St Helens Council

SUSTAINABLE TRANSPORT IMPACT ASSESSMENT REPORT

St Helens Local Plan

JANUARY 2019

CONFIDENTIAL

St Helens Council

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TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70038483

OUR REF. NO.

DATE: JANUARY 2019

St Helens Council

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St Helens Local Plan

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	30/05/2018	07/01/2019		
Prepared by	HK	HK		
Signature				
Checked by	JP	JP		
Signature				
Authorised by	AJF	AJF		
Signature				
Project number	70038483	70038483		
Report number				
File reference	St Helens STIAR V1	St Helens STIAR V2		

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1 INTRODUCTION

This document was updated in January 2019 for clarity and layout amendments to appendices, all content within reflects the available evidence at its production in June 2018

1.1 BACKGROUND

1.1.1. St Helens Council is currently preparing a new Local Plan, which, once adopted, will replace the St. Helens Local Plan Core Strategy (2012) and the saved policies of the 1998 Unitary Development Plan. The new Local Plan will set out where different types of development will or will not be acceptable in principle, and general policies for assessing most planning applications. The proposed Submission version is due to be published in summer 2018 for representations to be made on it prior to submission for examination.

1.1.2. The emerging Local Plan sets out the growth aspirations for the borough during the Plan Period, with an identified need for housing in the St. Helens Strategic Housing Market Assessment (2016) and its Update (2017/18) of 451 dwellings per year, and for employment land of 190ha up to 2033. The St. Helens Local Plan Preferred Options (LPPO) was published in December 2016 for consultation, and this proposed targets that would provide:

- An additional 10,830 dwellings (570 dwellings per year from 2014 to 2033); and
- A minimum of 306 hectares of employment land

1.1.3. The emerging Local Plan will set out a preferred spatial strategy for these housing and employment targets, taking account of suitable brownfield and greenfield development sites in the urban area. However, since 2008, every Strategic Housing Land Availability Assessment (SHLAA) has found that there is a shortage of available sites in the urban areas to meet housing needs. Also, the 2014 The Local Plan therefore identifies several greenbelt sites that the Council considers suitable for removal from the greenbelt and to be allocated for development to meet the needs of the Borough.

1.1.4. The National Planning Policy Framework (NPPF) sets out the role and contents of Local Plans, clearly setting out the need to prepare Local Plans with the objective of contributing to the achievement of sustainable development. Local Plans should be based on a proportionate evidence base, providing up to date and relevant evidence about the economic, social, and environmental characteristics and prospects of the area. Regarding transport, the NPPF states that Local Planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, including its ability to meet forecast demands

1.1.5. WSP has been commissioned by St Helens Borough Council to undertake a Transport Impact Assessment (TIA) on the proposals set out in the emerging St Helens Local Plan, providing an appropriate and proportionate evidence base that considers the likely impacts of the Local Plan growth on the borough's local and strategic transport networks, and assesses what transport interventions, if any, may be required to accommodate the growth aspirations.

1.2 PURPOSE OF THE REPORT

1.2.1. The purpose of this report is to assess the likely transport implications and issues which may arise from the significant growth aspirations currently being determined within the emerging Local Plan, providing the transport evidence base to support the growth targets and specific proposed site

allocations. The TIA specifically considers the sites suggested in the Local Plan Preferred Options (LPPO) as allocations for the period 2018 to 2033 - it is not a TIA of the Proposed Submission version of the Local Plan (PSLP), and as such, the reference numbers refer to the LPPO sites, not the PSLP sites. The analysis of the LPPO allocation sites has been used to help inform the selection of sites for the PSLP, and the recommendations for improving sites has been used to inform policy. The report will also make recommendations for any requirements that may be included within the Local Plan to mitigate the transport impacts of St Helens' growth aspirations.

1.2.2. This Sustainable Transport Impact Assessment Report (STIAR) presents full details regarding the process undertaken in the assessment of the proposed site allocations and growth aspirations as set out in the emerging St Helens Local Plan from a sustainable transport perspective, providing part of the transport evidence base to support these targets and allocations. The report also makes recommendations for any interventions that may need to be considered to mitigate the transport impacts of St Helens' growth aspirations.

1.2.3. The expected outcome of this work is to provide a high-level assessment of the potential implications of the proposals. It is expected that more detailed highways assessments will be completed as detailed proposals for development come forward at the masterplanning and planning application stage, while the work will identify further studies, interventions, and initiatives that could be undertaken over the Plan period.

1.3 STUDY AREA

1.3.1. The study area encompasses the entirety of the borough of St Helens, a metropolitan borough located in the north west of England. The borough sits midway between Liverpool and Manchester, one of 6 Local Authorities forming the Liverpool City Region. The borough of St Helens is shown in context with its neighbours in Figure 1.

Figure 1: St Helens Borough in context with the Neighbouring Authorities

1.4 OVERVIEW OF METHODOLOGY

1.4.1. The analysis looks to explore any issues and weaknesses within the existing sustainable and active transport networks, as well as identify any current strengths, and then evaluate the potential for any future issues or opportunities. At this stage in the evidence base process, this analysis has been undertaken through the following methods:

- Detailed site visits to those site allocations considered 'strategic', or of an equivalent size;
- Traccs Basemap accessibility mapping;
- GIS distance-based accessibility mapping;
- Walking and cycling Isochrone mapping; and
- Engagement with key stakeholders.

1.5 REPORT CONTENTS

1.5.1. The remainder of the report encompasses the following chapters:

- Section 2: Sustainable Transport Assessment Methodology;
- Section 3: Traccs Basemap Accessibility Assessment;
- Section 4: Strategic Site Appraisal;
- Section 5: Site Accessibility Matrix; and
- Section 6: Sustainable Transport Measures.

2 SUSTAINABLE TRANSPORT ASSESSMENT METHODOLOGY

2.1 INTRODUCTION

2.1.1. The National Planning Policy Framework (NPPF) clearly sets out that the planning system should aim to create sustainable and healthy communities; this can partly be achieved through the management of growth patterns to make the best possible use of public transport, walking and cycling opportunities, and focussing significant development in locations which either are or can be made sustainable.

2.1.2. This section of the report presents the methodology for the baseline analysis of the proposed site allocations in the emerging St Helens Local Plan, focussing on the accessibility of the sites via sustainable and active modes of travel.

2.2 SITES FOR ASSESSMENT

2.2.1. The emerging Local Plan looks to fulfil St Helens' requirements for housing and employment land from many sources, including site allocations, existing permissions, sites included in the SHLAA, and windfall sites. It is impracticable to consider and undertake detailed analysis on every potential site, and therefore an appropriate and proportional approach to assessment has been undertaken, with a greater focus on sites of a considerable size—primarily those identified in the emerging St Helens Local Plan as Strategic Housing or Employment sites.

2.2.2. Policy LPA04 of the emerging St Helens Local Plan allocates 12 employment sites, totalling 306 ha of employment land allocated for the Plan Period. Of the allocated 12 sites, 6 of these sites exceed 20 ha in size and are therefore identified as Strategic Employment Sites; these sites are listed in Table 1.

Table 1: Proposed Strategic Employment Sites

Site Ref	Name	Size	Use
EA1	Omega South Western Extension, Phase 1, Land north of Finches Plantation, Bold	31.2ha	B2 & B8
EA2	Land at Florida Farm North, Slag Lane, Haydock	42.31 ha	B2 & B8
EA4	Land north east of Junction M6 J23, south of Haydock Racecourse,	42.31 ha	B2 & B8
EA7	Land west of Millfield Lane, south of Liverpool Road and north of Clipsley Brook, Haydock	20.5 ha	B2 & B8
EA8	Parkside East, Newton-le-Willows	64.55 ha	B2 & B8
EA9	Parkside West, Newton-le-Willows	79.57 ha	B2 & B8

2.2.3. Site Allocation EA8 - Parkside East is allocated primarily for the Strategic Rail Freight Interchange, while it is estimate that a further 60ha of land will be required to deliver the necessary infrastructure and landscaping required to deliver this.

2.2.4. Policy LPA05 sets out the overarching policies covering the housing allocations in the Local Plan. An additional 10,830 dwellings will be required over the plan period, equating to an indicative annual

average of 570 dwellings. The policy includes 16 allocated sites, delivering approximately 4,000 dwellings. Of the 16 allocated housing sites, 6 sites exceed an anticipated yield of 300 dwellings and are therefore considered 'Strategic Sites'. These are listed in Table 2.

2.2.5. The St Helens 2016 SHLAA includes a single site with an anticipated yield over 500 dwellings (and therefore of a similar scale to the St Helens Local Plan proposed Strategic Sites; this site has therefore also been considered alongside the proposed Site Allocations, at a level of detail comparable to the proposed Strategic Site Allocations.

Table 2: Proposed Strategic Housing Allocations

Site Ref	Name	Yield (dwellings)
HA3	Land at Florida Farm South, Slag Lane, Blackbrook	502
HA5	Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane,	446
HA7	Land between Vista Road and Ashton Road, Earlestown	350
HA8	Land at Eccleston Park Golf Club, Rainhill Road, Eccleston	585
HA10	Land south west of M6 J23 between Vista Road and Lodge Lane, Haydock	520
HA16	Land south of A580 between Houghton's Lane and Crantock Grove, Windle	585
SHLAA 09	Moss Nook Urban Village, Watery Lane	802

2.2.6. Although the emerging Local Plan does not set out phasing for development, several assumptions are made over the deliverability of the sites and a likely buildout rate for proposed housing allocations. Table 3 summarises the anticipated trajectory for housing over the Plan period:

Table 3: St Helens Housing Trajectory

Period	Buildout Rate (units)
0 – 5 years	1,153
5 – 10 years	1,828
10 – 15 years	1,008

2.3 OVERVIEW OF ASSESSMENT METHODOLOGY

2.3.1. The Sustainable Transport Assessment considers all the proposed Site Allocations in the emerging St Helens Local Plan through a broad GIS distance-based assessment, while considering the Strategic Site Allocations in significantly more detail. Each proposed Site Allocation has been assessed in terms of accessibility to key services and amenities by sustainable and active modes of travel, such as bus travel, walking, or cycling. This assessment has primarily been undertaken using data gathered through desktop methods (including GIS and Census data analysis), while the

assessment of the proposed Strategic Site Allocations has been supplemented through site visits, detailed isochrone mapping, and Traccs Basemap analysis.

2.3.2. Traccs Basemap accessibility analysis was undertaken for each of the proposed Strategic Site allocations. The accessibility mapping undertaken illustrates what areas of St Helens and the surrounding boroughs (where appropriate) can reasonably be considered accessible to and from the potential sites.

2.3.3. Isochrone mapping has been undertaken to estimate the existing level of accessibility from each of the proposed Strategic Site allocations by active travel modes. This mapping has included the Core Accessibility Indicators where data has been available, allowing analysis to be undertaken on the propensity for local journeys to be undertaken on foot or by bicycle.

2.3.4. A site overview proforma has been completed for each proposed Strategic Site allocation as part of an initial site visit; these are available in Appendix A of the report. The proformas consider the current levels of accessibility in and around the proposed sites, any existing constraints, and the likely future impacts. Each of the site proformas includes commentary on walking, cycling, and footway conditions, together with the provision of on-street or shared off-street cycle routes, as well as bus and rail infrastructure. Consideration is also given toward the accessibility of key desire lines to local facilities.

2.3.5. Each site's accessibility is considered against a set of accessibility criteria derived from best practice guidance, assessing each site on its level of accessibility to key services and public amenities. Each site is then ranked based on a set of criteria against each amenity, with a 'high' scoring indicating a positive level of accessibility.

2.4 SUSTAINABLE ACCESSIBILITY APPRAISAL METHODOLOGY

2.4.1. This section sets out the methodology used to review each of the sites. This methodology used to assess each of the sites is based on based on a combination of guidance documents, including the following core publications:

- Guidance on Accessibility Planning in Local Transport Plans – DfT, 2004;
- Manual for Streets 1 & 2 – DfT, 2007, 2010
- Providing for Journeys on Foot, CIHT, 2000;
- Designing for Walking / Planning for Walking – CIHT, 2015;
- Designing for Cycling / Planning for Cycling – CIHT, 2015;
- Bus Services and New Residential Developments – Stagecoach, 2017;
- Buses in Urban Developments – CIHT, 2018;
- Streetscape Guidance (3rd Edition) – TfL, 2016;
- Ensuring a Choice of Travel – St Helens SPD

Core Accessibility Indicators

2.4.2. A key element of the Sustainable Accessibility Appraisal is the consideration of ease of access to services, facilities and amenities considered necessary for day-to day needs from each of the proposed Site Allocations. This method of assessment provides a more holistic approach, complementing the assessment of local sustainable transport infrastructure provision and resulting in a greater understanding of the accessibility of a location

2.4.3. Table 4 sets out a list of services considered to meet the needs of potential residents (and, to some extent, employees) of the potential sites. This list is based on best practice guidance, and includes services such as healthcare, education, food, social, community, and cultural uses, as well as the availability of basic day to day needs small food items and local employment opportunities.

Table 4: Core Accessibility Indicators and Corresponding Datasets

Key Services and Facilities	Key Services and Facilities Datasets used in the Analysis
Food and retail facilities	Food stores: Location of supermarket stores for 11 major chains. Including: Aldi, Asda, CoOp, Iceland, Lidl, Morrisons, Netto, Sainsburys, Somerfield, Tesco and Waitrose. Data is from 2010 for England and 2009 for Scotland and Wales. In each case, this is the most recent government Open Data published.
Health Facilities	NHS Choices: This dataset contains the location of GPs, dentists, pharmacists, opticians, hospitals (including A & E), walk-in centres, and sport and fitness facilities.
Community Facilities / Local Centres	These are local centres, as defined in the emerging St Helens Local Plan
Education Facilities	Educational Establishments (England & Wales): Location of nurseries, primary schools, secondary schools, and further education institutions in England and Wales.
Employment Opportunity	Location of Proposed Strategic Employment Allocations

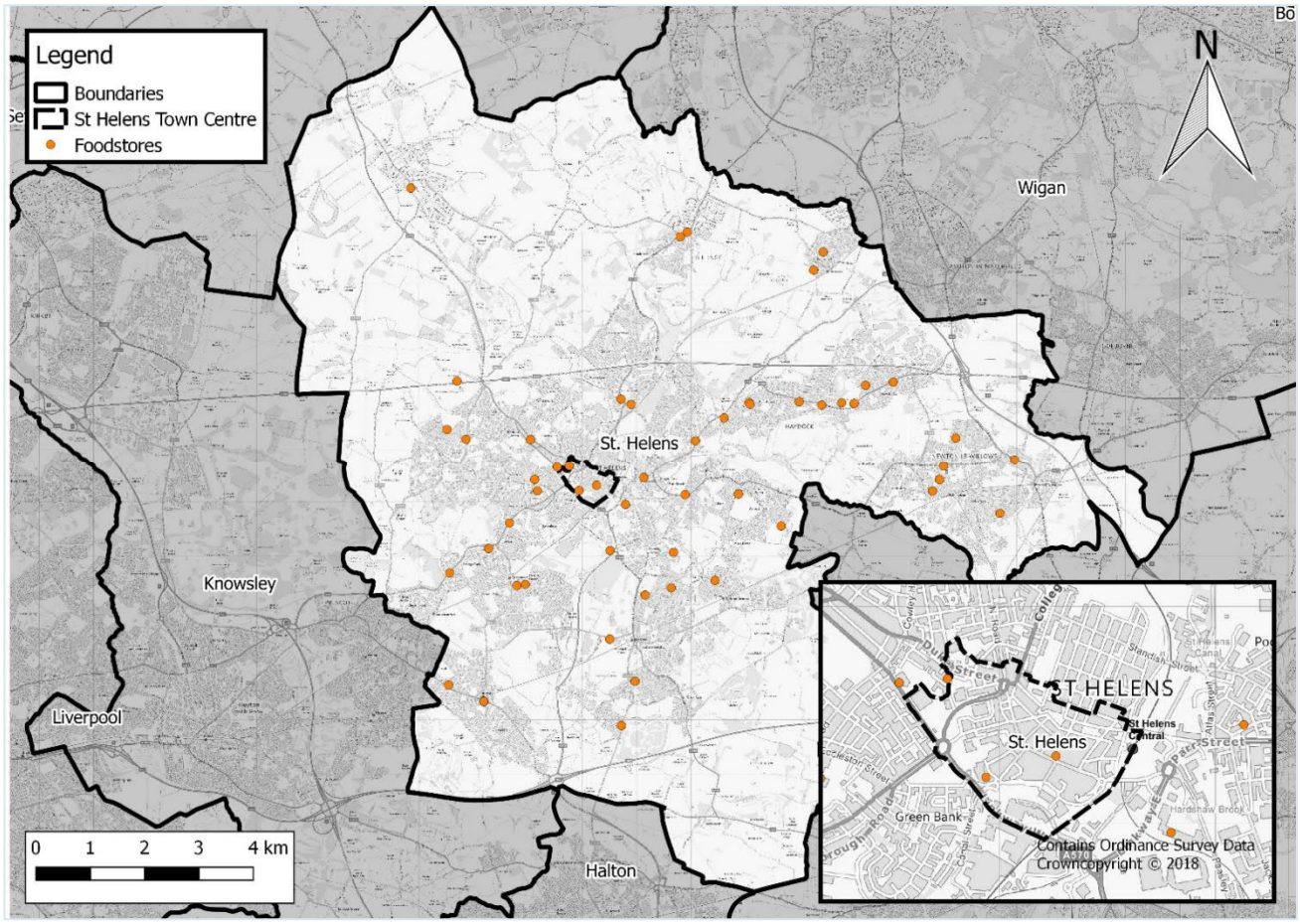
Key Facilities and Services

2.4.4. The location of key facilities and services in relation to the proposed Site Allocations is a key indicator of the level of accessibility of the site. The location of key services can also be analysed against other relevant data, including existing or proposed cycle and public transport infrastructure. This analysis can be used to quantify the existing level of accessibility to these services from the potential sites, as well as to determine the potential success of any intervention.

2.4.5. While the location of key services in relation to the site and accessibility between the two is essential in regard to the proposed Housing Site Allocations, these indicators have less relevance when considering the proposed Employment Site Allocations. Nevertheless, the locations of such destinations can have an influence of travel patterns, such as where trips between home, work, and school or leisure activities can be linked, or where the proximity of food stores can limit the need to travel by car at lunchtimes. GP appointments and errands can be run during break times, or leisure activities pursued, lessening the need to travel at peak times and by private vehicle.

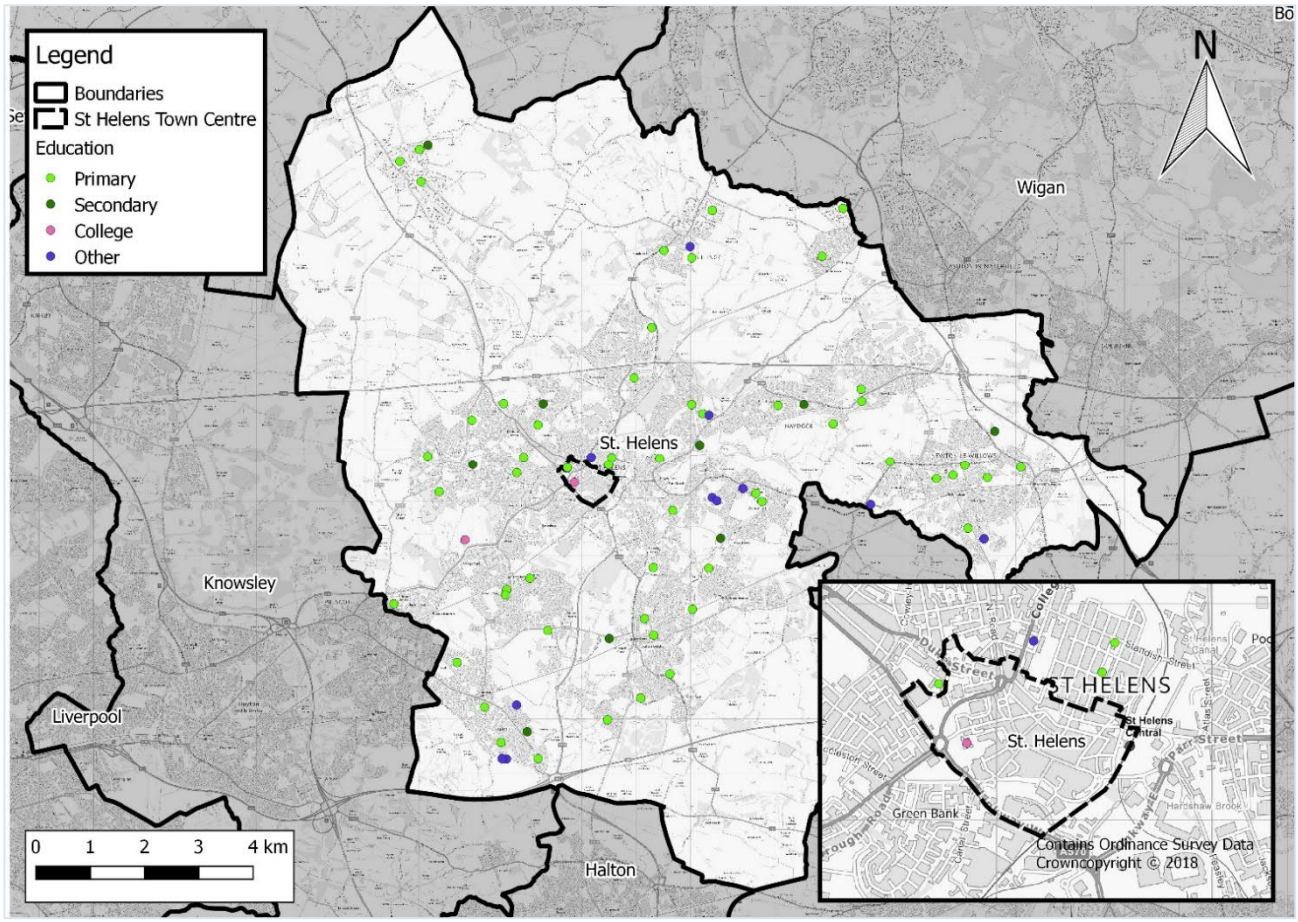
2.4.6. Figure 2 to Figure 4 map out the location of the various Core Accessibility Indicators, including GP practices, food stores and schools, in relation to the potential sites.

