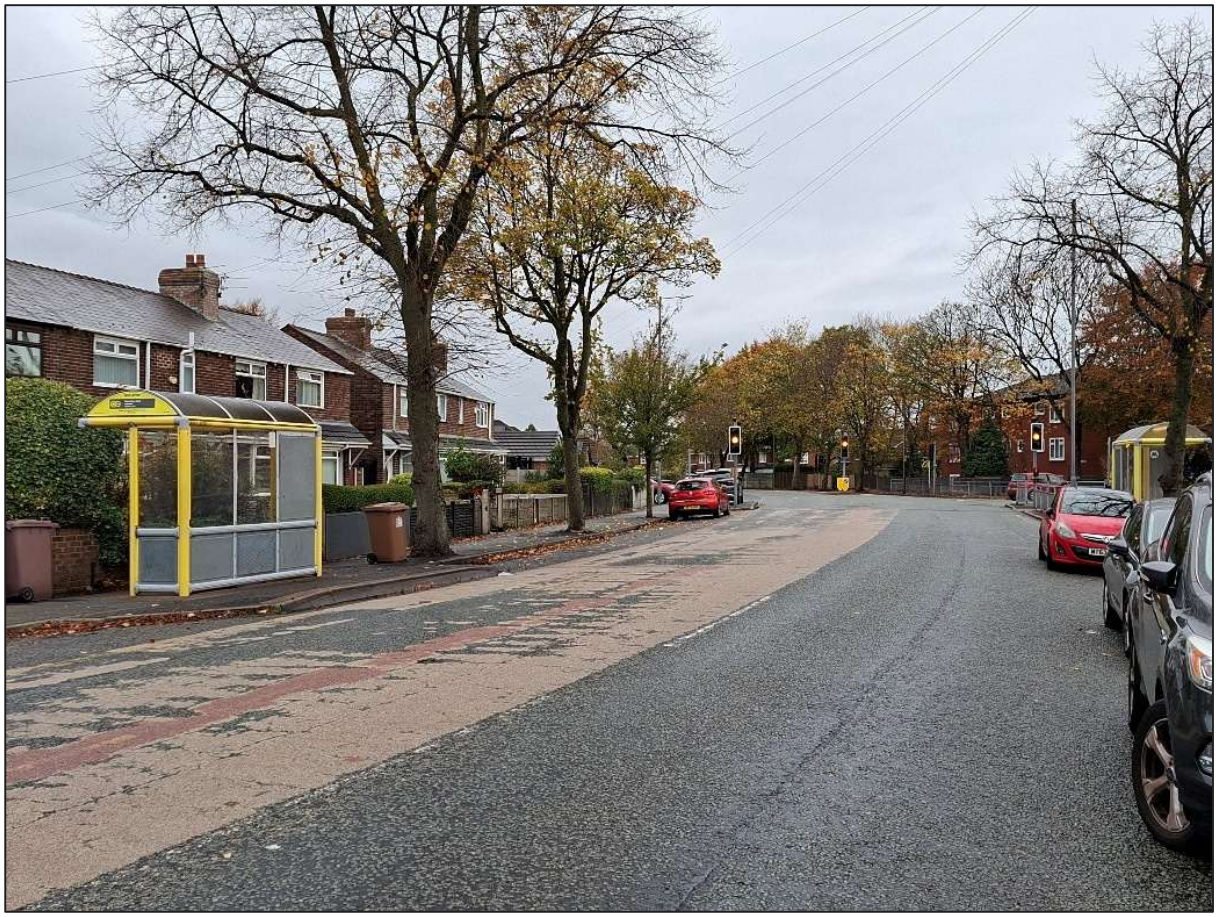
3.28 ATR 3 provides direct access to several key local facilities that have the potential to support daily active travel needs in the vicinity of the development site. This includes Willow Tree Primary School and Sherdley Primary School, both of which attract significant pedestrian activity during peak school hours. Other community assets served by this route include the Sutton Team Ministry Parish Office, St Nicholas Church, Sea Breeze Fish Bar, Premier Convenience Store, The Millhouse pub and various public transport connections. The concentration of these destinations makes ATR 3 a vital travel corridor for both utility and community walking trips to and from the development site.