Figure 2: Locations of Food Stores in St Helens



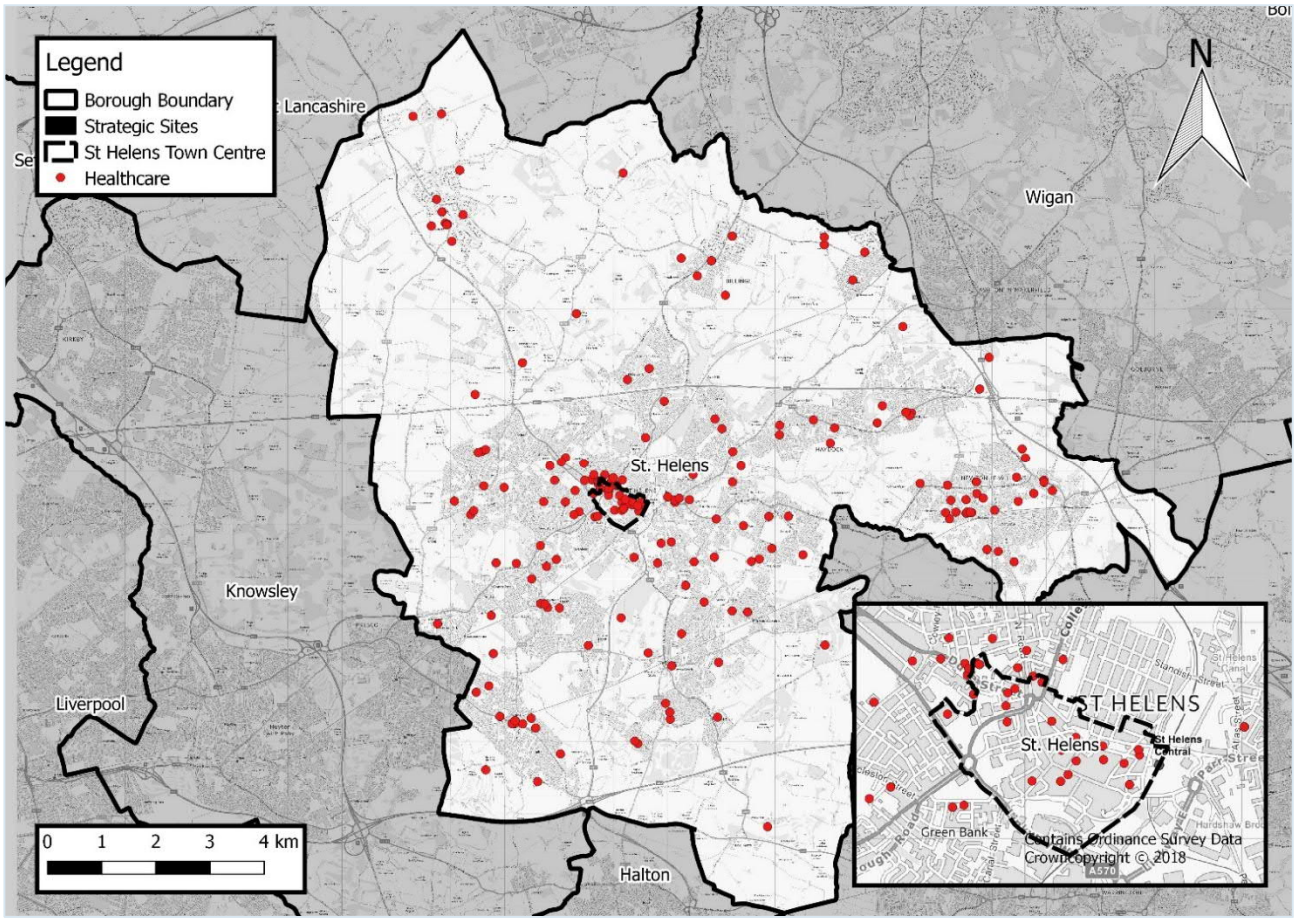
2.4.7. There are many food stores located within the St Helens borough boundary. Food stores are more concentrated within the urban centres, particularly in the town of St Helens, and along key corridors, such as the A58 heading north east out of St Helens town centre.

Figure 3: Locations of Schools in St Helens



2.4.8. There is a large number of primary schools in St Helens, which are spread throughout the multiple residential areas. Secondary schools are located more sporadically in the borough, while there are only three further education establishments. Note that the dataset includes information on schools in England (including local authority maintained schools, academies, free schools, studio schools, university technical colleges and independent schools) and while comprehensive, there are a few limitations, notably in regard to nurseries.

Figure 4: Locations of GPs in St Helens relative to the proposed Strategic Site Allocations



2.4.9. Figure 4 maps the location of GP practices within St Helens. Most GP practices are located throughout the residential zones of St Helens borough; a particularly large cluster is located within the town centre of St Helens.

Local Centres

2.4.10. St Helens' emerging Local Plan states that proposals for retail, leisure, and other main town centre uses will be directed towards the Borough's defined centres, listed as:

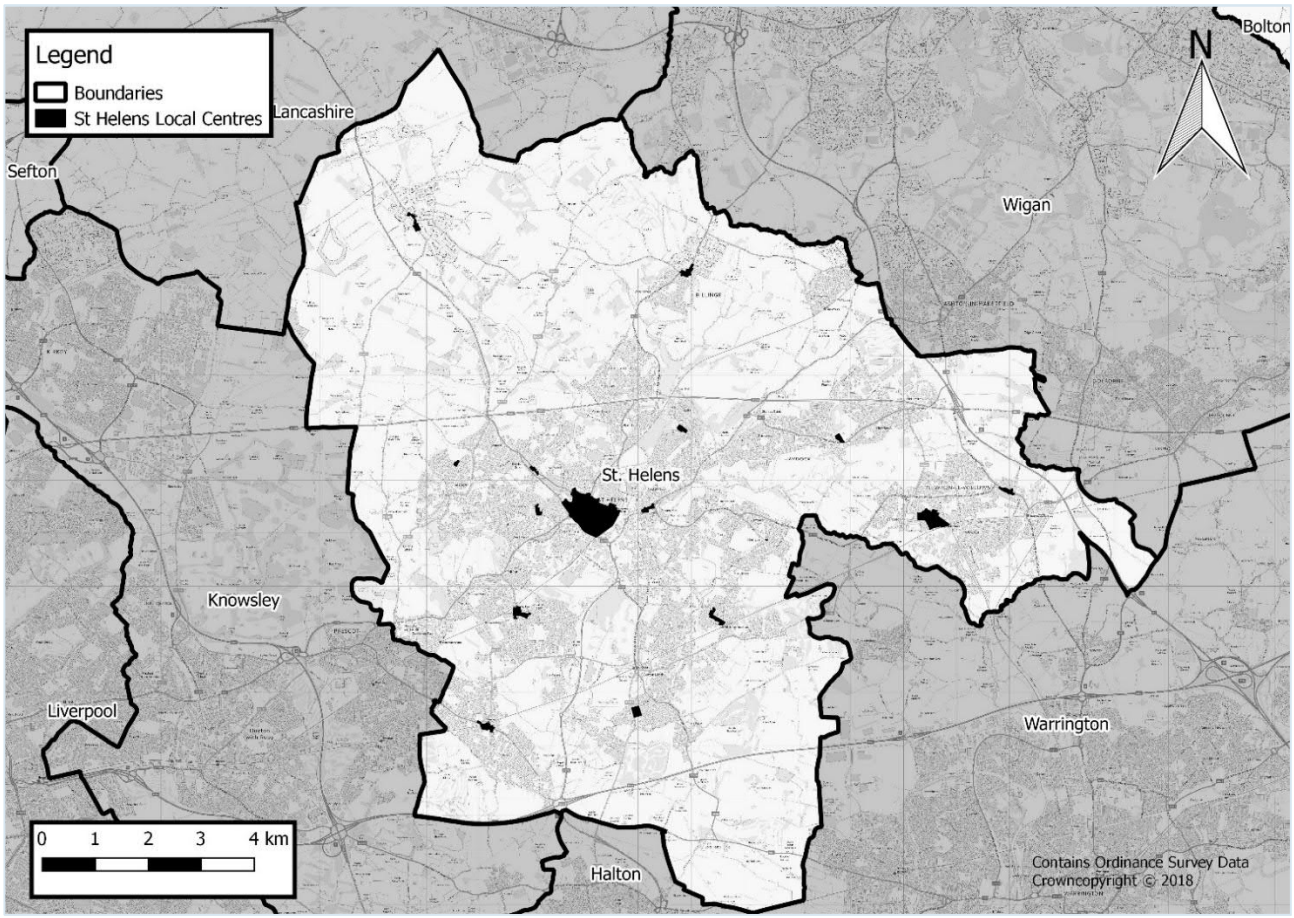
- Principal Town Centre: St. Helens;
- Town Centre: Earlestown;
- District Centres: Rainhill and Thatto Heath; and
- Local Centres: Billinge; Chain Lane; Clipsley Lane; Denton's Green; Eccleston; Fingerpost; Marshall's Cross; Newton-le-Willows; Newtown; Rainford; and Sutton.

2.4.11. The National Planning Policy Framework (NPPF) defines main town centre uses as:

"Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)"

2.4.12. As the primary areas for such uses, the proximity of the proposed Site Allocations to the various local centres in the borough is considered a key aspect of the concept of 'accessibility'. Figure 5 shows the location of the local centres in the Borough used as part of this assessment.

Figure 5: St Helens Local Centres



2.5 SITE AUDIT

2.5.1. A site visit was undertaken at each of the proposed Strategic Site Allocations on 22/11/2017. The primary purpose of the site visit was to assess the following characteristics:

- Potential access points to the sites;
- Current traffic regulations (e.g. parking restrictions, clearways etc) and road speeds (where these are relevant);
- Any current movement, parking, or access problems;
- Provision of facilities to encourage sustainable transport use (e.g. lighting, footways, cycle lanes etc);
- Connectivity to public transport services;
- Connectivity to local amenities such as schools, health centres and shops;
- Connectivity to local and regional employment bases (for residential sites); and
- General observations about how the site would integrate with the surrounding area and any measures which would need to be taken to mitigate against potential negative impacts.

2.5.2. Each potential site has also been considered on the following basis:

- Gross Site Area (ha);
- Proposed use;
- Estimated capacity – details of number of planned dwellings or estimated employment space;
- Description of site location;
- Strategic fit of the site;
- Immediate issues and access; and
- Nature and likely impact of development.

2.6 WALKING AND CYCLING ISOCHRONES

2.6.1. Active travel isochrones have been produced for each of the proposed Strategic Sites Allocations, identifying what extent of St Helens could reasonably be accessed by walking or cycling. The criteria used for the isochrones are listed in Table 5.

Table 5: Walking and Cycling Isochrone Criteria

Mode	Speed	Increments
Walk	4.8kph / 3mph	5 min, up to 30 min.
Cycle	16kph / 10mph	5 min, up to 30 min.

2.6.2. These isochrones include the Core Accessibility Indicator datasets, allowing analysis of travel times to key facilities, amenities and services. A range of criteria are used to assess the level of accessibility to these destinations. The NPPF and other established guidance documents on access to services and facilities (for example, Guidelines for Providing for Journeys on Foot, CIHT 2000) recognise that, beyond a certain distance, it becomes increasingly unlikely that people will walk or cycle to access services and facilities, instead using public transport or private motor vehicles.

2.6.3. Table 6 summarises the lower and upper limits for distance and time in relation to accessibility on foot. Note that the distance threshold for walking to school is the statutory walking distance as set by the Education Act 1996. This results in a long journey time beyond that reasonably expected for adults commuting to work etc, and therefore a lower threshold has been considered for the purposes of this assessment, whereby any location beyond a 30-minute walk is no longer considered accessible.

Table 6: Core Accessibility Indicator – Walking Distance / Time Thresholds

Core Accessibility Indicator	Lower / Upper Distance Threshold	Walking Time
Education	Primary: 2 miles Secondary 3 miles	30 mins (max)
Employment Opportunity	Up to 2km	25 mins
Health Facilities	800m / 2km	10 / 25 mins
Retail inc. Food Store	1200m (up to 2km – less acceptable when carrying food)	15 / 25 mins

2.7 PUBLIC TRANSPORT PROVISION

2.7.1. A detailed accessibility mapping exercise was undertaken using Traccs Basemap software in order to analyse the ability of people to access jobs and essential services via the existing public transport services in St Helens. This analysis is used to better understand the current accessibility issues that may exist around the proposed sites, and inform potential solutions to meet any identified deficits, both in terms of infrastructure and future levels of service provision. The analysis focussed solely on the proposed Strategic Site Allocations and Moss Nook Urban Village.

2.7.2. It is important to consider the frequency of service and availability outside of peak times when evaluating measures of accessibility by public transport modes. Isolated areas are more likely to be served by infrequent services, potentially with limited services across evenings or weekends. The following criteria has been applied to the Traccs Basemap analysis in order to provide a more robust assessment of accessibility:

- Any service considered must provide a minimum frequency of 2 services per hour;
- Journeys each way to take no more than one hour (as defined by Tracc analysis);
- A maximum 10-minute walk time (800m) to a bus stop is included as part of the hour journey (representing a 4.8 kmph average walking speed),
- For a weekday service to be considered it must have one service which arrives at the destination before 9am and leaves after 5pm; and
- A weekend service is required to have one service arriving before 12 and one leaving after 3pm.

2.7.3. Traccs Basemap Accessibility mapping was carried out for the following four scenarios:

- Scenario 1: Tuesday 07:00 - 09:00 - Destination: Employment Zones;
- Scenario 2: Tuesday 17:00 - 19:00 - Destination: Housing Zones;
- Scenario 3: Saturday 10:00 - 12:00 - Destination: Employment Zones; and
- Scenario 4: Saturday 15:00 - 17:00 - Destination: Housing Zones.

2.7.4. These scenarios are considered to best represent the movements of individuals in peak times, with journeys to the proposed Strategic Employment Sites mapped in the AM peak periods, and journeys to the proposed Strategic Housing Sites mapped in the PM peak periods. The selected time periods cover both the traditional peaks, but also some off-peak periods, which often feature reduced services, thereby lessening the accessibility.

2.7.5. Mapping was also carried out for both bus travel in isolation, and combined bus / rail. Rail by itself, while a viable mode of transport, is inherently limited by a set route and the location of stations, which can be very costly to alter. When combined as part of a multi-modal trip, many more destinations can become accessible. Note that a 5-minute interchange penalty has been applied to represent the potential delay when switching mode, as per WebTAG Unit M3.2 Public Transport and Assignment.

2.8 SITE ACCESSIBILITY MATRIX

2.8.1. The accessibility analysis is summarised in a Site Accessibility Matrix, allowing a comparison of the relative accessibility between sites and quantifying the accessibility of each site on a five-point scale. Each site's accessibility is considered against a set of accessibility criteria derived from best practice guidance, assessing each site on its level of accessibility to key services and public amenities. Each site is then ranked based on a set of criteria against each amenity, with an 'excellent' scoring indicating the most positive level of accessibility.

2.8.2. Table 7 presents these accessibility indicators, and the associated criteria.

Table 7: Site Accessibility Criteria

Accessibility Indicator	Excellent Accessibility	Good accessibility	Average Accessibility	Lack of accessibility	Limited Accessibility
Railway Station (on foot)	<400m	800m	1200m	1500m	>2km
Railway Station (by cycle-average speed of 15 kph)	<1km – 4mins	2km – 8mins	4km – 16mins	6km -24mins	8km – 32mins
Bus route	Multiple bus routes & stops within 250m	Multiple bus routes and stops within 400m	Singular bus route within 300m / multiple routes within 500mm	Singular bus route within 800m	No immediate bus route (i.e. within 800m)
Distance to nearest cycle route	<400m	800m	1000m	1.5-2km	>2km
Major Food store (on foot)	<400m 0-5 mins	400 -800m 5-10 mins	800m – 1.2km 10-15 mins	1.2km – 1.6km 15- 20 mins	>1.6km >20 mins
Education (Primary / Secondary) (on foot)	400	800	1200m	1800	<2400m
Employment (bus / rail)	<10 min	10-20 min	20-30 min	30-40 min	50 - 60 min

Accessibility Indicator	Excellent Accessibility	Good accessibility	Average Accessibility	Lack of accessibility	Limited Accessibility
Healthcare (Local GP / Dentist / Pharmacy – ex. Hospitals) (on foot)	<400m 0-5 mins	400 -800m 5-10 mins	800m – 1.2km 10-15 mins	1.2km – 2km 15- 25 mins	>2km >25 mins
Local centre (on foot)	<400m 0-5 mins	400 -800m 5-10 mins	800m – 1.2km 10-15 mins	1.2km – 2km 15- 25 mins	>2km >25 mins

2.8.3. These criteria are based on a combination of guidance documents, primarily CIHT's guidelines for journeys on foot where applicable, but also considering MfS 1&2, CIHT's Planning for Walking and Cycling, research from the Urban Task Force, St Helen's Ensuring a Choice of Travel SPD, and various TfL best practice guidelines.

Broad Assessment of Sites:

2.8.4. As befits their size, strategic importance, and associated constraints, each of those housing and employment sites identified as strategic have been classified based on the detailed site assessments contained in the various appendices, including walking and cycling isochrones, Traccs Basemap analysis, and site visit proformas. This analysis has informed the classification of non-strategic sites where these are in close proximity to strategic sites, while those few sites in isolation have been classified based on the outputs of a GIS distance-based assessment, considering the proximity of each site to the various indicators of accessibility.

2.8.5. This distance-based assessment can only consider the proximity of the site to each indicator. This is done on a straight line 'crow flies' basis (the Euclidean distance). It does not consider whether this desire line is available, nor can it consider barriers to movement, such as severance or safety issues, or the overall desirability of the area regarding ease of travel. The assessment also does not consider the frequency of rail services or bus services in detail, or the destinations of these services (although 'multiple routes' is considered a proxy for this).

2.8.6. The assessment of bus services has been further refined through an analysis of existing bus timetables. Similar criteria to that used in the Traccs Basemap analysis have been applied to ensure that any bus service included in the analysis offers a genuine alternative to private vehicle use; these criteria are:

- Any service considered must provide a minimum frequency of 2 services per hour;
- Journeys each way to take no more than one hour (as defined by Tracc analysis);
- A maximum 10-minute walk time (800m) to a bus stop is included as part of the hour journey, and
- For a weekday service to be considered it must have one service which arrives at the destination before 9am and leaves after 5pm; and
- A weekend service is required to have one service arriving before 12 and one leaving after 3pm

2.8.7. Furthermore, several the proposed Strategic Site Allocations are of a significant size, with limited or no details available regarding access points, layout, or transport routes within the site. Travel across the site could encompass a significant part of any journey, and so the site centroid is taken as the origin / destination for any journey to these sites, as opposed to the site boundary.