3.29 Between the site and Leach Lane, the ATR 3 benefits from street-lit footways on both sides of the carriageway that are generally in good condition and wide enough to accommodate two-

way pedestrian flows. This section of the ATR 3 is relatively flat and residential, enhancing accessibility for users of all ages and abilities. The A569 operates under a 30mph speed limit, with a carriageway width of approximately 10m with moderate traffic volumes, typical of a suburban distributor road.

3.30 Public transport is well-integrated along this section of ATR3 with an eastbound bus stop located 110m from the start of the route. A further 240m north of this point, there are two additional bus stops provided with shelters, seating and timetable displays in both directions **(see Figure 3.18**).

Figure 3.18: A569 Clock Face Road (bus stops)



3.31 Shortly beyond the bus stops, the route intersects with the signal-controlled junction at Leach Lane. Pedestrian crossings with tactile paving and dropped kerbs provided on all arms of the junction (see **Figure 3.19**).

Figure 3.19: A569 Clock Face Road / Leach Lane

3.32 Approaching Willow Tree Avenue from Leach Lane, school safety features become prominent. 'SLOW' markings and school zone warning signs are in place to reduce vehicle speeds, with footways provided on both sides that are in generally good condition and are wide enough to accommodate all users that could include pram walkers, wheelchairs, and groups of children.

3.33 Further along Leach Lane, pedestrian infrastructure remains strong with raised speed humps and traffic calming measures (markings and signage) occurring at regular intervals. Well-maintained footways are present on both sides of the carriageway in this location (see **Figure 3.20**).

Figure 3.20: Leach Lane – Signage and Road Markings

3.34 Access to the Sherdley Primary School campus is supported by guard railings, zig-zag markings, bollards and raised surfaces, aiding to minimise potential pedestrian vehicle conflicts. Bus stops in the vicinity also include shelters, seating and timetable information. Tactile paving and pedestrian signage near the schools also further support safety and accessible movements.

3.35 The access route to Willow Tree Primary School branches off via Willow Tree Avenue with guard railings provided at the approach to the junction to separate pedestrians from vehicular traffic (see **Figure 3.21**).

Figure 3.21: Leach Lane / Willow Tree Avenue

3.36 Continuing along Leach Lane, additional speed cushions are provided to control vehicle speeds in this location (see **Figure 3.22**).

Figure 3.22: Leach Lane

3.37 The remainder of Leach Lane is predominately residential in nature with street-lit, well-maintained footways along both sides. The route is generally flat, and several bus stops can be accessed that feature a mix of flagpoles and shelters with timetable information provided

(see **Figure 3.23**). The footways leading to each bus stop are substandard and pedestrians will likely need to use the driveway dropped kerbs to access these stops which creates conflict with vehicles.

Figure 3.23: Leach Lane

3.38 As Leach Lane descends toward Sutton Mill Dam, street-lit footways continue on both sides of the carriageway to facilitate pedestrian movements (see **Figure 3.24**).

Figure 3.24: Leach Lane

3.39 ATR 3 connects to a footpath after approximately 550m, that leads to Mill Brow. This footpath crosses Sutton Mill Dam, is reasonably flat in gradient and includes a small green space suitable for recreational purposes. The access to this route is shown in **Figure 3.25**).

Figure 3.25: Sutton Mill Brook Pedestrian Access Route

3.40 As shown in **Figure 3.25,** at the access there are barriers at the gateway that could potentially restrict access for mobility scooter users and those with buggies. The footway itself within the route is approximately 3m wide which is suitable for both cyclists and pedestrians.

3.41 The pedestrian route at the end of Sutton Mill Brook footpath that provides access to Mill Brow is shown in **Figure 3.26**.