3 TRACCS BASEMAP ACCESSIBILITY ASSESSMENT

3.1 INTRODUCTION

3.1.1. This section of the report presents the results of the Traccs Basemap Accessibility mapping undertaken in regard to the proposed Strategic Site Allocations (and equivalent sites). The assessment indicates the relative level of accessibility across the wider region to and from the proposed Strategic Site Allocations (and Moss Nook Urban Village), and facilitates identification of any areas of limited accessibility, informing potential mitigatory requirements that may be required.

3.1.2. By restricting the services used in the analysis and time periods beyond the traditional 'peak period', the assessment presents a more accurate representation of the accessibility of a site. The analysis also allows assessment of multi-modal journeys, illustrating the additional connectivity afforded by combing bus and rail journeys.

3.1.3. Traccs Basemap Accessibility mapping was carried out for the following four scenarios:

- Scenario 1: Tuesday 07:00 - 09:00 - Destination: Employment Zones;
- Scenario 2: Tuesday 17:00 - 19:00 - Destination: Housing Zones;
- Scenario 3: Saturday 10:00 - 12:00 - Destination: Employment Zones; and
- Scenario 4: Saturday 15:00 - 17:00 - Destination: Housing Zones.

3.1.4. These scenarios are considered to best represent the movements of individuals in peak times, with journeys to the proposed Strategic Employment Sites mapped in the AM peak periods, and journeys to the proposed Strategic Housing Sites mapped in the PM peak periods. The selected time periods cover both the traditional peaks, but also some off-peak periods, which often feature reduced services, thereby lessening the accessibility.

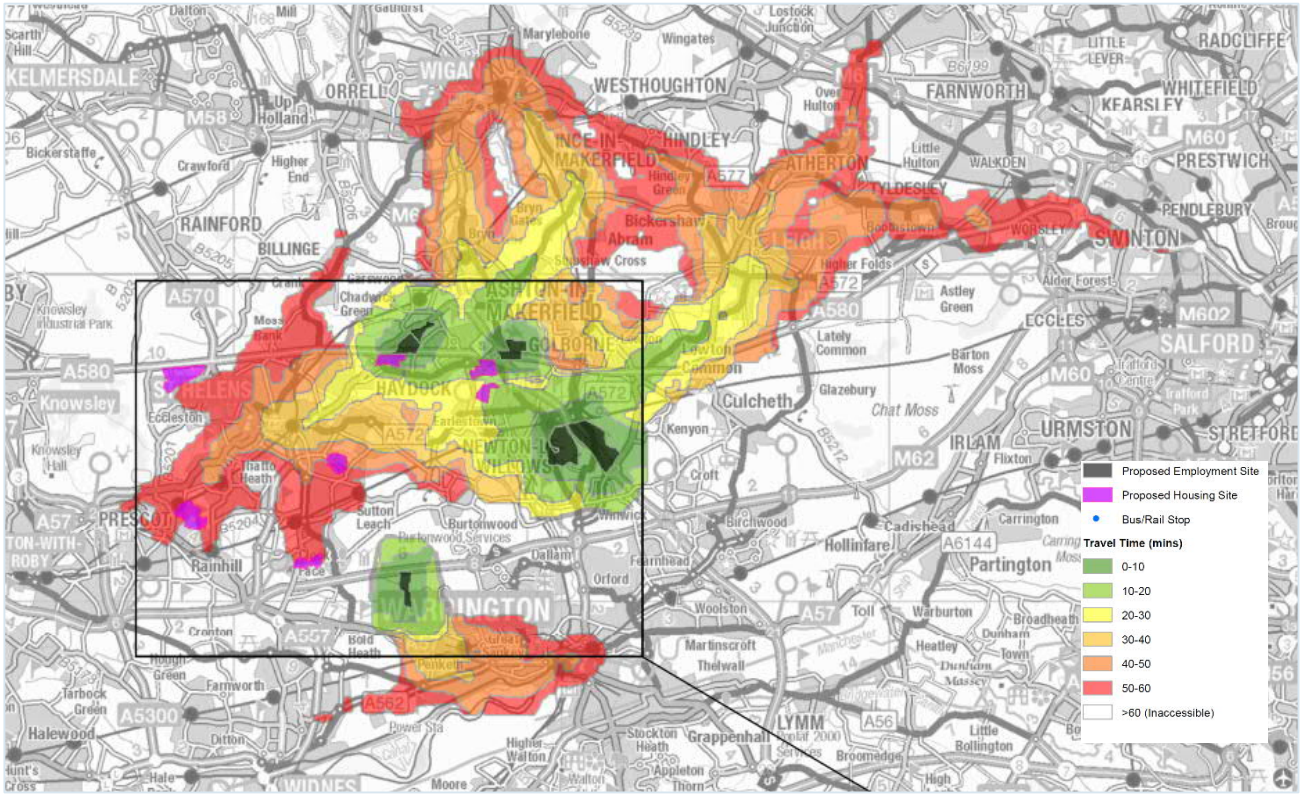
3.1.5. Mapping was also carried out for both bus travel in isolation, and combined bus / rail. Rail by itself, while a viable mode of transport, is inherently limited by a set route and the location of stations, which can be very costly to alter. When combined as part of a multi-modal trip, many more destinations can become accessible. Note that a 5-minute interchange penalty has been applied to represent the potential delay when switching mode.

3.2 BOROUGH ACCESSIBILITY MAPPING

3.2.1. Figure 6 to Figure 13 present the results of the borough-wide mapping undertaken for each scenario. Full size maps are available in Appendix B.

Scenario 1: Tuesday 07:00 - 09:00 - Destination: Employment Zones

Figure 6: Public Transport Isochrone - Scenario 1: Bus

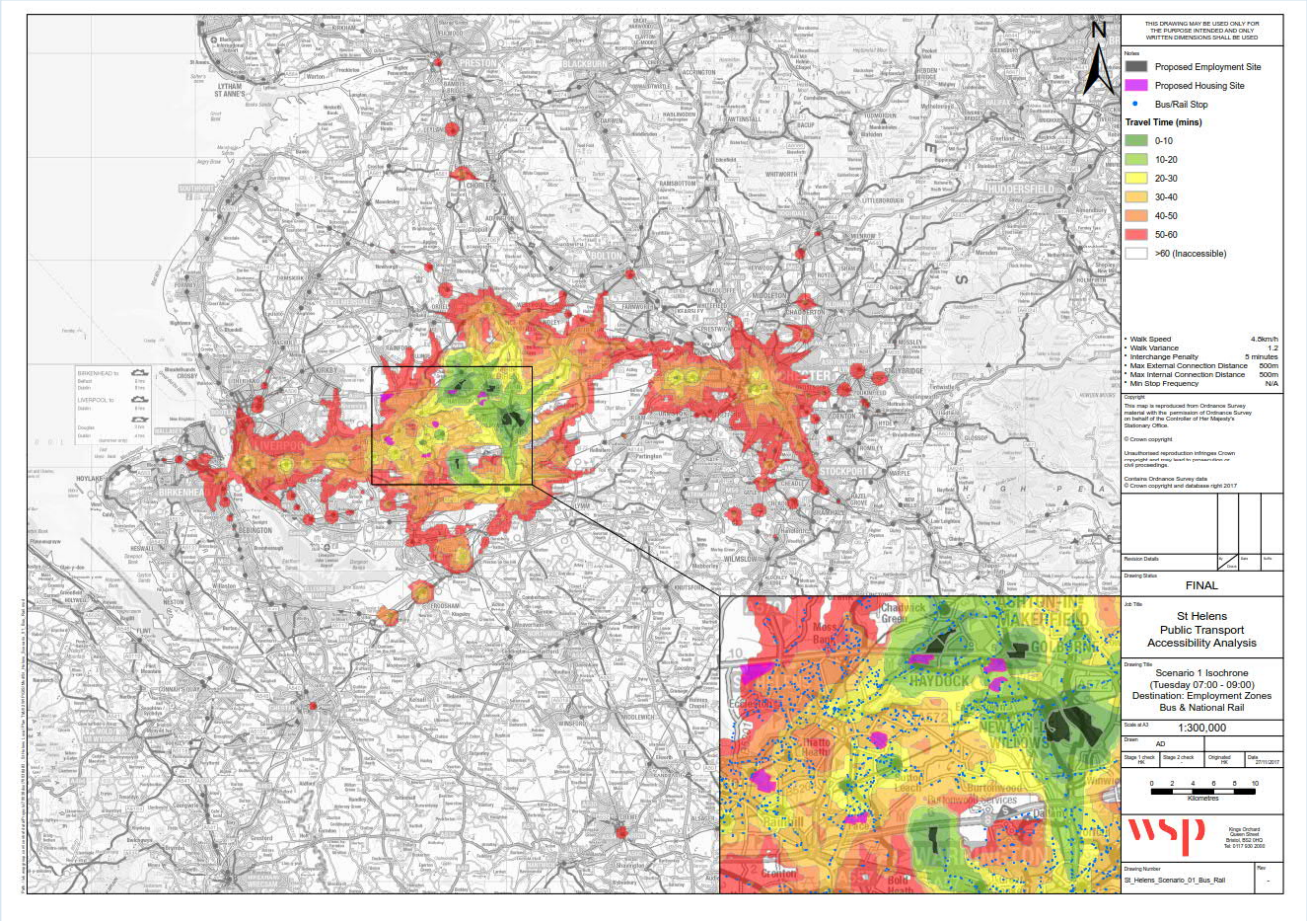


3.2.2. Figure 6 identifies travel times for Scenario 1 (Tuesday 07:00 - 09:00), using the Strategic Employment Allocations as the destination. The following key points are drawn regarding the proposed Strategic Site Allocations:

- Most of housing sites are located within what is considered the maximum threshold (60-minute journey time) for travel to employment opportunities (proposed Strategic Employment Sites);
- The Omega site is not considered accessible by bus from St Helens;
- Strategic Housing Site HA16 is not within the maximum threshold travel distance of any of the proposed Strategic Employment Sites;
- Most of the borough is within a 60-minute travel time by bus to the proposed Strategic Employment Sites, with the north-western areas of Eccleston and Rainford being the notable exceptions; and
- The neighbouring metropolitan borough of Wigan also benefits from good accessibility by bus, particularly in Ashton-in-Makerfield and southern Wigan.

3.2.3. Figure 7 shows travel times for Scenario 1, but also includes rail (including as part of a multi-modal journey), illustrating the wider accessibility of the sites when considering both modes of travel.

Figure 7: Public Transport Isochrone - Scenario 1 Bus & Rail



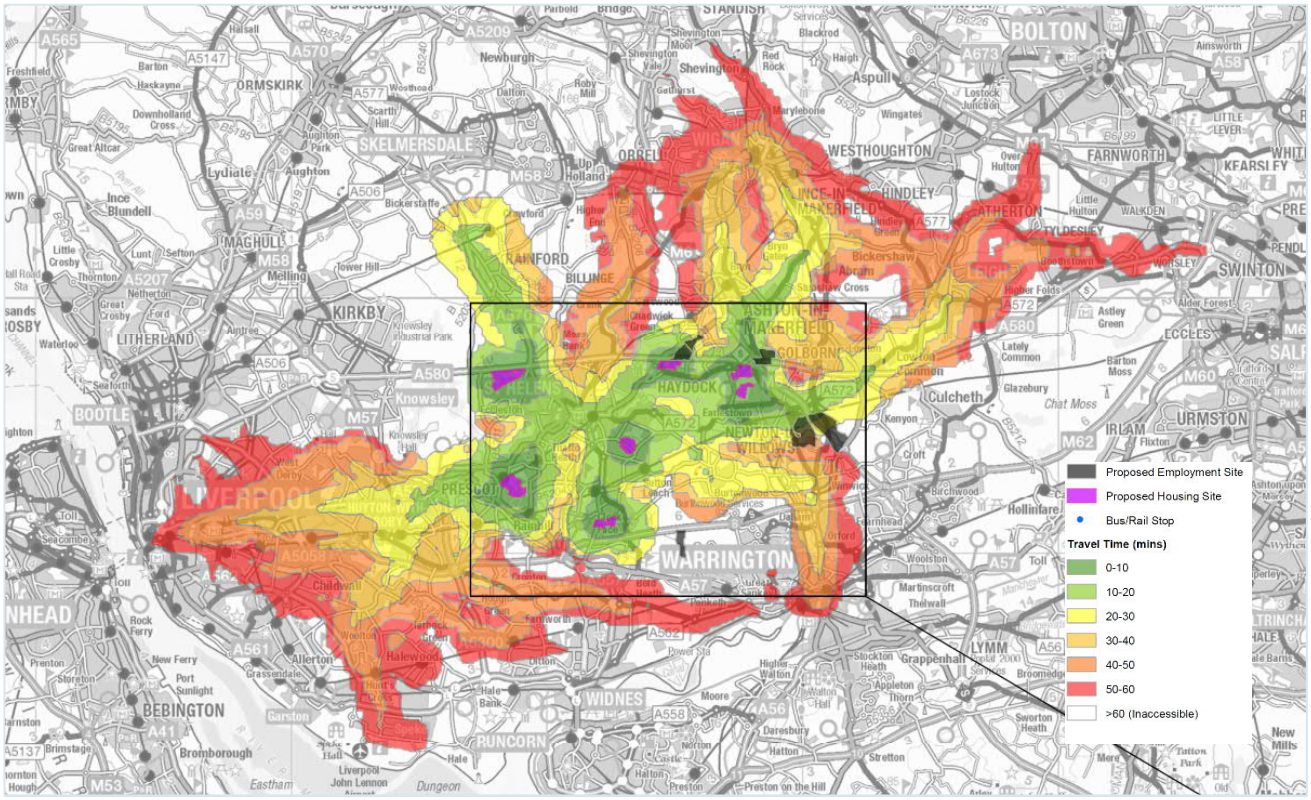
3.2.4. Including rail (including as part of a multi-modal journey) significantly expands the catchment area of the proposed Strategic Employment Sites, with areas such as Manchester, Liverpool, Preston, and many other towns and cities now within a 60-minute journey time.

3.2.5. It is also noted that all the proposed Strategic Housing Site Allocations are within a reasonable travel time of a Strategic Employment Site Allocation, while Omega is also accessible from some areas of St Helens by rail.

Scenario 2: Tuesday 17:00 - 19:00 - Destination: Housing Zones

3.2.6. Figure 8 illustrates the travel time isochrones for Scenario 2 by bus.

Figure 8: Public Transport Isochrones Scenario 2 - Bus

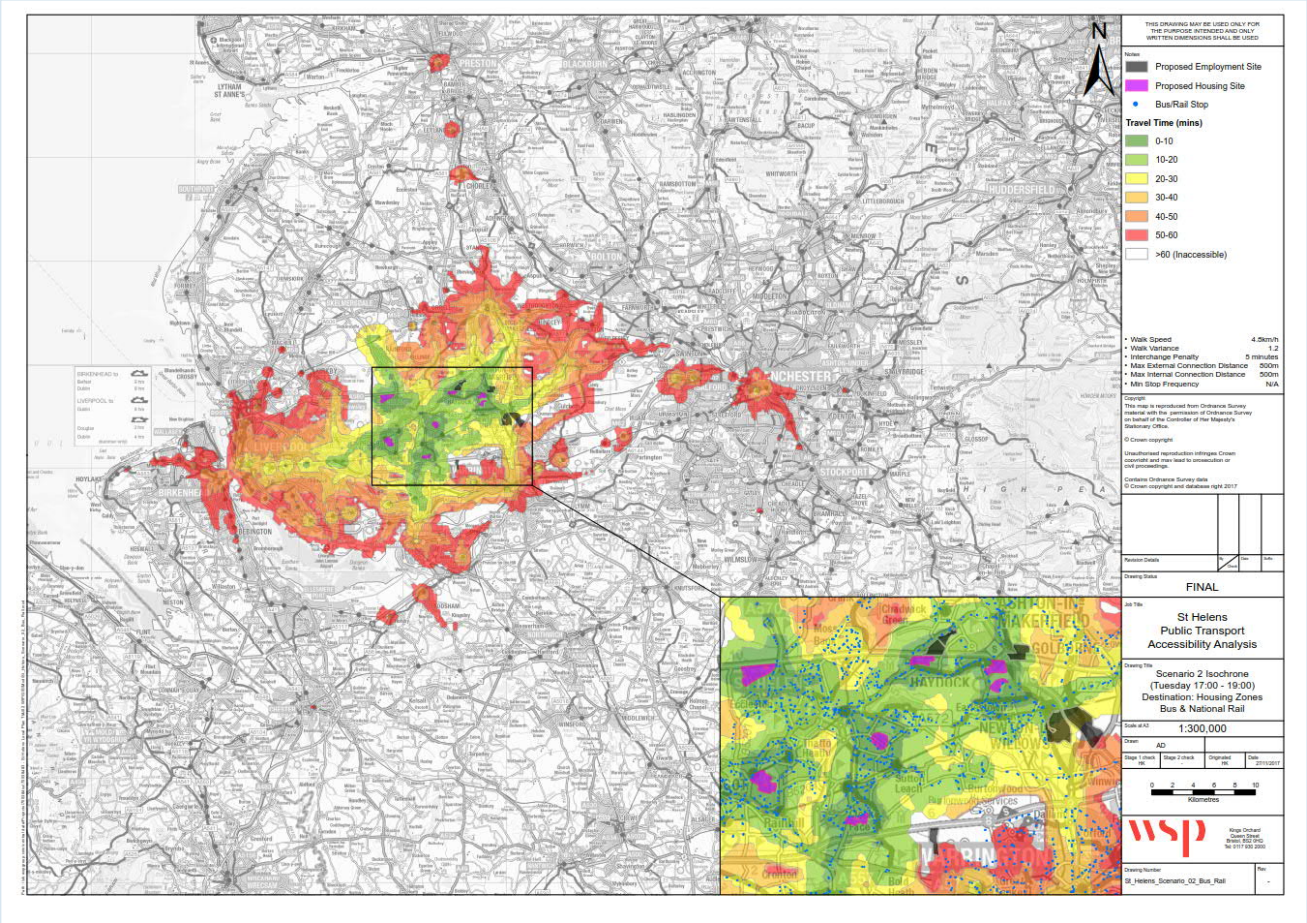


3.2.7. Scenario 2 (Tuesday 17:00 - 19:00) assess travel times using the proposed Strategic Housing Site Allocations as the destination, as opposed to the Strategic Housing Allocations used in Scenario 1. The following key points are made:

- All the proposed Strategic Employment Site Allocations are within a reasonable travel distance of the proposed Strategic Housing Site Allocations, except for the Omega site;
- The proposed Strategic Housing Site Allocations are within a 60-minute travel time from almost the entirety of St Helens in Scenario 2, bar a few of the most isolated rural areas;
- Many key areas outside of the borough are also within the maximum travel time threshold in Scenario 2, including the centres of Liverpool, Warrington, and Wigan.

3.2.8. Figure 9 shows travel times for Scenario 2, but also includes rail (including as part of a multi-modal journey), illustrating the wider accessibility of the sites when considering both modes of travel.