Figure 3.26: Sutton Mill Brook Pedestrian Route

North of Mill Brow ATR 3 joins the B5204 Mill Lane where footways are provided on both sides of the carriageway that are street-lit and in generally good condition. The carriageway width is approximately 6.6m wide in this location and is subject to a 30mph speed limit. The Millhouse public house is located approximately 80m from the Mill Brow junction (see **Figure 3.27).**

Figure 3.27: B5204 Mill Lane – Pub (The Millhouse)

3.42 As shown in **Figure 3.27**, footways remain in a generally good condition with parking restrictions in place along the frontages of the pub and the Premier convenience store to

ensure vehicle / pedestrian conflicts are avoided. The convenience store is shown in **Figure 3.28.**

Figure 3.28: B5204 Mill Lane – Convenience Store (Premier)

3.43 Approximately 130m west of the convenience store, a pedestrian access route to Sherdley Primary School is provided (see **Figure 3.29**).

Figure 3.29: Sherdley Primary School Pedestrian Access Point

3.44 As shown within **Figure 3.29,** the school frontage is supported by zig-zag markings and parking bollards to deter parking, with footways in good working condition and dropped kerbs at the junction with New Street.

3.45 Approximately 50m north along New Street, there are both northbound and southbound bus stops with adult and children / school pedestrian signage. The bus stops in this location include tactile paving and dropped kerbs nearby to ensure safe road crossings (see **Figure 3.30**).

Figure 3.30: New Street - Bus Stops and Signage

3.46 A secondary school access point is located further along New Street, that is also provided with zig-zag markings and double yellow lines that extend for approximately 60m (see **Figure 3.31**).

Figure 3.31: New Street – Sherdley Primary School Secondary Access

3.47 Approximately 150m north of Mill Brow, New Street crosses a railway bridge with a dedicated pedestrian walkway that is segregated from traffic. This enhances safety and comfort along the route, especially for school children and those accessing local amenities in the area (see **Figure 3.32).**

Figure 3.32: New Street – Pedestrian Access to Footbridge

3.48 Immediately beyond the bridge, there is also a pedestrian access provided to St Nicholas Church and its cemetery (see **Figure 3.33**).

Figure 3.33: St Nicholas Church Pedestrian Access

3.49 Approximately 100m further north along ATR 3, a bus stop is provided with a shelter, seating, and timetable information. Footways remain well-maintained on both sides of the carriageway (see **Figure 3.34**).

Figure 3.34: New Street – Bus Shelter

3.50 Routing along Eaves Lane, ATR 3 includes speed calming cushions at regular intervals and is predominately subject to a speed limit of 30mph (see **Figure 3.35**).

Figure 3.35: Eaves Lane

3.51 On approach to Eaves Primary School and approximately 80m west of Eaves Lane, enhanced safety features are provided that include raised surfacing, parking bollards, zig-zag markings, and single yellow lines to discourage inappropriate parking during school hours (see **Figure 3.36**).

Figure 3.36: Eaves Lane – Eaves Primary School

3.52 A separate / alternative pedestrian access to Eaves Primary School can also be taken from Eaves Lane and is protected by parking bollards (see **Figure 3.37**).

Figure 3.37: Eaves Lane – Eaves Primary School Pedestrian Access

3.53 As detailed above ATR 3 that runs from the west of the development site provides access to a number of local amenities and is an accessible route that supports active travel journeys connections to and from the site subject to potential improvements. ATR 3 connects the development to key local destinations, including schools, public transport nodes, and community assets. The route is flat, well-lit, and features comprehensive pedestrian infrastructure, making it suitable for everyday walking and cycling trips for future residents of the site.

Route 4: A569 Clock Face Road Northbound towards Aldi Supermarket

3.54 ATR 4 connects to ATR3 previously discussed and continues northbound along the A569 Clock Face Road, leading towards the Aldi supermarket situated on the eastern side of the carriageway and lies approximately 600m from the western active travel access point of the development site.

3.55 After travelling through the junction with Leach Lane, the A569 Clock Face Road is subject to a 30mph speed limit, is generally flat and benefits from wide, well-lit footways on both sides that appear to be in good condition, with no evident major defects.