Figure 9: Public Transport Isochrone Scenario 2 – Bus & Rail

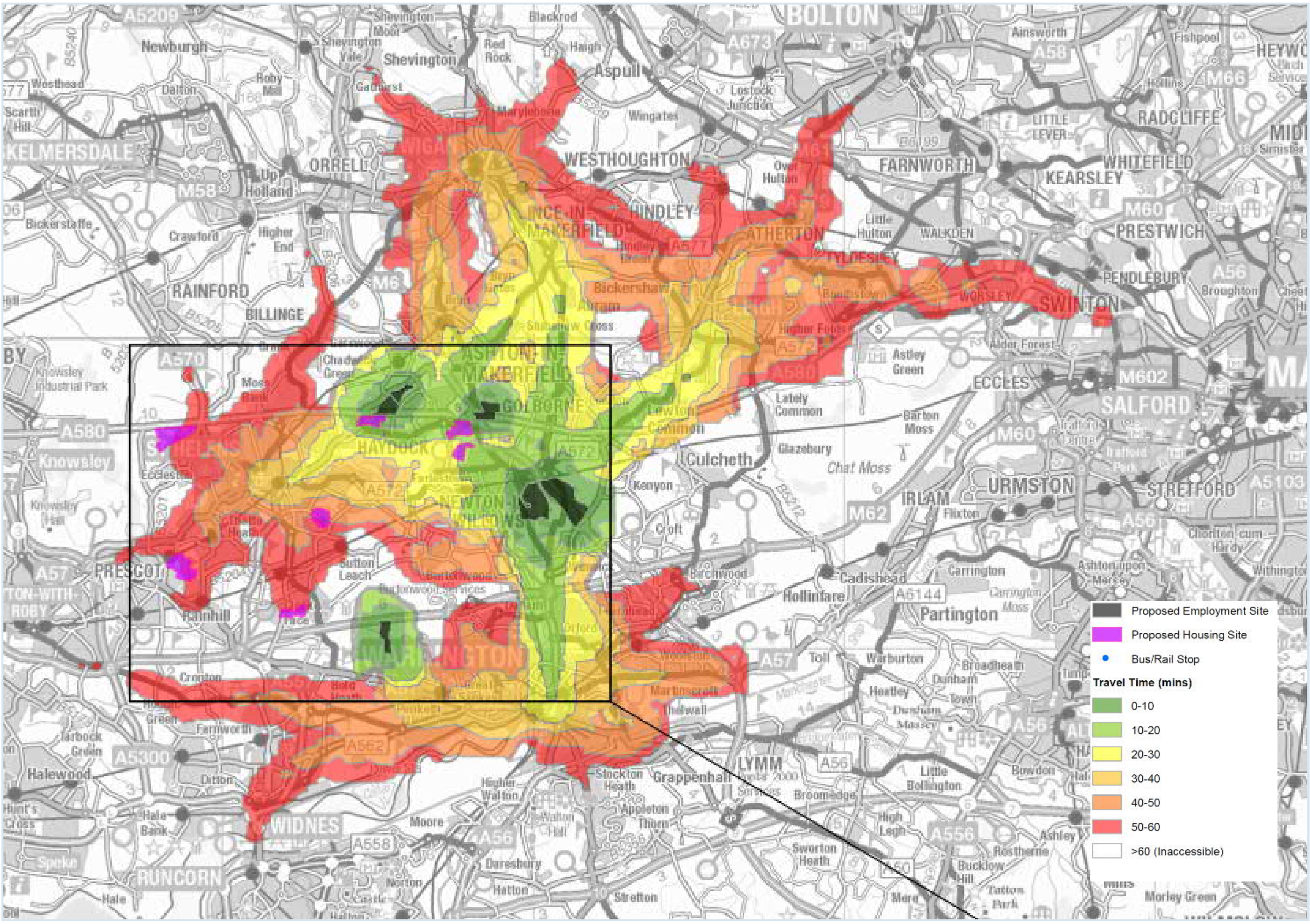


3.2.9. As with Scenario 1, the inclusion of rail travel significantly increases the catchment area within a 60-minute journey time. However, there are some notable differences; the proposed Strategic Housing Site Allocations are less accessible from Greater Manchester, while the catchment area increases within the Liverpool City Region.

Scenario 3: Saturday 10:00 - 12:00 - Destination: Employment Zones

3.2.10. Figure 10 illustrates the travel time isochrones for Scenario 3 by bus.

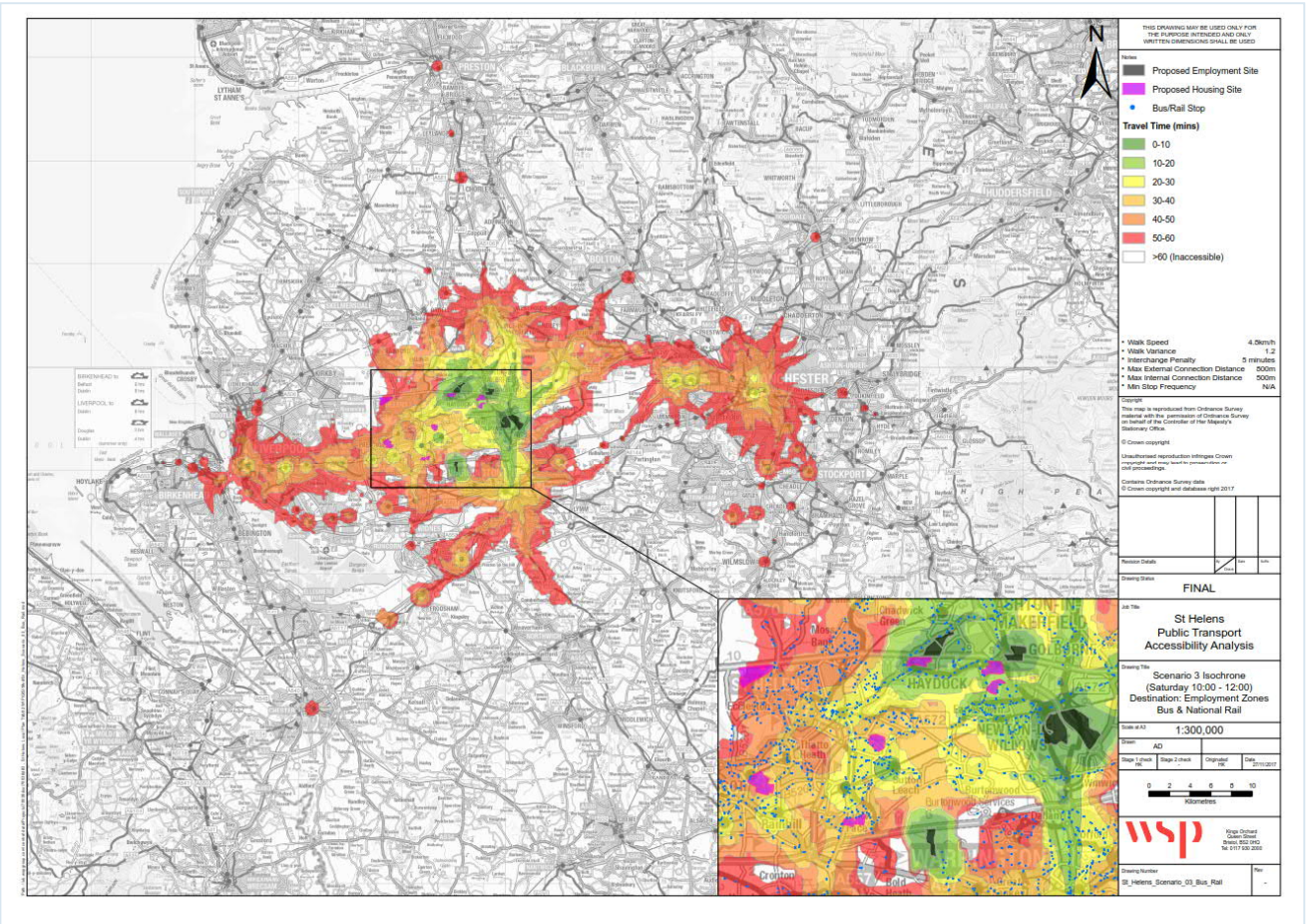
Figure 10: Public Transport Isochrone Scenario 3 - Bus



3.2.11. Scenario 3 (Saturday 10:00 – 12:00) illustrates travel times using the proposed Strategic Employment Site Allocations as the destination, as in Scenario 1; however, this scenario consider accessibility in a typical weekend AM period. Although the results are similar to Scenario 1, there are a few notable differences: connectivity from Warrington increases as areas that were previously consider inaccessible are now within an acceptable journey time by bus, likely due to increased services during this assessment period.

3.2.12. Figure 11 shows travel times for Scenario 3, but also includes rail (including as part of a multi-modal journey), illustrating the wider accessibility of the sites when considering both modes of travel.

Figure 11: Public Transport Isochrone Scenario 3 – Bus & Rail

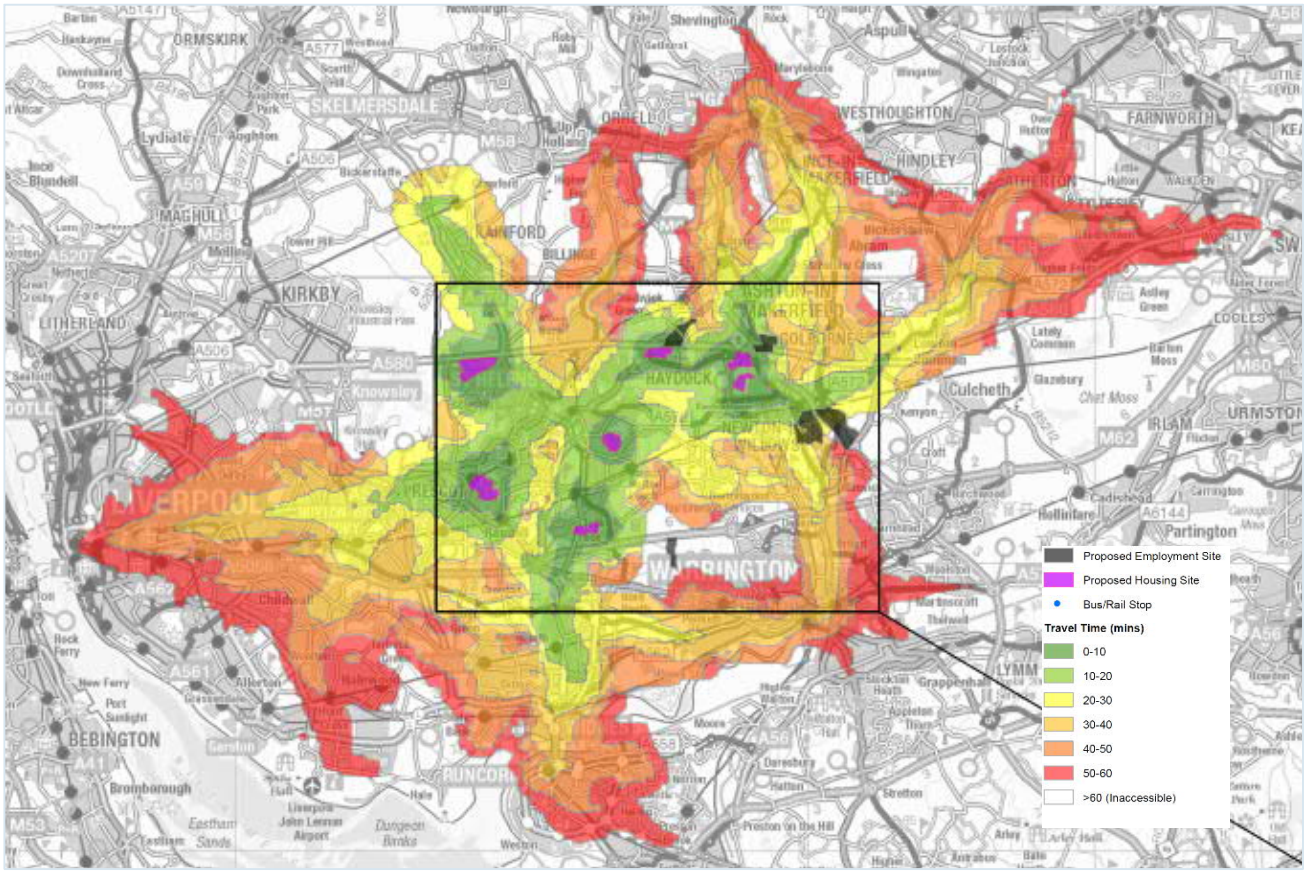


3.2.13. Scenario 3 illustrates travel times using the proposed Strategic Employment Site Allocations as the destination. Although the results are similar to Scenario 1, there are a few notable differences; in particular, connectivity from Warrington increases as areas that were previously consider inaccessible are now within an acceptable journey time by bus, likely due to increased services during this assessment period.

Scenario 4: Saturday 15:00 - 17:00 - Destination: Housing Zones

3.2.14. Figure 12 illustrates the travel time isochrones for Scenario 4 by bus.

Figure 12: Public Transport Isochrone Scenario 4 - Bus

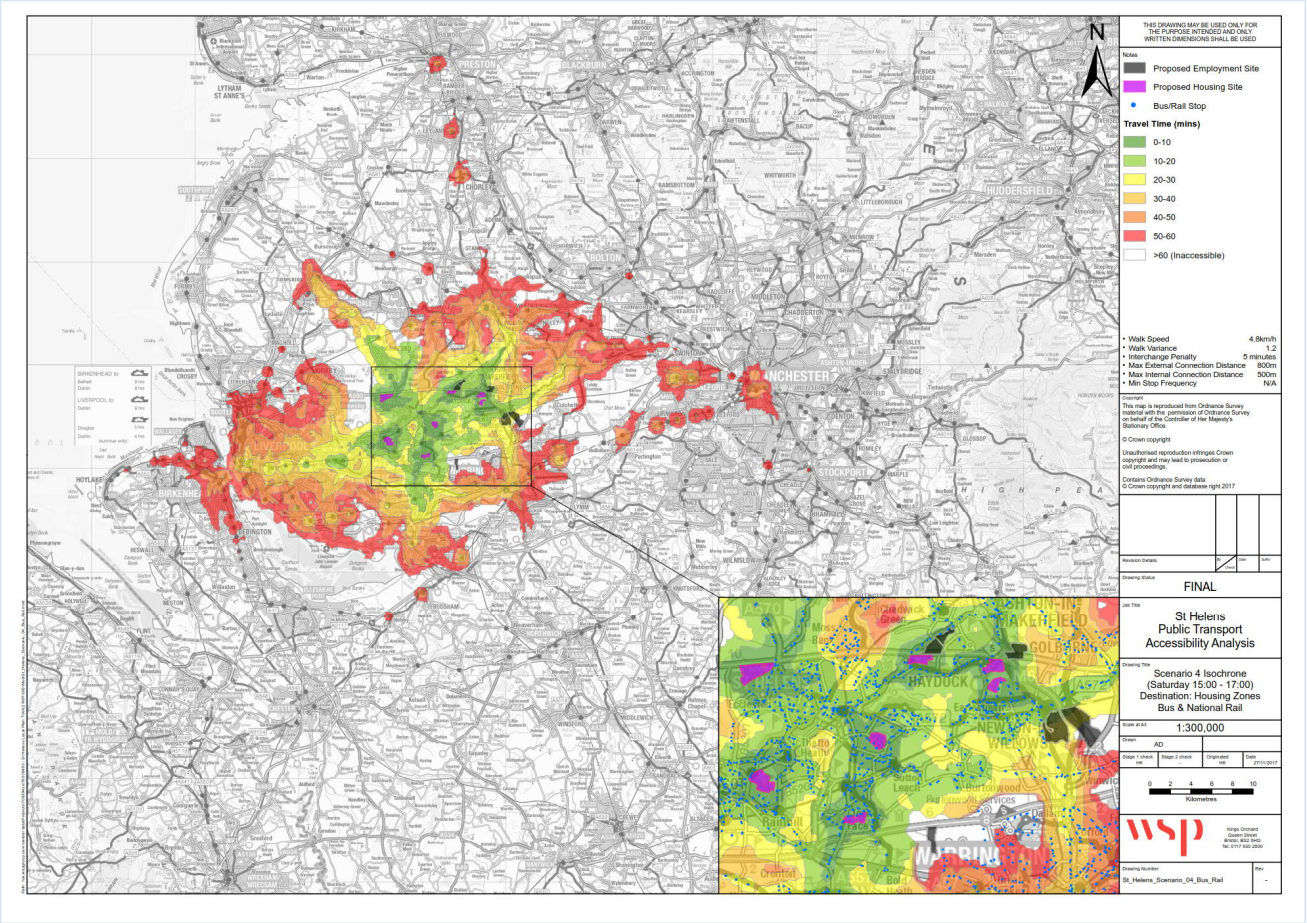


3.2.15. Scenario 4 (Saturday 15:00 – 17:00) illustrates travel times using the proposed Strategic Housing Site Allocations as the destination, as in Scenario 2; however, this scenario consider accessibility in a typical weekend PM period.

3.2.16. Scenario 4 presents very similar results to that of Scenario 2; however, there are a number of areas within Warrington that are now considered accessible, likely due to increased services during this assessment period. Despite this additional level of accessibility, it is noted that the proposed Omega site extension is still not within a reasonable travel time of the proposed housing developments.

3.2.17. Figure 13 shows travel times for Scenario 4, but also includes rail (including as part of a multi-modal journey), illustrating the wider accessibility of the sites when considering both modes of travel.

Figure 13: Public Transport Isochrone Scenario 4 - Bus/Rail



3.2.18. A comparison with Scenario 2 indicates that some areas previously considered inaccessible are now within an acceptable journey time, including Ormskirk and many places in Greater Manchester. However, the Omega site remains outside of an acceptable travel time by bus / rail in Scenario 4.

4 STRATEGIC SITE APPRAISAL

4.1 INTRODUCTION

4.1.1. This section of the report presents the results of the detailed assessment of the proposed Strategic Site Allocations. This assessment brings together various strands of analysis, including the walking and cycling isochrones, the Traccs Basemap Accessibility Assessment, and the site visit and associated proforma.

4.1.2. While the Sustainable Transport Assessment considers all the proposed Site Allocations in the emerging St Helens Local Plan through a broad GIS distance-based assessment, it was considered appropriate and proportionate to assess the proposed Strategic Site Allocations in significantly more detail. Much of this detail is provided through Traccs Basemap accessibility analysis undertaken for each of the proposed Strategic Site allocations (as presented in Section 3 above), as well as the site-specific Isochrone Mapping (available in Appendix C).

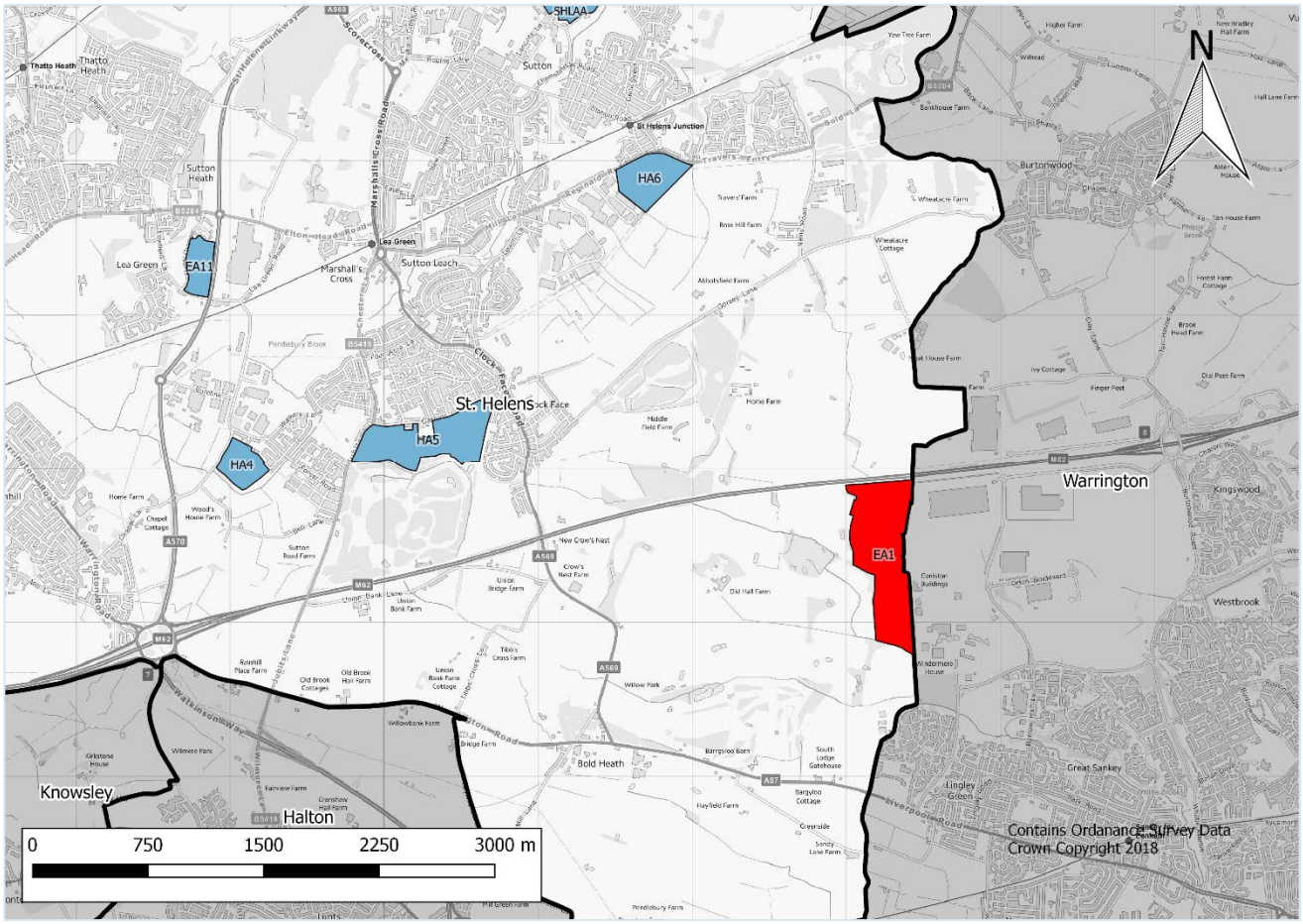
4.1.3. These assessments allow a more realistic consideration of a site's relative accessibility to key services and amenities by sustainable and active modes of travel, such as bus travel, walking, or cycling.

4.1.4. As well as using more accurate journey distances in the detailed assessment of the proposed Strategic Site Allocations, a site overview proforma has been completed for each proposed Strategic Site allocation as part of an initial site visit; these are available in Appendix A of the report. The proformas consider the current levels of accessibility in and around the proposed sites, any existing constraints, and the likely future impacts.

4.1.5. Each of the site proformas includes commentary on walking, cycling, and footway conditions, together with the provision of on-street or shared off-street cycle routes, as well as bus and rail infrastructure. Consideration is also given toward the accessibility of key desire lines to local facilities. The additional data gathered through this exercise has also helped inform the accessibility levels of each site by sustainable and active transport modes, as well as develop potential mitigation measures and wider intervention schemes to enhance sustainable travel to and from the proposed sites, as well as across the Borough.

4.2 EA1: OMEGA SOUTH WESTERN EXTENSION, PHASE 1, LAND NORTH OF FINCHES PLANTATION, BOLD

Figure 14: Site EA1 in Context with the Local Area



4.2.1. Proposed Strategic Employment Site Allocation EA1 is located to the west of the existing Omega south site, a 575-acre mixed-use development site roughly equidistant between the centres of Warrington and St Helens straddling the border between the boroughs. Most of the site (which is partially built out) lies within Warrington.

4.2.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Existing Omega site is on the periphery of both boroughs, away from urban areas;
- Active travel routes from St Helens are undesirable;
- Existing walking and cycling environment within the site is intimidating;
- Limited opportunity for rail connections; and
- Bus travel is likely to be the only viable form of sustainable travel to the site.

Isochrone Analysis

4.2.3. During the isochrones analysis for the various sites, it was noted that there are no Core Accessibility Indicators within a 30-minute walk or cycle from the proposed Omega extension within St Helens. There are also no routes to any existing or proposed residential areas. It is therefore concluded that the proposed strategic site allocation is not practically accessible by active travel modes from St Helens.

4.2.4. The nearest urban area within St Helens to the site is Clock Face. While it will likely be difficult to create any adequate Non-Motorised User (NMU) links between these areas, there are proposed safeguarded areas around site EA1 for further extensions to Omega beyond the plan period. These extensions are closer to the urban area of St Helens, and careful planning could see the provision of NMU routes over the long-term.

Bus and Rail Accessibility

4.2.5. Figure 15 and Figure 16 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Omega. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 15: Site EA1 Stop Frequency - Scenario 1

Figure 16: Site EA1 Stop Frequency - Scenario 2

4.2.6. The figures illustrate the lack of accessibility via bus to the site. There are only 2 stops within range which have operating services, both of which only have one service in each 2-hr period.

SWOT Analysis

4.2.7. Table 8 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regard to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 8: Strategic Site Allocation EA1 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide footways and paths provided within the site	Site is over 2km from the nearest urban area (within St Helens) in a straight line. No direct route.	Long term opportunity to provide walking routes via safeguarded land.	Will require a long-term movement strategy across an aspirational site.
Cycling	Shared use paths provide segregation from vehicles	No direct route from St Helens. Existing route is high speed, with no cycle specific infrastructure High proportion of HGVs can deter cycle users	Long term opportunity to provide cycling routes via safeguarded land.	Will require a long-term movement strategy across an aspirational site.
Bus	Some bus routes around Omega.	No existing services from St Helens. No bus route into the site, necessitating a potentially long walk.	Likely to already be some existing demand within St Helens	Requires cooperation with bus companies and Warrington BC
Rail	Sankey for Penketh rail station within 2km from some elements of the site	Limited rail services available Greater than 2km walk from much of the site, including EA1	Provide direct access along desire lines	Unlikely that rail will be used as part of a multi-modal journey due to infrequent services and distance from site

	Strengths	Weaknesses	Opportunities	Threats
Access to Key Services	-	No key services within walking or cycling distance in St Helens along existing routes	Long term opportunity to provide routes to services in Clock Face via safeguarded land. May be potential to provide routes through existing site to services within Warrington.	Will require a long-term movement strategy across an aspirational site. Desire lines from proposed allocation / extension may not be available across the existing site. M62 is a significant barrier between the site and services within St Helens

Site Specific Measures

4.2.8. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.2.9. The Omega site is in a unique position amongst the strategic site allocations, being primarily an extension of an existing well established and successful employment site in Warrington. The existing site lies on the periphery of the Warrington administrative borough, and currently struggles with sustainable transport options. The distance of the site from any built-up areas in St Helens makes it difficult to envisage what sustainable or active interventions could be viable. However, the following recommendations are made:

4.2.10. A long-term strategy for active travel connections between Omega and the southern areas of St Helens (Clock Face) could be implemented, potentially as part of the Local Cycling and Walking Infrastructure Plan (LCWIP) process, incorporating routes across safeguarded extensions to Omega beyond the plan period. Such routes would likely require significant planning to overcome constraints such as the M62, potential access across private land, and cooperation with Warrington to provide a cohesive route.

4.2.11. At present, there are no bus services from St Helens to the site—although there is likely to be some demand—with employees instead using private motor vehicles. The provision of bus services to the proposed allocation will therefore be essential in promoting sustainable transport as the only truly viable foreseeable option. Such a service would also serve the existing site, enhancing provision to the wider location. This will require close cooperation with Merseytravel, Warrington BC, and various other stakeholders. There may also be a level of subsidy required, if only temporarily.

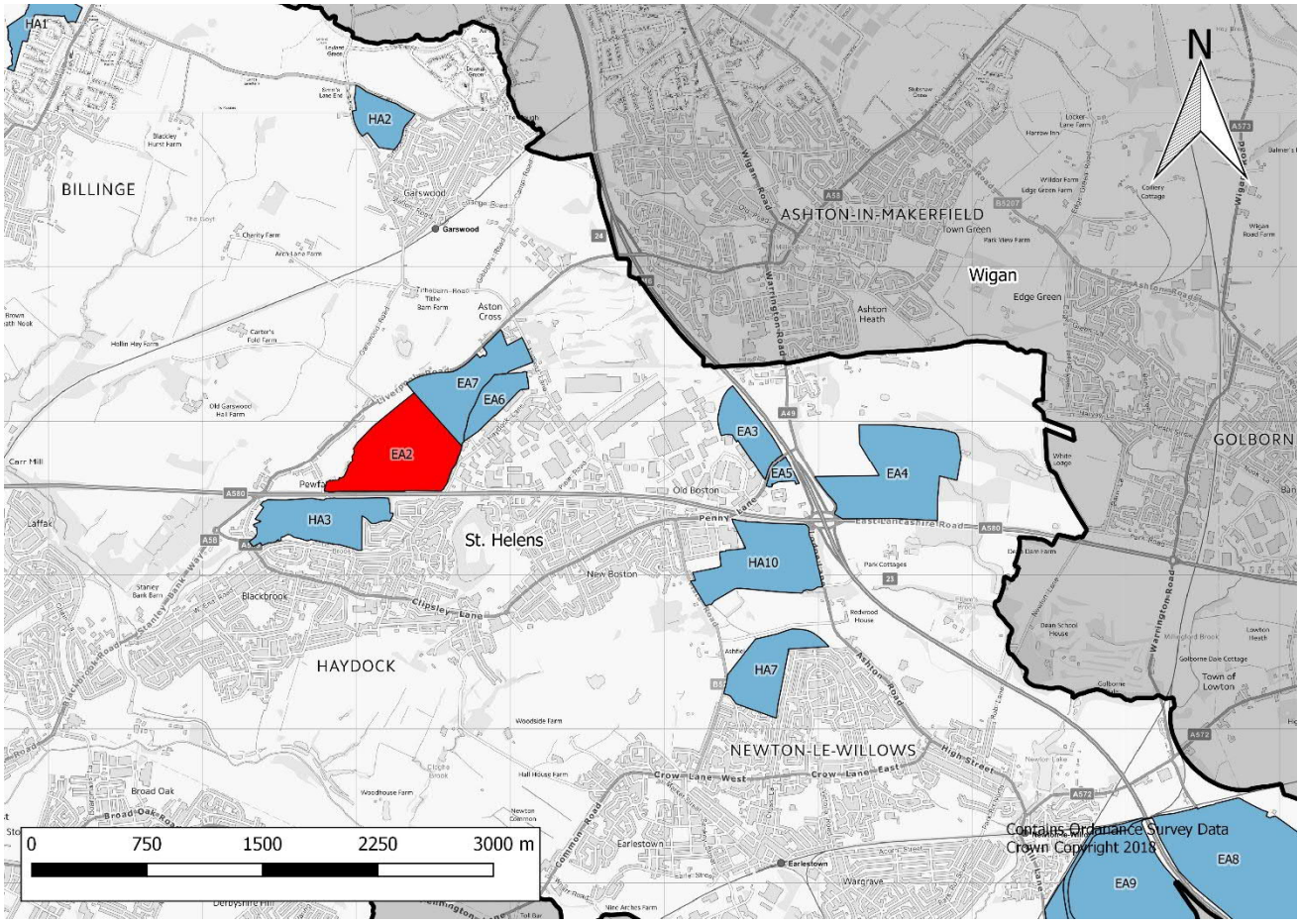
4.2.12. Any development on the proposed site will necessitate a Travel Plan as part of a planning application. It will be essential that any Travel Plan is cognisant of the Omega wide travel plan and objectives. Given the location of the site, a car-sharing strategy and associated initiatives is likely to have more of an impact on reducing single car occupancy trips than other sustainable interventions.

4.2.13. The site should also look to be ‘future ready’, with charging infrastructure in place for electric / hybrid vehicles and potentially autonomous vehicles. The advent of autonomous vehicles and Mobility as a

Service (MaaS) is likely to have currently unquantifiable impacts on travel patterns, and being ready to take full advantage of the benefits will be even more important in those locations where other modes of travel are limited.

4.3 EA2: LAND AT FLORIDA FARM NORTH, SLAG LANE, HAYDOCK

Figure 17: Site EA2 in Context with the Local Area



4.3.1. Proposed Strategic Employment Site Allocation EA2 is located on the north-western extent of the borough boundary, approximately 5km from the town centre, and is currently part of the greenbelt. The site is near Strategic Employment Site Allocation EA7 and non-strategic site allocation EA6, as well as Strategic Housing Site Allocation HA3; these sites should therefore be considered together on a strategic level as well as individually, with regard given to how each can benefit the other.

4.3.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Significant severance issues associated with the A580 East Lancashire Road;
- Opportunity for cohesive movement strategy between a number of sites;
- Rail opportunities are likely to be limited; and
- Indiscriminate parking on footways within Haydock Industrial Estate detrimental to pedestrian amenity.

Isochrone Analysis

4.3.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.3.4. There are three primary schools within approximately 15-20 minutes walking distance to the south of the site. There are no secondary schools or further education colleges within a desirable walking distance of the site.

4.3.5. There are two dentists, two pharmacies and two GP surgeries within approximately a 15-20-minute walk south of the site, within the lower and upper desirable thresholds.

4.3.6. There is a discount supermarket and several other local grocery shops within a 20-25-minute walk south of the site, between the lower and upper accessibility thresholds. This distance is considered potentially too far for carrying large loads of shopping.

4.3.7. There are no hospitals within walking distance of the site.

4.3.8. There are two sports and fitness facilities, both approximately a 20-25-minute walk away. One is located to the south in Haydock, while the other is located north-east of the site, just off the A58.

4.3.9. There are a number of other facilities located north of the site; however, employees located at the site are more likely to use those to the south, as they are significantly closer.

4.3.10. Proposed Strategic Housing Site Allocation HA3 is relatively close to the site, located less than 1km south (15-20-minute walk).

Cycling

4.3.11. There is a primary school in Garswood, around a 10-15-minute cycle north. There are also two other primary schools and three secondary schools to the east of the site in Ashton-in-Makerfield, which take around 15-20 minutes to reach by cycle.

4.3.12. The journey times to facilities in Haydock (which otherwise take around 15-20 minutes on foot) are significantly reduced, to approximately 0-5 minutes.

4.3.13. Cycling also facilitates access to services in Ashton's Green and Newton-Le-Willows, the latter of which includes a hospital, approximately 10-15 minutes journey south east of the site.

4.3.14. However, there are no further educational colleges within reasonable cycling distance of the site.

Bus and Rail Accessibility

4.3.15. Figure 18 and Figure 19 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Haydock. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 18: Site EA2 Stop Frequency - Scenario 1

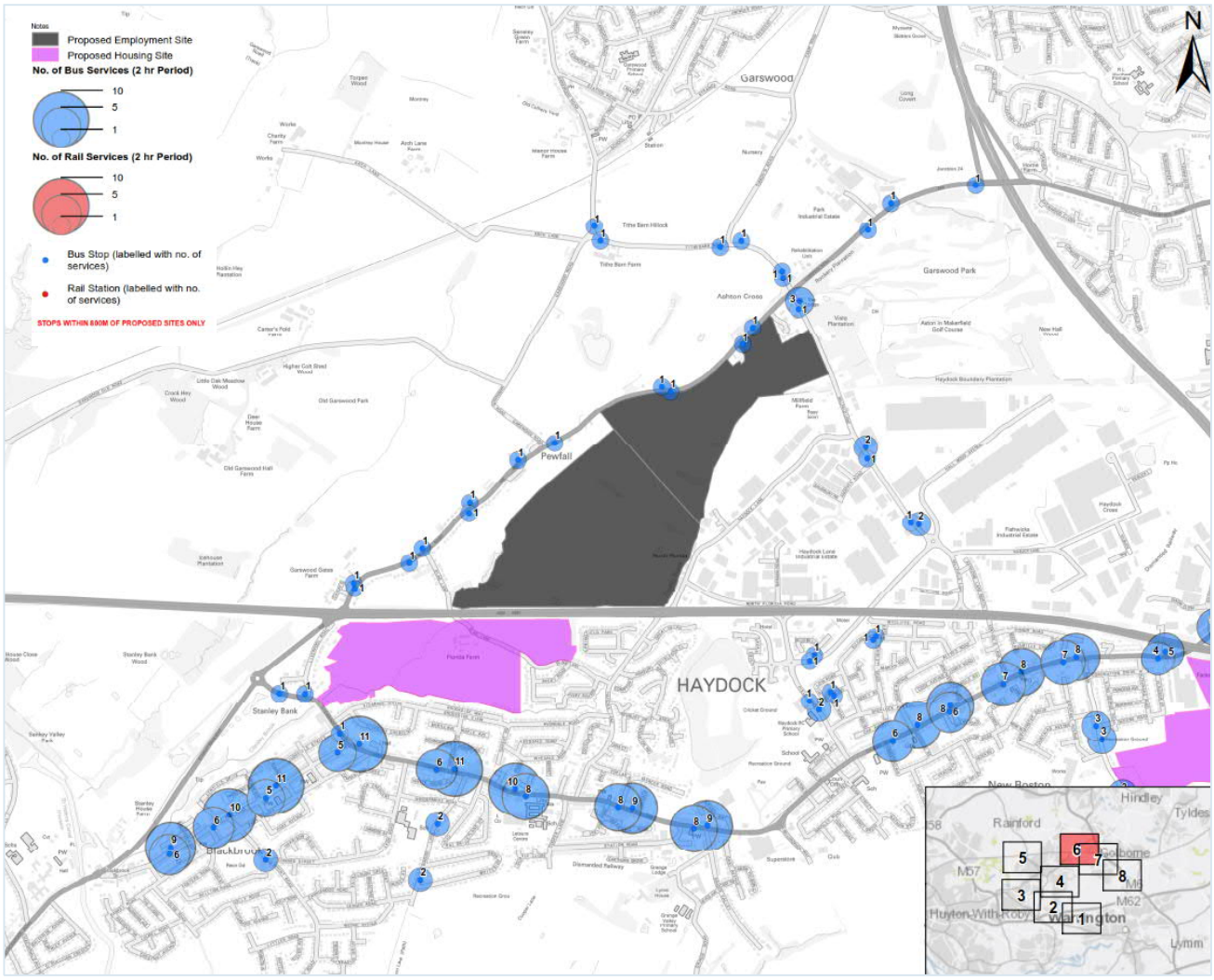
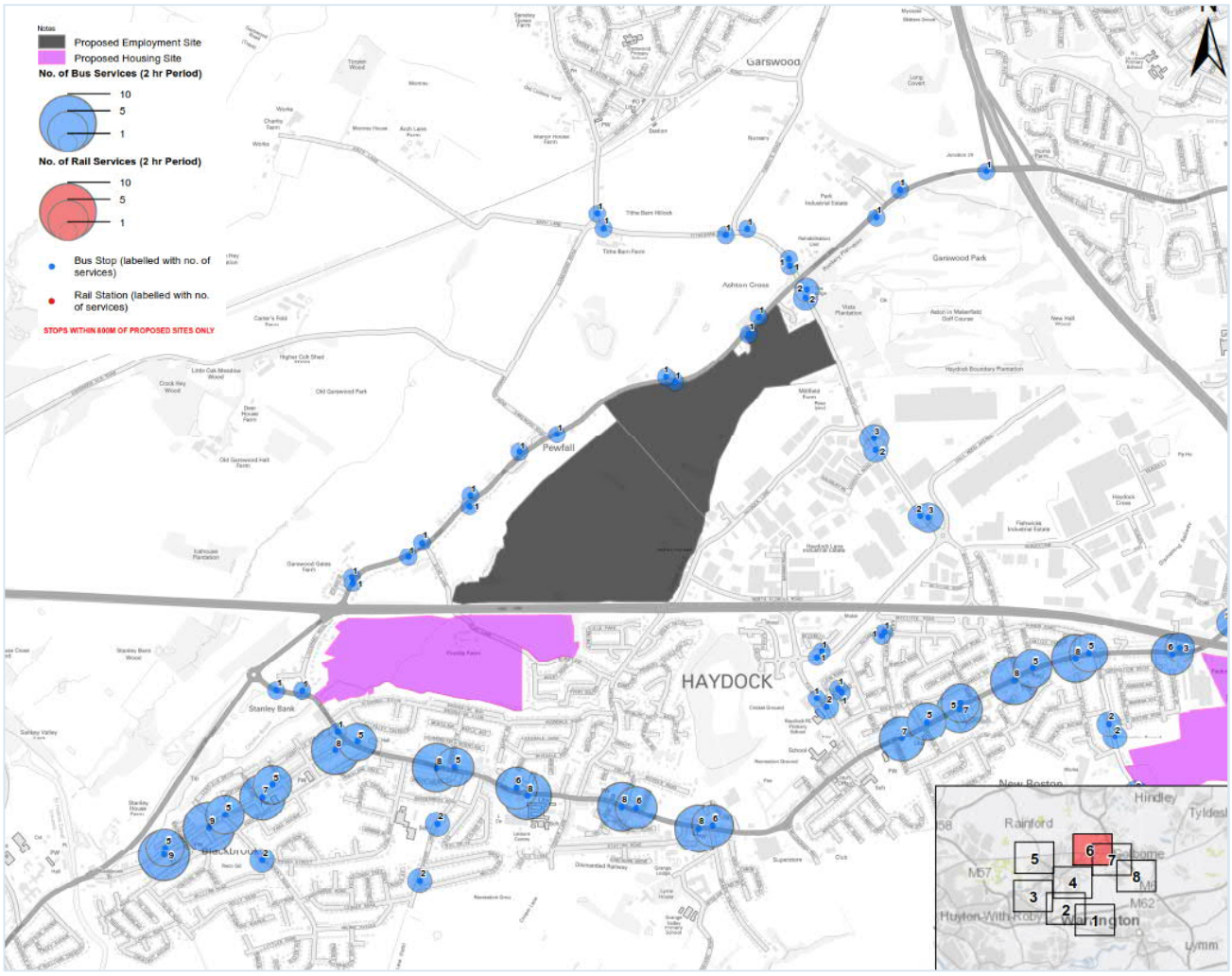


Figure 19: Site EA2 Stop Frequency - Scenario 2



4.3.16. There is significant disparity between the provision of services along Vicarage Road / Clipsley Lane through Haydock, and those available along Liverpool Road; stops along Vicarage road are served by up to 11 services within each analysis period, while there is only a single service during each analysis period. The majority of stops on Vicarage Road / Clipsley Lane are also beyond a desirable 10-minute maximum walk from the site.