3.56 Pedestrian movements across the A569 Clock Face Road are facilitated by a refuge island that is supported by dropped kerbs and tactile paving. An image showing this portion of ATR 4 has been provided in **Figure 3.38.**

Figure 3.38: A569 Clock Face Road Northbound

3.57 ATR 4 maintains a consistent standard for approximately 450m northwest of its starting point. Dropped kerbs continue to support safe crossing points along this section and the footways remain wide, unobstructed, and free from maintenance issues. Street clutter is minimal, and trees are positioned at the outer edge of the footway, ensuring clear walking lines, as illustrated in **Figure 3.39.**

Figure 3.39: A569 Clock Face Road Northbound Continuation (170m from Aldi)

3.58 As the end of ATR 4 approaches the gradient remains flat and with no notable changes in gradient. Access to the Aldi supermarket on Clock Face Road is supported by dropped kerbs, tactile paving and a pedestrian refuge island at site access junction to aid pedestrian movement. A bus stop is also located nearby, increasing multimodal access to the supermarket (See **Figure 3.40)**.

Figure 3.40: A569 Clock Face Road - Aldi Car Access Junction

3.59 Further north of **Figure 3.40** an additional access point is also provided to the supermarket. The footway in this location is protected by guard railing with a signal-controlled pedestrian crossing in place, supporting safe and direct pedestrian movement as shown in **Figure 3.41.**

Figure 3.41: A569 Clock Face Road - Aldi Frontage

3.60 The walking distance to the supermarket is approximately 650 metres from the western access to the development, equating to a circa 9-minute journey on foot.

Route 5: A569 Clock Face Road (Southbound) and Gorsey Lane

3.61 ATR 5 begins from the western access point B of the development site and initially follows part of ATR 1, but routes further south along the A569 Clock Face Road. Key destinations along this route include Little Angels Nursery, the Post Office, local bus stops, and a connection to Clock Face Country Park via a Public Right of Way (PRoW).

3.62 Heading south on the A569 Clock Face Road, ATR 5 features street-lit footways on both sides of the carriageway, including through the mini-roundabout junction with Gartons Lane. The footways are in generally good condition, free from defects, the carriageway width is approximately 7m and the route is subject to a 30mph speed limit. This is suitable for cyclists using the road even without cyclist provision.

3.63 A pedestrian refuge island is provided towards the start of ATR5 that supports safe crossing movements over the A569 Clock Face Road.

3.64 After approximately 85m (1-minute walk time) ATR 5 arrives at a small retail area featuring a food takeaway (Mama Pizza), barbershop (Barry's), and café (ClockKitchen) as shown in **Figure 3.42**. This concentration of amenities provides pedestrians with access to everyday destinations within a short walking distance of the site.

Figure 3.42: A569 Clock Face Road – Retail Area

3.65 **Figure 3.42** also shows vehicles parked directly on the frontage of shops, which creates conflict points between pedestrians and vehicles. This arrangement can obstruct sightlines, reduce available footway space and force pedestrians particularly those with mobility aids or

pushchairs into the carriageway. Such conditions undermine pedestrian safety and comfort, especially in areas with higher footfall.

3.66 Continuing for approximately 140m south along the A569 Clock Face Road, ATR5 provides access to the Little Angels Nursery and the Clock Face Post Office which also offers an Evri parcel drop-off service. The nursery and post office are located on opposite sides of the road, with a crossing point facilitated by dropped kerbs (as seen in **Figure 3.43**).

Figure 3.43: A569 Clockface Road – Little Angels Nursery

3.67 As shown within **Figure 3.43** there are double yellow line restrictions provided at a number of key junctions along ATR5 to control parking, a section of the route is shown in **Figure 3.44.**

Figure 3.44: A569 Clockface Road – Double Yellow Line Parking Restrictions

3.68 From the Post Office, ATR5 continues for approximately 200m (3-minute walk) to a convenience store (Go Local), as shown in **Figure 3.45**. Along this stretch, the footways remain present on both sides of the carriageway, free from notable defects, and are fully street-lit, supporting safe and comfortable pedestrian movement. The surrounding area is predominantly residential providing a clear and unobstructed walking environment.