SWOT Analysis

4.3.17. Table 9 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats regarding accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 9: Strategic Site Allocation EA2 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance	Severance caused by A580 East Lancashire Road Indiscriminate parking on footways in Haydock Industrial Estate	Integration with strategic site allocation EA7 and non-strategic allocation EA6 Enhancement to crossings of A580 East Lancs Road	Potential for severance from desire lines by adjacent development
Cycling	Wide range of facilities within cycling distance Existing cycle route on A580 East Lancashire Road	Severance caused by A580 East Lancashire Road High speed local roads Lack of on-street infrastructure	Integration with strategic site allocation EA7 and non-strategic allocation EA6 Enhancement to crossings of A580 East Lancs Road (Toucan) Additional routes into Haydock and to HA3.	Potential for severance from desire lines by adjacent development
Bus	Frequent services available on Vicarage road / Clipsley Lane	Stops are often poles, reducing attractiveness in inclement weather Limited services within a desirable walking distance	Introduce shelters at strategic locations	Potential for severance from desire lines by adjacent development Will require cooperation with other stakeholders
Rail	Rail connections available at Garswood	Unattractive walking routes through rural areas Garswood is beyond a desirable walking distance	Potential for improvements to walking / cycling environment	Potential for severance from desire lines by adjacent development

	Strengths	Weaknesses	Opportunities	Threats
Access to Key Services	Wide range of facilities within acceptable distances	No secondary schools or further education	Enhance access to key services though provision along desire lines	Potential for severance from desire lines by adjacent development

Site Specific Measures

4.3.18. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.3.19. Strategic Site Allocation EA2 has been granted planning permission (P/2016/0608/HYBR) since the publication of the St Helens Local Plan Preferred Options draft. Nevertheless, the site's location adjacent to the proposed Strategic Site Allocation EA7, as well as non-strategic site allocation EA6 and the proximity to strategic housing allocation HA2, means that the site remains an important element in the wider strategy for the area, in particular regarding sustainable and active movement.

4.3.20. The following recommendations are therefore made to help ensure that development in the wider area comes forward in a cohesive and sustainable manner:

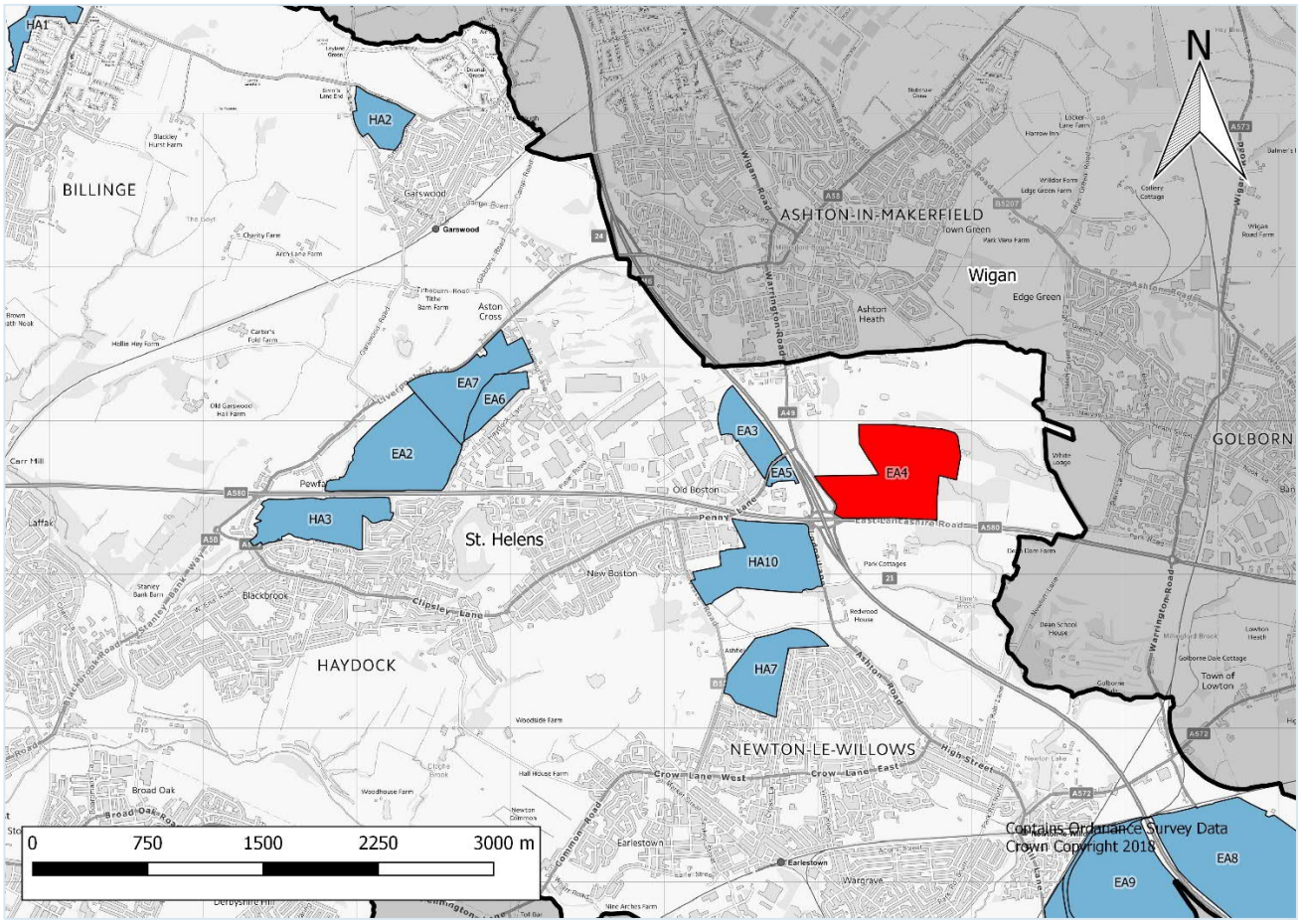
- The emerging St Helens Local Plan already states that: "Design and layout should seek to connect well to Haydock Industrial Estate and to allocated sites EA6 and EA7". It is essential that this requirement is adhered to by all the sites concerned. This study has identified a number of desire lines across the various sites, which are dictated by the presence of essentially immovable key infrastructure pieces, such as local facilities, crossing points over the A580 East Lancashire Road, local bus stops, and Garswood rail station. These desire lines should be catered for as closely as possible, and should be done so following the highest quality design guidance, offering overlooked and well-lit routes, segregated and convenient access from vehicular movements (particularly HGVs), and be well integrated into the existing built environment.
- Enhancing access to Garswood rail station is likely to be impracticable and of limited benefit, particularly in the short term. Even through the provision of better quality surfacing etc, the route would remain isolated with low activity, and suffer from high speed vehicles. It is considered that it would be more appropriate to enhance access by bus, providing shelters in strategic locations for all the proposed site allocations, as well as enhancing provision for the existing area. Real time bus information would also encourage bus use.
- It is understood that planning permission P/2016/0608/HYBR will include an upgrade of the existing uncontrolled crossing point over the A580 East Lancashire Road. This crossing point will help to mitigate the severing impacts of the highway, and benefit both the wider proposed site as well as the existing area. The exact route of pedestrians / cycle users through the site, as well as the provision of any cycleways or shared use foot / cycle ways will be determined as part of the reserved matters application through detailed design.
- It is also not clear if the proposed new junction will be a toucan style crossing, although 4.8.5 of the Florida Farm Transport Assessment states that the junction will accommodate cycle users. A toucan-style crossing would synergise with the walking and cycling improvements implemented

on the A580 East Lancashire Road and a wider active travel strategy promoted through the LCWIP process.

- Any development on the proposed site will necessitate a Travel Plan as part of a planning application. The opportunity should be taken to consider area-wide measures that may benefit all the proposed strategic (and non-strategic) sites, or to implement a Framework Travel Plan to encompass the entire industrial estate. The site is well placed to benefit from sustainable and active modes of travel, and a complementary package of behaviour changes initiatives could enhance the use of such modes.
- It is noted that the existing sites have overspill parking issues which have resulted in indiscriminate parking on footways, restricting pedestrian access and creating maintenance issues. While enforcement could be increased, it would be more desirable to increase use of alternative modes of travel, including car sharing, to limit single occupancy vehicular trips.
- It should also be recognised that the location of the site will likely bring in employees from further afield, while the excellent access via the A580 East Lancashire Road and M6 will encourage car usage. A focus on car-sharing will also be required to limit single vehicle occupancy.
- All the sites should be 'future ready', with charging infrastructure in place for electric / hybrid vehicles and potentially autonomous vehicles, or the opportunity to easily convert. While the sites have significant opportunity to take advantage of sustainable and active modes of travel, it will also be essential for the site to benefit from the likely change in travel patterns and behaviours created by autonomous vehicles and the potential of MaaS.

4.4 EA4: LAND NORTH EAST OF JUNCTION M6 J23, SOUTH OF HAYDOCK RACECOURSE, HAYDOCK

Figure 20: Site EA4 in Context with the Local Area



4.4.1. Proposed Strategic Employment Site EA4 is located on the eastern extent of the borough, and is part of the greenbelt between the town of Newton-le-Willows to the south and Ashton-in-Makerfield to the north, which lies in the Metropolitan Borough of Wigan (part of Greater Manchester). The site is surrounded by primarily agricultural land, although Haydock Park racecourse is adjacent to part of the northern boundary.

4.4.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Significant severance caused by junction 23;
- Poor quality active travel environment around the site, including along Penny Lane, into Ashton-in-Makerfield, and around junction 23;
- Isolated and poor-quality bus infrastructure; and
- Opportunity for significant improvements though the various allocations.

Isochrone Analysis

4.4.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.4.4. Site EA4 is considered to have a poor level of accessibility to primary schools; although there are eight primary schools within approximately 25-30 minutes walking distance away, this is at the upper end of the accessible threshold and can limit opportunity for linked trips.

4.4.5. There are three secondary schools located within a reasonable walking distance of the site; two are approximately 10-15 minutes' walk north, while the other is approximately 15-20 minutes south.

4.4.6. There are no further education colleges within reasonable walking distance of the site.

4.4.7. The shortest walk to health services is approximately 15-20 minutes north of the site in Ashton-in-Makerfield; health services include a GP, pharmacy, dentist and optician.

4.4.8. The nearest discount supermarket is around a 20-25-minute walk north of the site, although this is considered beyond an acceptable distance for obtaining food for employees' lunch or errand running.

4.4.9. There are a number of sports and fitness facilities within walking distance to the site, the closest located approximately 5-10-minute walk away. There are other facilities located south of the site, however, employees at the site are more likely to use those to the north due to the severance caused by junction 23.

4.4.10. Both proposed strategic housing allocation sites HA10 and HA7 are within a 5-25-minute walk, depending on the exact location of the dwelling and available routes through the sites.

Cycling

4.4.11. Cycling increases the number of primary schools that can be accessed from the site, as well as a facilitating access to an additional secondary school to the north within a desirable cycling time; however, there are no further educational colleges within reasonable cycling distance of the site.

4.4.12. There is a large Tesco store in Earlestown, around a 10-15-minute cycle south.

4.4.13. The journey times to facilities in Haydock, which otherwise take around 25-30 minutes on foot, are significantly reduced, to approximately 10-15 minutes.

4.4.14. Cycling also provides connectivity to proposed Strategic Housing Site Allocation HA3 (along the shared use cycle/footway adjacent to the A580 East Lancashire Road), while significantly reducing the journey time to proposed Strategic Housing Site Allocations HA10 and HA7.

4.4.15. Both Earlestown and Newton-le-Willows rail stations are within a 15-20-minute cycle ride, while Bryn rail station is within a 10-15-minute cycle ride to the north.

4.4.16. Note that while the journey time isochrones do consider the actual distance between sites along the highway and other public rights of way, they do not consider other elements, such as topography and waiting time at junctions. The analysis does not therefore consider the time taken to cross junction 23 of the M6, or the A580 East Lancashire Road.

Bus and Rail Accessibility

4.4.17. Figure 21 and Figure 22 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Haydock and Newton-le-Willows. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 21: Site EA4 Stop Frequency - Scenario 1

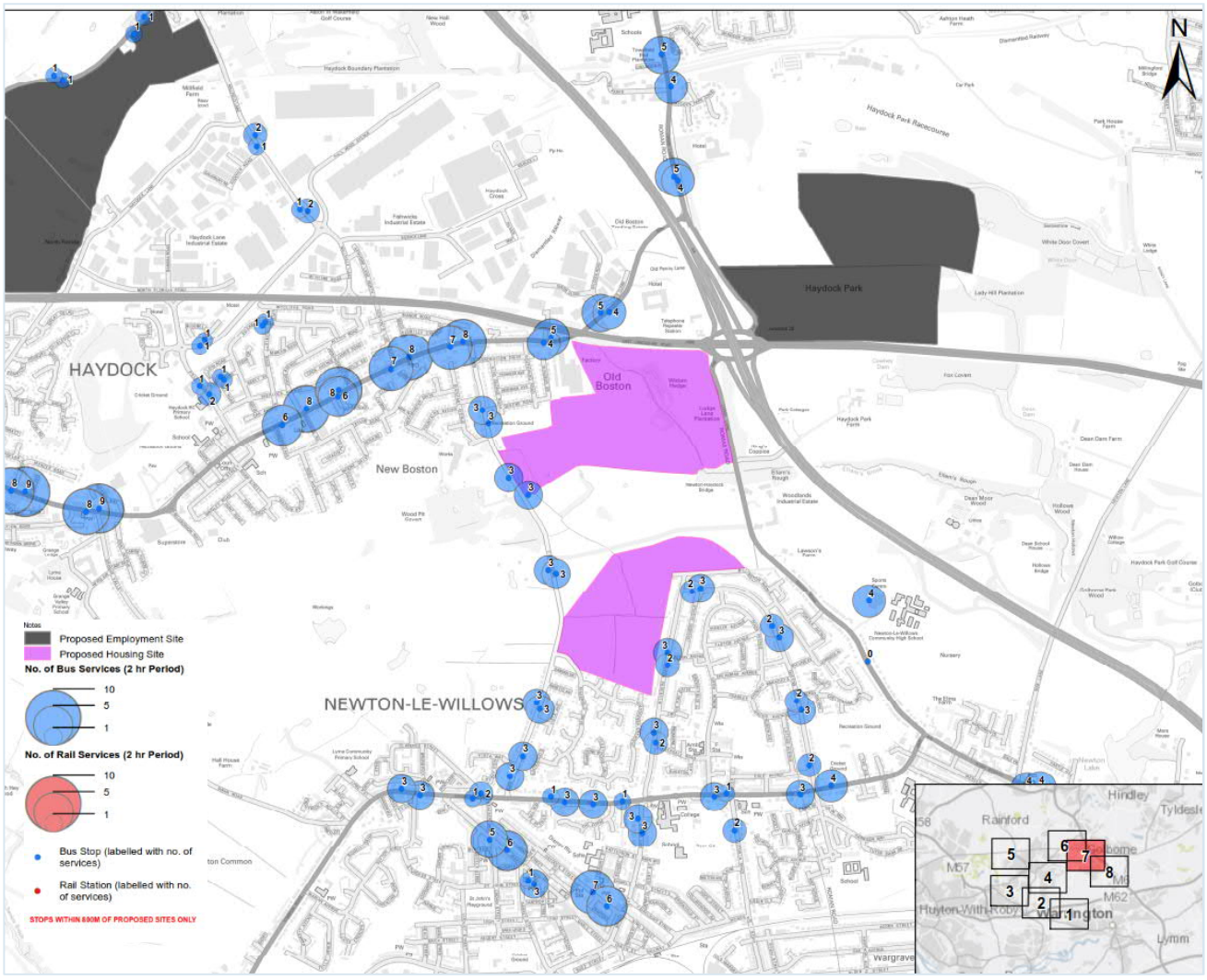
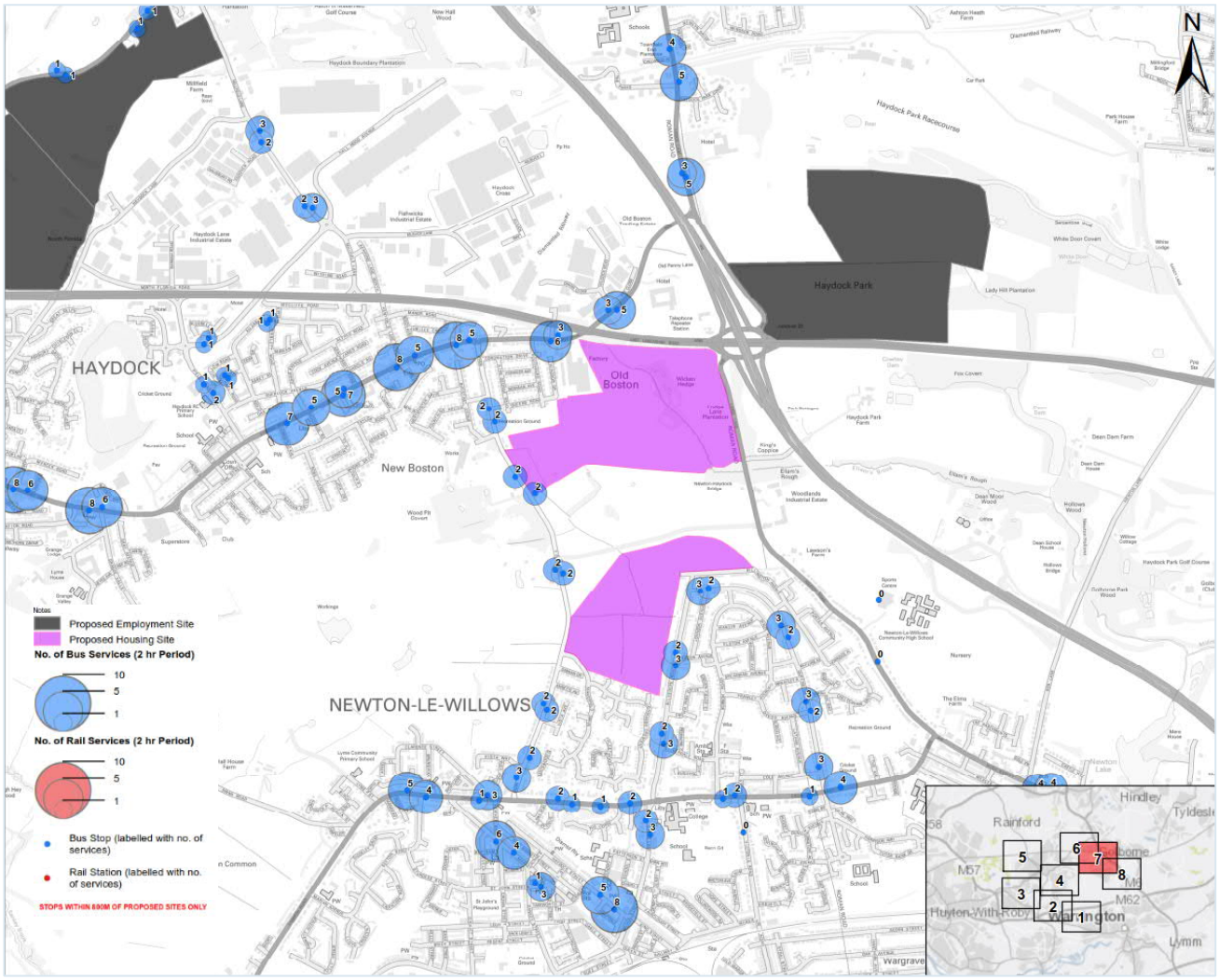


Figure 22: Site EA4 Stop Frequency - Scenario 2



4.4.18. The analysis shows that there are a number of bus stops with frequent services (up to 8 within each analysis period) available along Church Road; however, this is beyond the maximum desirable walking distance. Services available on Penny Lane / Lodge Lane are less frequent, up to a maximum of 5 services per analysis period.

SWOT Analysis

4.4.19. Table 10 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 10: Strategic Site Allocation EA4 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance	Severance of junction 23 and A580 East Lancashire Road Uncontrolled crossings over junction 23 Unattractive and remote walking environment	Enhancement to crossings of A580 East Lancs Road / junction 23 of M6 - signalised Complementary design along Lodge Lane in conjunction with HA7 and HA10, and along Penny Lane in conjunction with sites EA3 and EA5	No offsite improvements to the local area would restrict access by walking
Cycling	Wide range of facilities within cycling distance Existing cycle route on A580 East Lancashire Road Existing cycle infrastructure around junction 23	Severance of junction 23 and A580 East Lancashire Road High speed local roads Lack of on-street infrastructure on local roads	Enhancement to crossings of A580 East Lancs Road / junction 23 of M6 Potential for cycling links to housing allocations HA7 and HA10 Potential for a wider cycling strategy to connect to sites in Haydock	No offsite improvements to the local area would restrict access by cycling
Bus	Wide range of services within a 15-20-minute walk	Stops are often poles, reducing attractiveness in inclement weather Less frequent service within a desirable walking distance	Introduce shelters at strategic locations	Will require cooperation with other stakeholders
Rail	Three rail stations within a desirable cycle distance.	No rail station within a desirable walking distance, necessitating a multi-modal journey	Enhance cycle facilities at local stations and along routes.	Rail usage likely to be limited without a viable link to site.

	Strengths	Weaknesses	Opportunities	Threats
Access to Key Services	Wide range of facilities within acceptable distances	Primary schools at upper limit of desirable walking distance, potential limiting linked trips.	Enhance access to key services though provision along desire lines	Potential for severance from desire lines by junction 23

Site Specific Measures

4.4.20. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.4.21. Strategic Employment Site EA4 is located on the periphery of St Helens, and despite being near a wide range of facilities on foot—significantly increased when considering cycle users—the site suffers from severance issues due to its isolated location and the nature of nearby development and infrastructure. The route into Haydock along the A599 through the Old Boston Trading Estate lacks natural surveillance and activity, and what development exists to the immediate north is set back from the road. Nevertheless, several opportunities present themselves to improve sustainable and active travel provision to and from the site:

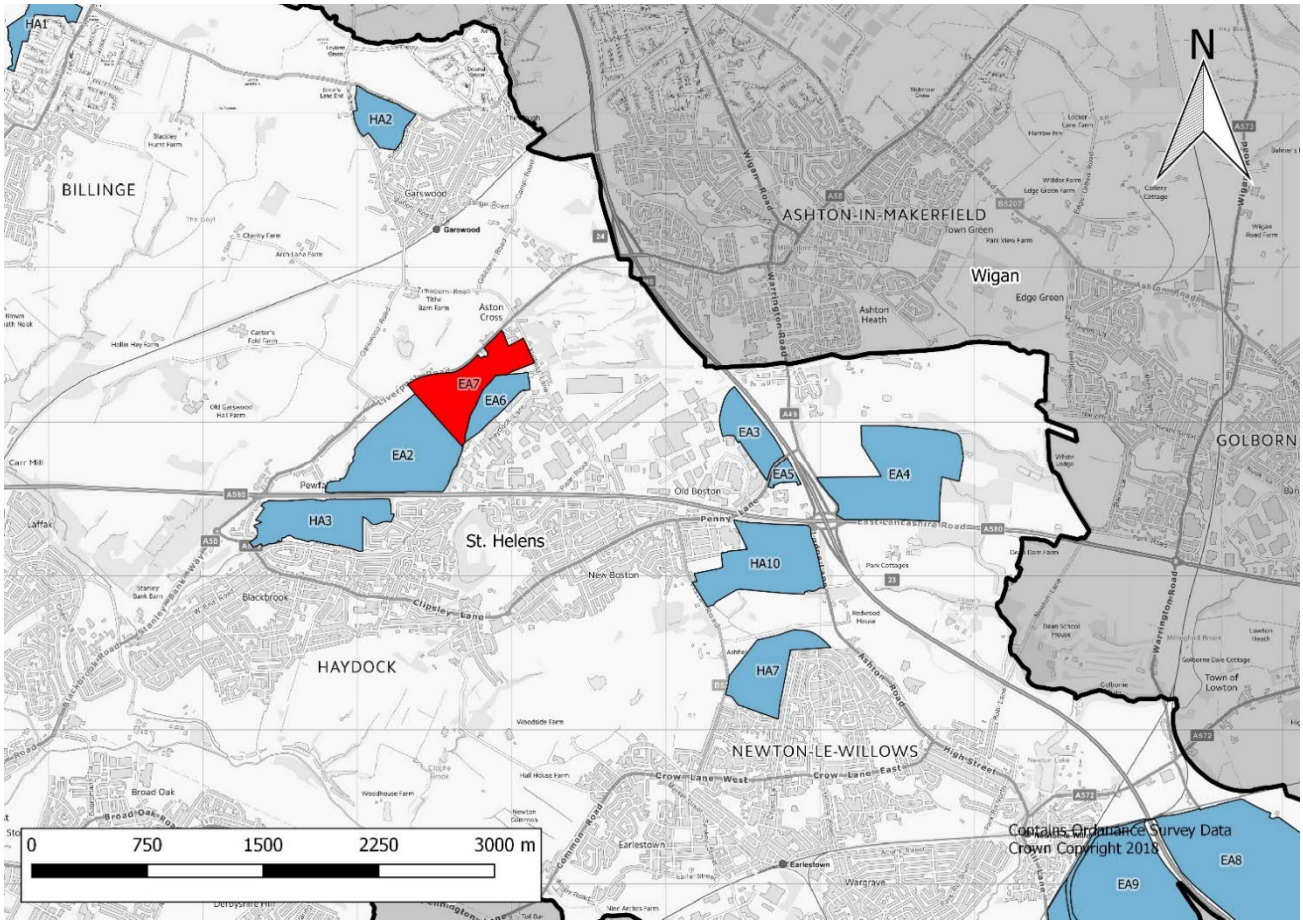
- Cohesive offsite highways improvements to active travel infrastructure associated with Strategic Site EA4, and non-strategic site allocations EA3 and EA5 could encourage active travel between Haydock and the proposed site allocations in the area.
- High quality design of new development, featuring active frontage where possible, would enhance natural surveillance in the area, and intensifying usage could increase levels of activity. It may also be appropriate to lower the speed limit in the surrounding area.
- Improved pedestrian facilities at Junction 23 of the M6 (which incorporates the A580 East Lancashire Road), including controlled crossing points around the entire junction, would help limit the severance caused by this large junction and encourage active travel between Newton-le-Willows (and the proposed site allocations located there) and the proposed site allocations located to the north of Junction 23.
- It should also be considered that the time taken to navigate the junction as an NMU, even considering an enhanced provision, is likely to make the more circuitous route via Penny Lane more time-efficient, strengthening the need to enhance this route and ensure careful planning at Strategic Housing Sites HA10 and HA7 direct NMUs to this route in the first instance.
- An extension to the existing shared-use foot / cycle way along Ashton Road could be delivered alongside Strategic Housing Site HA10, and extended further by HA7, linking to Strategic Site EA4. These housing allocations also provide opportunity to cater for design lines onto Penny Lane, potentially along the existing cycle lane on Vista Road. The aforementioned pedestrian improvements to Penny Lane could also incorporate dedicated cycle improvements.
- There is plenty of opportunity in the vicinity of the site to enhance local cycle access between strategic sites EA4, HA7 and HA10, incorporating non-strategic sites EA3 and EA5. A longer distance off-road route along the A580 East Lancashire road already exists, providing opportunity for access to residential and employment sites in Haydock, while local improvements could enhance access towards Ashton-in-Makerfield, Newton-le-Willows, and even facilitate access to

Parkside. This strategic active travel network could be incorporated within the anticipated Liverpool City Region LCWIP.

- Internal layouts for the proposed site allocations in the area (whether strategic or not) should follow Manual for the Streets principles closely, adopting high quality design standards to ensure the correct street-user hierarchy is adhered to, following cycling desire lines as closely as possible, and using shared surface methods where appropriate. By enhancing the provision along existing suggested cycle routes, a comprehensive strategy could link up to 8 of the Strategic Site Allocations with a dense network of local facilities, maximising cycle use in the area.
- Bus stops nearby are all poles rather than shelters, reducing desirability during inclement weather. Shelters should be provided where possible, ideally with real time bus information.
- It is recognised that there is no rail station within a desirable walking distance. Nevertheless, with the advent of autonomous vehicles and MaaS, there is opportunity for more convenient multi-modal trips. Enhanced cycle provision could also increase rail usage, as there are three stations within a desirable cycle distance, further strengthening the need for a comprehensive Haydock and surrounding area cycle strategy associated with the Strategic sites.
- All the sites should be 'future ready', with charging infrastructure in place for electric / hybrid vehicles and potentially autonomous vehicles, or the opportunity to easily convert. While the sites have significant opportunity to take advantage of sustainable and active modes of travel, it will also be essential for the site to benefit from the likely change in travel patterns and behaviours created by autonomous vehicles and the potential of MaaS.

4.5 EA7: LAND WEST OF MILLFIELD LANE, SOUTH OF LIVERPOOL ROAD AND NORTH OF CLIPSLEY BROOK, HAYDOCK

Figure 23: Site EA7 in Context with the Local Area



4.5.1. Proposed Strategic Employment Site Allocation EA7 is located on the north-western extent of the borough boundary, approximately 5km from the town centre, and is currently part of the greenbelt. The site is in close proximity to Strategic Employment Site Allocation EA2 and non-strategic site allocation EA6, as well as Strategic Housing Site Allocation HA3; these sites should therefore be considered together on a strategic level as well as individually, with regard given to how each can benefit the other.

4.5.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Severance issues associated with the A580 East Lancashire Road;
- Opportunity for cohesive movement strategy between a number of sites;
- Rail opportunities likely to be limited; and
- Indiscriminate parking on footways within Haydock Industrial Estate.

Isochrone Analysis

4.5.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.5.4. There are three primary schools within an approximate 15-20 minutes walking distance to the south of the site.

4.5.5. There are no secondary schools or further education colleges within a desirable walking distance of the site.

4.5.6. There are two dentists, two pharmacies, and two GP surgeries within approximately a 15-20-minute walk south of the site, which is within the lower and upper thresholds.

4.5.7. The nearest discount supermarket is around a 20-25-minute walk south of the site, along with several other local grocery shops, all falling between the lower and upper accessibility thresholds.

4.5.8. There is no hospital within walking distance of the site.

4.5.9. There are two sports and fitness facilities, both approximately 20-25-minute walk away. One is located to the south in Haydock with the other located north east of the site, just off the A58.

4.5.10. There are a number of other facilities located to the north of the site; however, employees located at site EA7 are more likely to use those to the south as they are significantly closer.

4.5.11. Residential site HA3 is relatively close to the site, located less than 1km south (15-20-minute walk), depending on the exact route.

Cycling

4.5.12. Cycling facilitates access to a primary school in Garswood, around a 10-15-minute cycle north. There are two other primary schools to the east of the site in Ashton-in-Makerfield, along with three secondary schools, which take around 15-20 minutes to reach by bicycle.

4.5.13. The journey times to facilities in Haydock (which otherwise take around 15-20 minutes on foot) are significantly reduced, to approximately 0-5 minutes.

4.5.14. Cycling also creates opportunity for active travel to facilities in Ashton's Green and Newton-Le-Willows, the latter of which includes a hospital, approximately 10-15 minutes cycle south east of the site.

4.5.15. However, there are no further educational colleges within reasonable cycling distance of the site.

Bus and Rail Accessibility

4.5.16. Figure 24 and Figure 25 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Haydock. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 24: Site EA7 Stop Frequency - Scenario 1

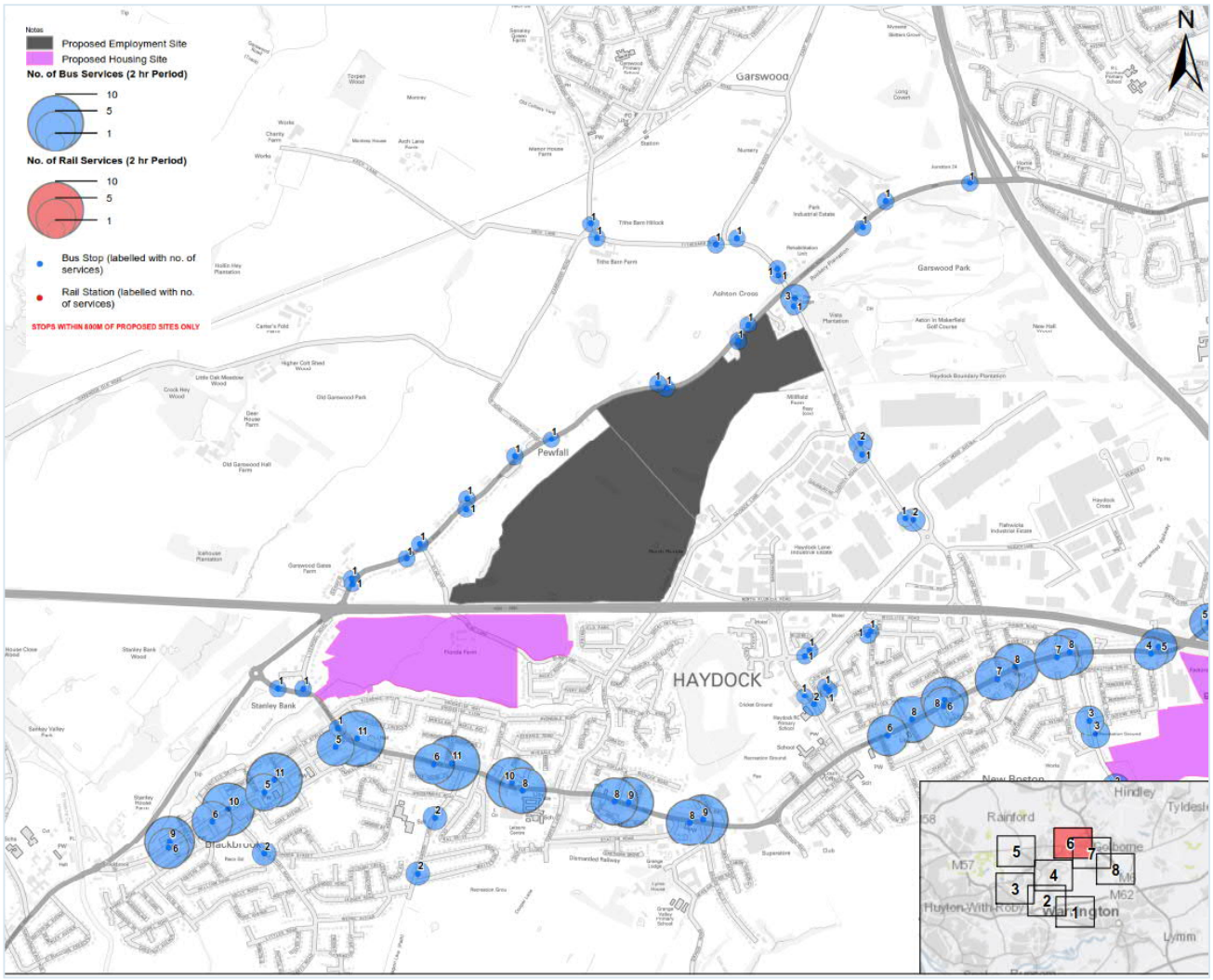
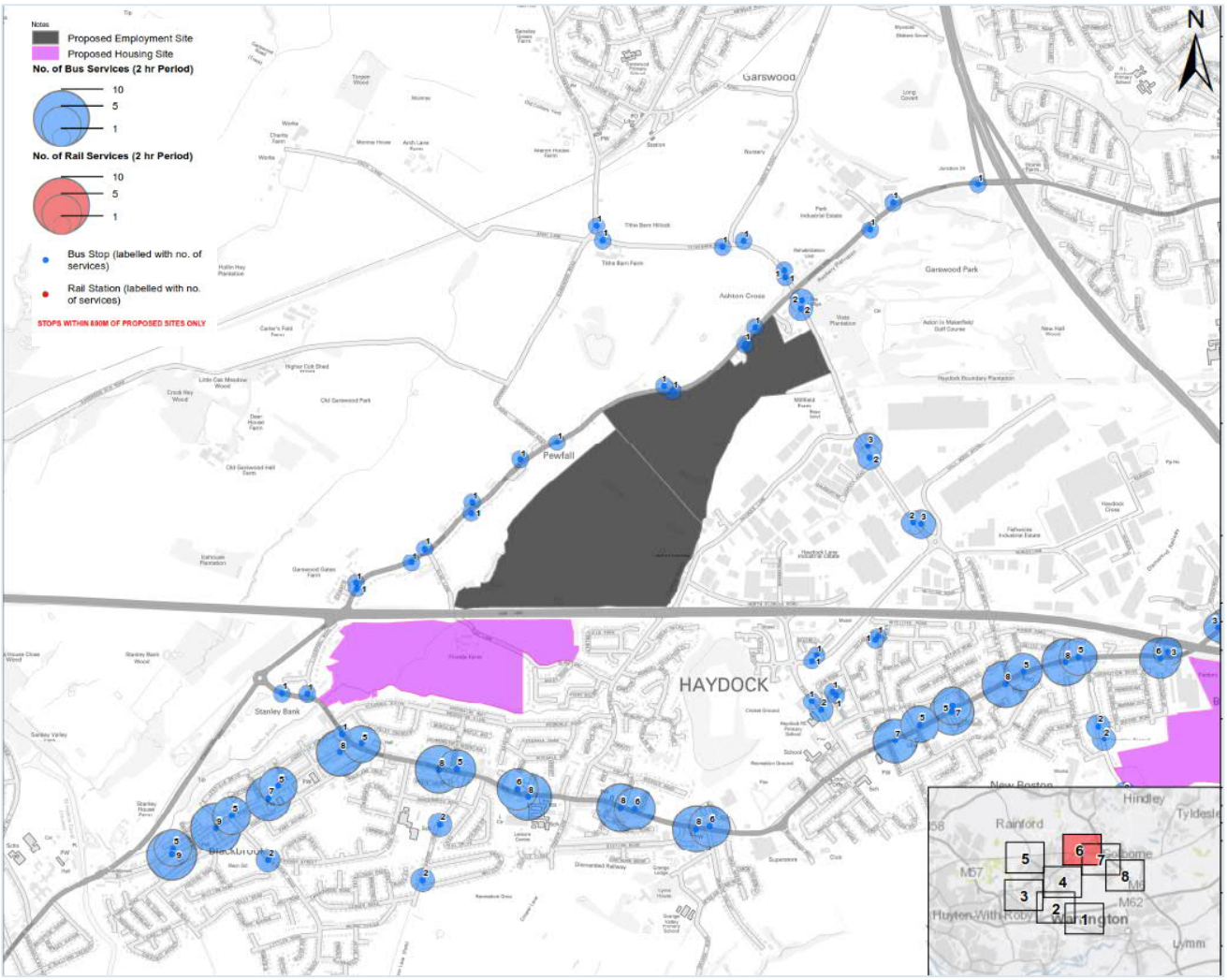


Figure 25: Site EA7 Stop Frequency - Scenario 2



4.5.17. Site EA7 has a similar level of accessibility as Site EA2. However, the additional distance of the site from Haydock means that all bus stops on Vicarage Road / Clipsley Lane are beyond a desirable walking distance, being a 20-25-minute walk to most of bus stops in this area.

4.5.18. Bus stops on Liverpool Road are considerably more accessible, within a 0-5-minute walk, but are only served by a single service in each analysis period.