Figure 3.45: A569 Clockface Road – Go Local Convenience Store

3.69 ATR5 continues to run towards the A569 Clock Face Road / Gorsey Lane junction, along continuous footways that are provided and includes dropped kerbs with tactile paving at a

number of key junctions across Hall Street and Lindsay Street. Pedestrian refuge islands are also present on both the A569 Clock Face Road and on the approach to Gorsey Lane, as shown in **Figure 3.46.**

Figure 3.46: A569 Clockface Road / Gorsey Lane Access

3.70 Upon entering Gorsey Lane the road is subject to a 30mph speed limit, footways are provided on both sides of the road that are in good working condition and support safe pedestrian movements, with the surrounding area predominantly residential contributing to a low-traffic, walkable environment. A bus stop is provided in this section of Gorsey Lane that is marked by a flagpole stand and traffic calming road markings are present near the bus stop to encourage lower vehicle speeds and improve safety for pedestrians, as shown in **Figure 3.47**.

Figure 3.47: Gorsey Lane – Road Markings

3.71 Gorsey Lane does not include any dedicated cycling infrastructure. However, the carriageway is approximately 6.3m wide. While this width may be sufficient for mixed traffic, the absence of marked cycle lanes or signage may reduce comfort and safety for less confident cyclists. Introducing formal cycling provisions could enhance the route's suitability for active travel.

3.72 Gorsey Lane continues eastbound from the bus stop for approximately 130m and reaches a PRoW connection that provides access to Clock Face Country Park, as shown in **Figure 3.48.**

Figure 3.48: Gorsey Lane - Public Right of Way Access

4.0 Access Point C (east): Active Travel Route Assessment

Route 1: Neills Road / Gorsey Lane / Joy Lane

4.1 ATR 1 is taken from the southeast access point C of the site and begins at Neills Road. ATR 1 covers around 2km in length and passes through Gorsey Lane and Joy Lane, the latter of which is a PRoW link.

4.2 ATR 1 starts along Neills Road and heads southbound. The speed limit along this section is 40mph, and the road is approximately 6.8m wide. The section of Neills road with footways is shown in **Figure 4.1**, while **Figure 4.2** shows Neills Road to the south where no footways are provided. The route is generally flat, with no surfacing issues on either the road or the remaining footways.

Figure 4.1: Neills Road

Figure 4.2: Neills Road

4.3 At its southern end Neills Road forms a priority junction with Gorsey Lane. Continuing eastbound on ATR1 along Gorsey Lane, footways remain absent on both sides of the carriageway with a speed limit of 40mph. This section is shown in **Figure 4.3.**

Figure 4.3: Gorsey Lane - Eastbound

4.4 ATR1 continues eastbound for approximately 500m along Gorsey Lane. However, this section is not considered suitable for pedestrian journeys at present due to several safety concerns. The road lacks street-lit footways on both sides, leaving pedestrians with no dedicated walking space and potentially forcing them into the carriageway, which is unsafe - particularly during low-light conditions.

4.5 The carriageway is approximately 4.9m wide, which is below the recommended width for safe shared use between vehicles and cyclists. While there is no dedicated cycling infrastructure, the road may accommodate cyclists in mixed traffic, though this may not be comfortable or safe for less confident riders.

4.6 Visibility along this stretch is limited, and vehicle speeds are relatively high, further reducing the suitability of the route for active travel. ATR1 does provide access to a bus stop for westbound services at the Gorsey Lane / Joy Lane junction, marked by a flagpole and timetable information (**Figure 4.4**), but the surrounding pedestrian environment does not meet minimum standards for accessibility or safety.

Figure 4.4: Gorsey Lane – Bus Stop

4.7 ATR1 continues south along Joy Lane, as shown in **Figure 4.5**. This route is predominantly rural and is therefore lightly trafficked, leading to a farm and fishery and safe for pedestrian / cyclist usage. Joy Lane is also a designated PRoW, however in terms of suitability for cycling the surface would not be considered suitable in its current form.

Figure 4.5: Joy Lane

4.8 Joy Lane runs southeast bound for approximately 3km (a 10-minute cycle time) towards Omega Business Park and further beyond to Warrington, providing a connection for future

residents at the site to access large employment / retail opportunities. The route currently lacks any formal paving and there is potential to re-surface this route to accommodate active travel, as shown in **Figure 4.6.**

Figure 4.6: Joy Lane

4.9 Therefore, while ATR 1 taken from the eastern Point C access is not considered entirely desirable for users due to the absence of footways and rural conditions, it does provide a direct connection to a key employment area at Omega Business Park. As such, it remains a potential route that could be improved to encourage active travel between the development site and important local destinations, facilitating sustainable travel options for future residents.

5.0 Access Point C (Southeast): Active Travel Route Assessment

5.1 Route 2: Neills Road / Gorsey Lane ATR 2 is taken from the southeast access point C of the site and begins at Neills Road, similar to ATR 1. It covers travel along Gorsey Lane towards Clock Face Road.

5.2 Shortly after leaving Neills Road, Gorsey Lane features a footway along the western side of the carriageway. This footway is approximately 1.4m wide, includes street lighting, and is in reasonable condition with no notable defects. The location of the footway is shown in **Figure 5.1.**

Figure 5.1: Gorsey Lane Western Footway

5.3 Gorsey Lane is subject to a 40mph speed limit and has a carriageway width of approximately 4.9m. There is no dedicated cycling infrastructure along this route and is therefore deemed only suitable for experienced cyclists.

5.4 Approximately 420m west of the Gorsey Lane junction with Neills Road, a junction is formed with Hall Lane. This footway includes a dropped kerb but lacks tactile paving. The junction is shown in **Figure 5.2.**

Figure 5.2: Gorsey Lane Junction

5.5 The western footway continues for approximately 240m west of the Hall Lane junction, where for a short period a footway is provided on both sides of the carriageway, before reverting to the western side only. There are no dedicated crossing points where the footway switches

sides, and no pedestrian infrastructure such as dropped kerbs or tactile paving to support safe crossing in this location.

5.6 As the route approaches Clock Face Country Park, footways are present on both sides of the road. The footway widens near the Frenchfields Crescent access to approximately 2m, as shown in **Figure 5.3.**

Figure 5.3: Gorsey Lane/ Frenchfields Crescent

5.7 In addition to the widened footway, there is a pedestrian refuge island with dropped kerbs and tactile paving provided along Gorsey Lane, as shown in **Figure 5.4.**

Figure 5.4: Gorsey Lane Refuge Island

5.8 Approximately 60m west of the crossing point mentioned above, the route leads to the Clock Face Country Park car park access as shown in **Figure 5.5**. Notably, there is no dedicated pedestrian infrastructure in this area aside from signage indicating a pedestrian entrance.

Figure 5.5: Clock Face Park Entrance

5.9 The remainder of the route continuing westbound features a footway on the western side of the carriageway only. The road width increases to approximately 5.8m in this section, and the 40mph speed limit remains in effect resulting in sections of the route being intimidating for pedestrians travelling on the footways as a result of traffic.

5.10 As the route approaches Clock Face Road, the speed limit reduces to 30mph and the area becomes predominantly residential in nature. Street-lit footways are present on both sides of the road and there is access to a bus stop near James Street, as shown **in Figure 5.6.**

Figure 5.6: Gorsey Lane Approach to Clock Face Road

5.11 Also shown in **Figure 5.6**, the absence of parking restrictions may lead to nuisance parking as shown in the image, which could obstruct pedestrian movement. Additionally, there are no level access points to the bus stop and pedestrians will have to resort to using the dropped kerbs by the junction.