SWOT Analysis

4.5.19. Table 11 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats regarding accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 11: Strategic Site Allocation EA7 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance	Severance caused by A580 East Lancashire Road Indiscriminate parking on footways in Haydock Industrial Estate	Integration with strategic site allocation EA7 and non-strategic allocation EA6 Enhancement to crossings of A580 East Lancs Road	Potential for severance from desire lines by adjacent development and A580 East Lancashire Road
Cycling	Wide range of facilities within cycling distance Existing cycle route on A580 East Lancashire Road	Severance caused by A580 East Lancashire Road High speed local roads Lack of on-street infrastructure	Integration with strategic site allocation EA7 and non-strategic allocation EA6 Enhancement to crossings of A580 East Lancs Road (Toucan) Additional routes into Haydock and to HA3.	Potential for severance from desire lines by adjacent development and A580 East Lancashire Road
Bus	Services available on Liverpool Road	Stops are often poles, reducing attractiveness in inclement weather Services within a desirable walking distance are very limited	Introduce shelters at strategic locations	Potential for severance from desire lines by adjacent development Will require cooperation with other stakeholders
Rail	Rail connections available at Garswood	Unattractive walking routes through rural areas Garswood is beyond a desirable walking distance	Potential for improvements to walking / cycling environment	Potential for severance from desire lines by adjacent development
Access to Key Services	Wide range of facilities within acceptable distances	No secondary schools or further education within walking distance	Enhance access to key services though provision along desire lines	Potential for severance from desire lines by adjacent

				development and A580 East Lancashire Road

Site Specific Measures

4.5.20. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.5.21. Strategic Employment Site Allocation EA7 is located adjacent to Strategic Employment Site Allocation EA2, and non-strategic Employment Allocation EA6, as well as being close to Strategic Housing Allocation HA3. The proximity of the sites to one another, particularly in regard to the employment sites, offers an opportunity for an area wide movement strategy, ensuring the opportunities for sustainable and active travel are capitalised upon. The following recommendations are therefore made:

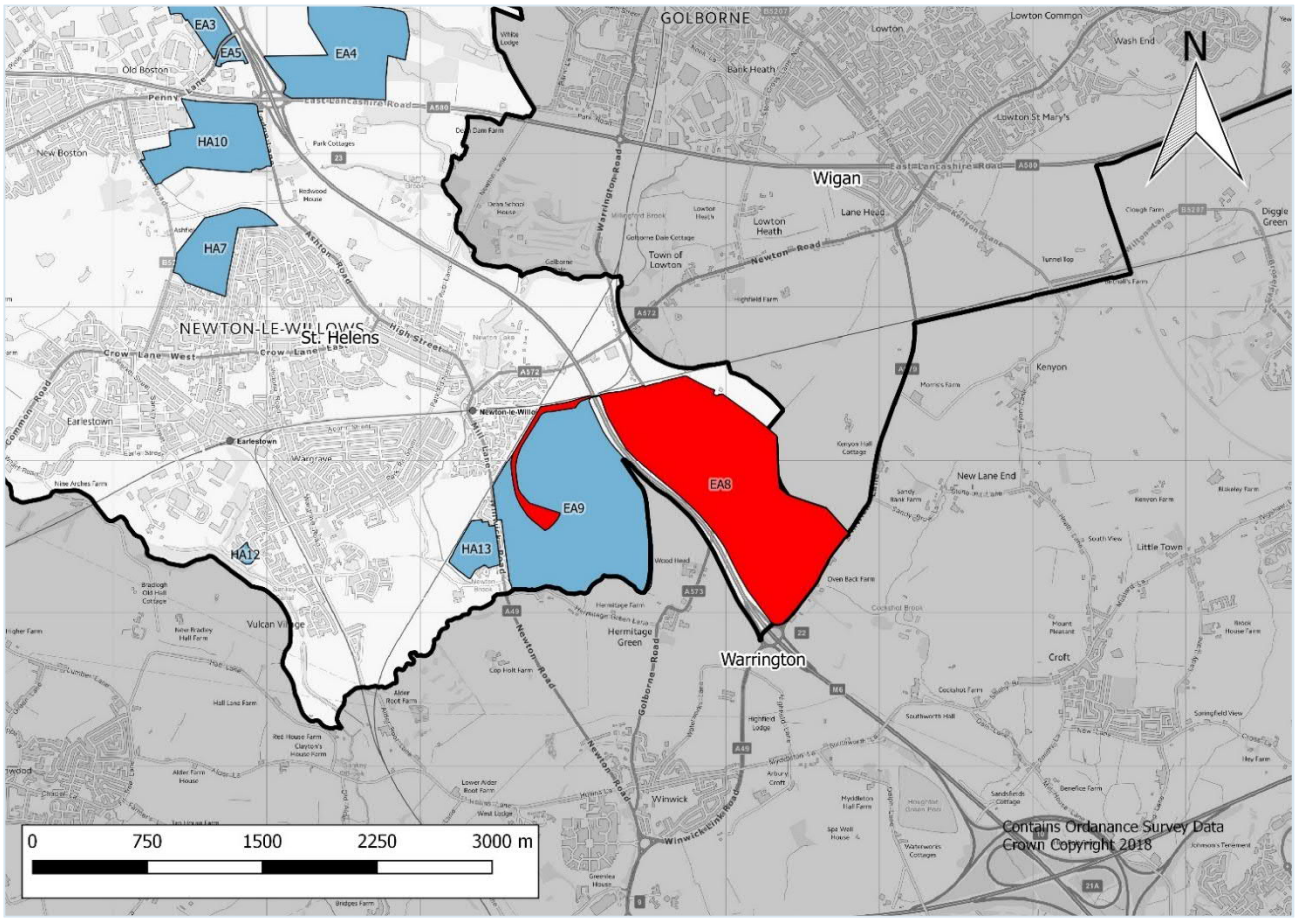
- Strategic Site Allocation EA2 has been granted planning permission (P/2016/0608/HYBR) since the publication of the St Helens Local Plan Preferred Options draft. Nevertheless, the site's location adjacent to Site EA7 means that it remains an important element in the wider strategy for the area, in particular in regard to sustainable and active movement. Any reserved matters applications should consider the site's contributions to the wider Haydock area and role in the Haydock Industrial Estate.
- The emerging St Helens Local Plan already states that "Design and layout should seek to connect well to Haydock Industrial Estate and to allocated sites EA2 and EA6". It is essential that this requirement is adhered to by all the sites concerned. This study has identified a number of desire lines across the various sites, which are dictated by the presence of immovable key infrastructure pieces, such as local facilities, crossing points over the A580 East Lancashire Road, local bus stops, and Garswood rail station. These desire lines should be catered for as closely as possible, and should be done so following the highest quality design guidance, offering overlooked and well-lit routes, segregated and convenient access from vehicular movements (particularly HGVs), and be well integrated into the existing built environment. Interconnectivity between the sites is likely to be of utmost importance.
- Enhancing access to Garswood rail station is likely to be impracticable and of limited benefit, particularly in the short term. Even through the provision of better quality surfacing etc, the route would remain isolated with low activity, and suffer from high speed vehicles. It is considered that it would be more appropriate to enhance access by bus, providing shelters in strategic locations for all the proposed site allocations, as well as enhancing provision for the existing area. Real time bus information would also encourage bus use.
- It is understood that planning permission P/2016/0608/HYBR will include an upgrade of the existing uncontrolled crossing point over the A580 East Lancashire Road. This crossing point will help to mitigate the severing impacts of the highway, and benefit both the wider proposed site as well as the existing area. The exact route of pedestrians / cycle users through the site, as well as the provision of any cycleways or shared use foot / cycle ways will be determined as part of the reserved matters application through detailed design.
- It is also not clear if the proposed new junction will be a toucan style crossing, although Section 4.8.5 of the Florida Farm North Transport Assessment states that the junction will accommodate

cycle users. A toucan-style crossing would synergise with the walking and cycling improvements implemented on the A580 East Lancashire Road and a wider active travel strategy promoted through the LCWIP process.

- Any development on the proposed site will necessitate a Travel Plan as part of a planning application. The opportunity should be taken to consider area-wide measures that may benefit all of the proposed strategic (and non-strategic) sites, or to implement a Framework Travel Plan to encompass the entire industrial estate. The site is well placed to benefit from sustainable and active modes of travel, and a complementary package of behaviour changes initiatives could enhance the use of such modes.
- It is noted that the existing sites have overspill parking issues which have resulted in indiscriminate parking on footways, restricting pedestrian access and creating maintenance issues. While enforcement could be increased, it would be more desirable to increase use of alternative modes of travel, including car sharing, to limit single occupancy vehicular trips.
- It should also be recognised that the location of the site will likely bring in employees from further afield, while the excellent access via the A580 East Lancashire Road and M6 will encourage car usage. A focus on car-sharing will also be required in order to limit single vehicle occupancy.
- All the sites should be 'future ready', with charging infrastructure in place for electric / hybrid vehicles and potentially autonomous vehicles, or the opportunity to easily convert. While the sites have significant opportunity to take advantage of sustainable and active modes of travel, it will also be essential for the site to benefit from the likely change in travel patterns and behaviours created by autonomous vehicles and the potential of MaaS.

4.6 EA8: PARKSIDE EAST, NEWTON-LE-WILLOWS

Figure 26: Site EA8 in Context with the Local Area



4.6.1. Proposed Strategic Employment Site EA8 is located on the eastern extent of the St Helens borough, with the Metropolitan Borough of Wigan (part of Greater Manchester) on the eastern site boundary and Warrington on the southern boundary. The town of Newton-le-Willows lies directly to the west, adjacent to Strategic Employment Site EA9 (Parkside West).

4.6.2. Sites EA8 and EA9 are situated on the former Parkside colliery, bisected by the M6, while the Liverpool to Manchester railway line runs across the north of both sites. The site is considered to be an opportunity to provide an employment development that will act as a link to the Southern English ports and Europe, as well as being part of SuperPort and Liverpool 2. Site EA8 and land within Site EA9 are safeguarded for use as a Strategic Rail Freight Interchange (SRFI), while it is anticipated that Site EA9 will be used for complementary purposes.

4.6.3. A significant body of work has been undertaken concerning the feasibility of Site EA8 as an SRFI, and this study does not look to reconsider this work. It is also noted that those issues and opportunities impacting on Site EA8 will also affect site EA9; the two sites should therefore be considered together on a strategic level as well as individually, with regard given to how each can benefit the other.

4.6.4. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix B. The following key points summarise the findings of the site visit:

- Good existing access routes from the north and west (assuming a viable route though Site EA9);
- Less desirable route along Parkside Road;
- Good sustainable travel options within desirable walking distance;
- Sustainable options may be less frequent during unsocial shift patterns;
- No existing cycling infrastructure; and
- Overspill parking issues from Newton-le-Willows rail station.

Isochrone Analysis

4.6.5. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.6.6. Site EA8 is within a desirable walking distance to a number of primary schools in Newton-Le-Willows to the east, and one to the south in Winwick; the closest of which is approximately 10-15 minutes walking distance away.

4.6.7. There is one secondary school within walking distance of the site, located approximately 20-25 minutes walking distance away.

4.6.8. There are no further education colleges within reasonable walking distance of the site.

4.6.9. There is a dentist and a GP surgery located on Newton-le-Willows High Street, approximately 10-15 minutes away from the site.

4.6.10. The nearest local food store is around a 20-25-minute walk east of the site.

4.6.11. The Selwyn Jones sport centre is located on the same site as Hope Academy, approximately a 20-25 minutes walking distance north.

4.6.12. There is no hospital within walking distance of the site.

4.6.13. The site is located within a 5-10-minute walk of Newton-Le-Willows railway station, providing connections to Warrington, Liverpool and Manchester.

4.6.14. Strategic Housing Site HA7 is at the extent of a desirable walking time, with the boundary just being within a 30-minute journey time. This will be longer depending on specific access points and locations, however.

Cycling

4.6.15. Cycling facilitates access to a number of additional primary schools within a 30-minute cycle time, as well as a secondary school in Golborne. There is also a further educational college within a desirable cycling distance of the site, approximately 5-10 minutes south-west.

4.6.16. Journey times to facilities in Newton-Le-Willows, which otherwise take up to 30 minutes on foot, are significantly reduced by cycle, to within approximately 15 minutes. The Newton-le-Willows rail station is within a 0-5 minute cycling distance, promoting multi-modal trips.

4.6.17. Cycling also provides connectivity with other strategic and non-strategic site allocations in the area; proposed Strategic Housing Site Allocations HA7 and HA10 are within a 10-15-minute journey time, while Site HA3 is within a 30-minute cycle.

Bus and Rail Accessibility

4.6.18. Figure 27 and Figure 28 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Newton-le-Willows. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 27: Site EA8 Stop Frequency - Scenario 1

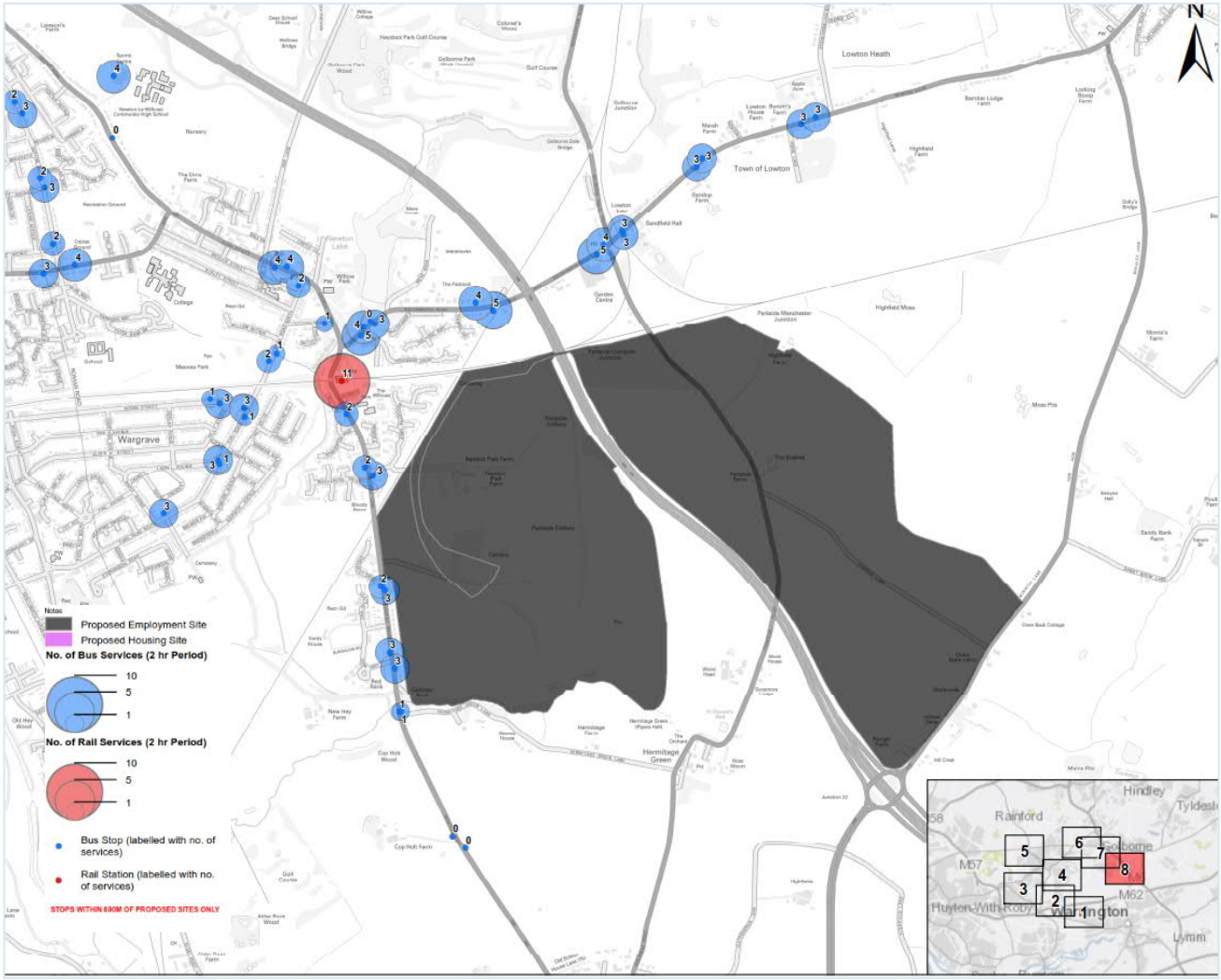
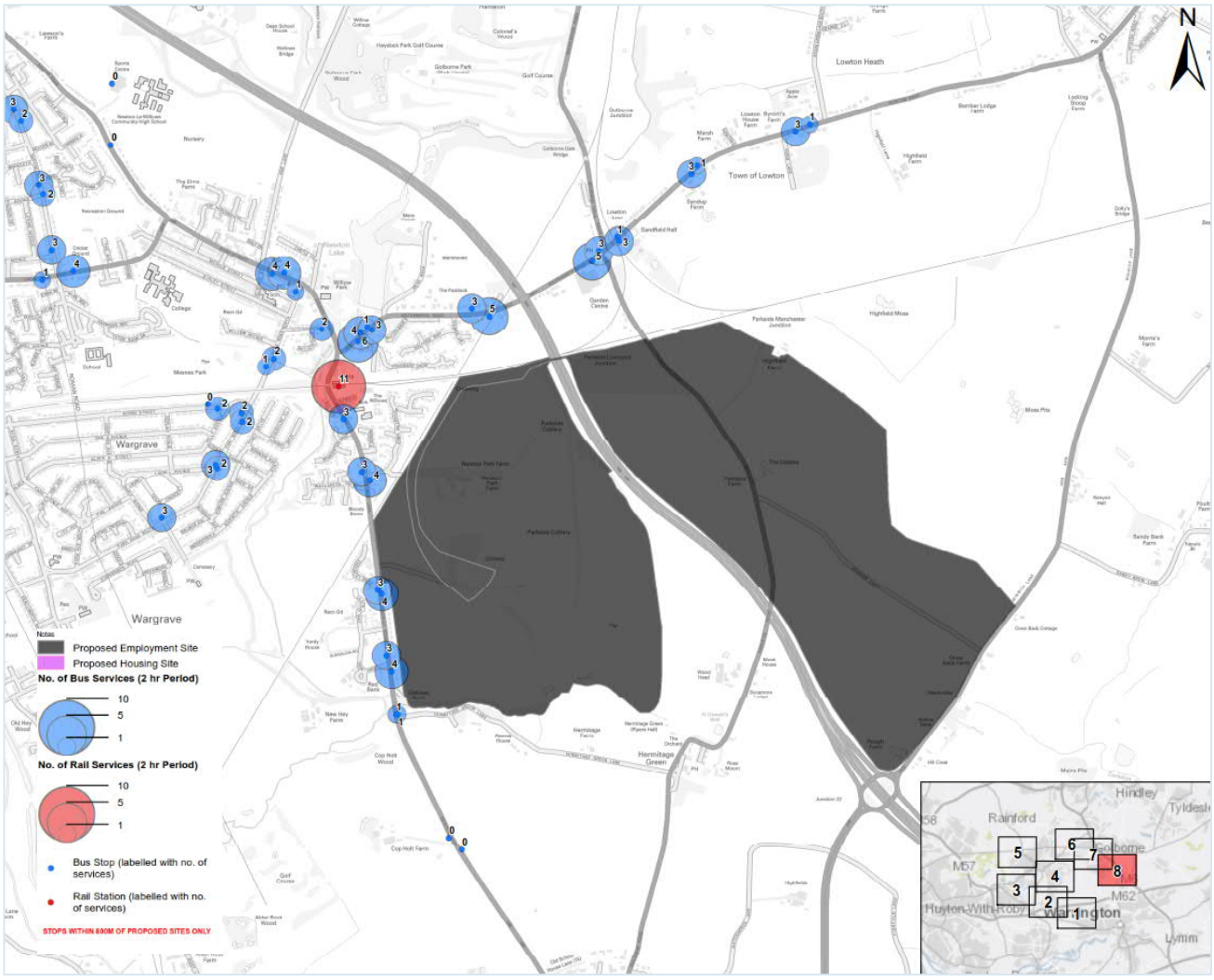


Figure 28: Site EA8 Stop Frequency - Scenario 2



4.6.19. There are a number of bus stops located on the western and northern highway around Parkside. Exactly which ones are accessible from the site and in what time is likely to be highly dependent on the final layout of the site, and the availability of access points. This is particularly the case for Site EA8, which is severed from a number of stops and Newton-le-Willows rail station by the M6, Site EA9, and to some degree by the railway line.

4.6.20. Nevertheless, the stops to the north of the site are served by up to 6 services over each analysis period, while there are further services available to the west that may be within a desirable walking distance. Netwon-le-Willows rail station is also potentially within a desirable walking distance, and has 11 services in each analysis period, indicating high level of accessibility.

SWOT Analysis

4.6.21. Table 12 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 12: Strategic Site Allocation EA8 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance Desirable walking environment to the north and west	Less desirable walking routes to the east No walking infrastructure to the south along Winwick Lane	Integration with strategic site allocation EA9 Improvements to Parkside Road	The M6 may restrict or sever desire lines though the site. Railway line may restrict or sever desire lines though the site
Cycling	Wide range of facilities within cycling distance Local roads conducive to cycling to the north and west	High speed local roads to the east and south Lack of cycle specific infrastructure nearby	Integration with strategic site allocation EA9 Cycle route to allocations HA7 / HA10	Significant on-road car parking—overspill from Newton-le-Willows rail station—limits effectiveness of infrastructure
Bus	A cluster of bus stops at the rail station with services connecting to the site	Stops are often poles, reducing attractiveness in inclement weather Circuitous route from a number of stops depending on access points	Introduce shelters at strategic locations Introduce real-time bus information	Will require cooperation with other stakeholders
Rail	Rail station within desirable walking distance High frequency of services	Walking desire line may not be attractive to shift or night workers due to low light	Rail station currently being upgraded	Park and Ride site at capacity causing overspill parking along local roads surrounding the site
Access to Key Services	Wide range of facilities within acceptable walking and cycling distances	Food store is potentially too far for breaks.	Enhance access to key services though provision along desire lines	Potential for severance from desire lines by adjacent development (EA9)

Site Specific Measures

4.6.22. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.6.23. Strategic Employment Site EA8 (Parkside East) is located next to Site EA9 (Parkside West), albeit severed from one another by the M6. The site is allocated for use as an SRFI, while additional land within Site EA9 is safeguarded as part of EA8 in order to deliver an SRFI of the desired size. While Site EA9 is allocated for a different use (B2 & B8), it is envisaged that the site will likely be of a complementary use, probably freight and logistics.

4.6.24. The close proximity of the sites and the potential for similar usages indicates that the sites should be considered together on a strategic basis, as well as on their individual strengths and opportunities. Particularly in regards to sustainable travel, both sites will make use of the same environment, suffer from the same weaknesses, and benefit from the same off-site improvements. The two sites will also benefit from active travel routes and access points across each other. The following recommendations are therefore made:

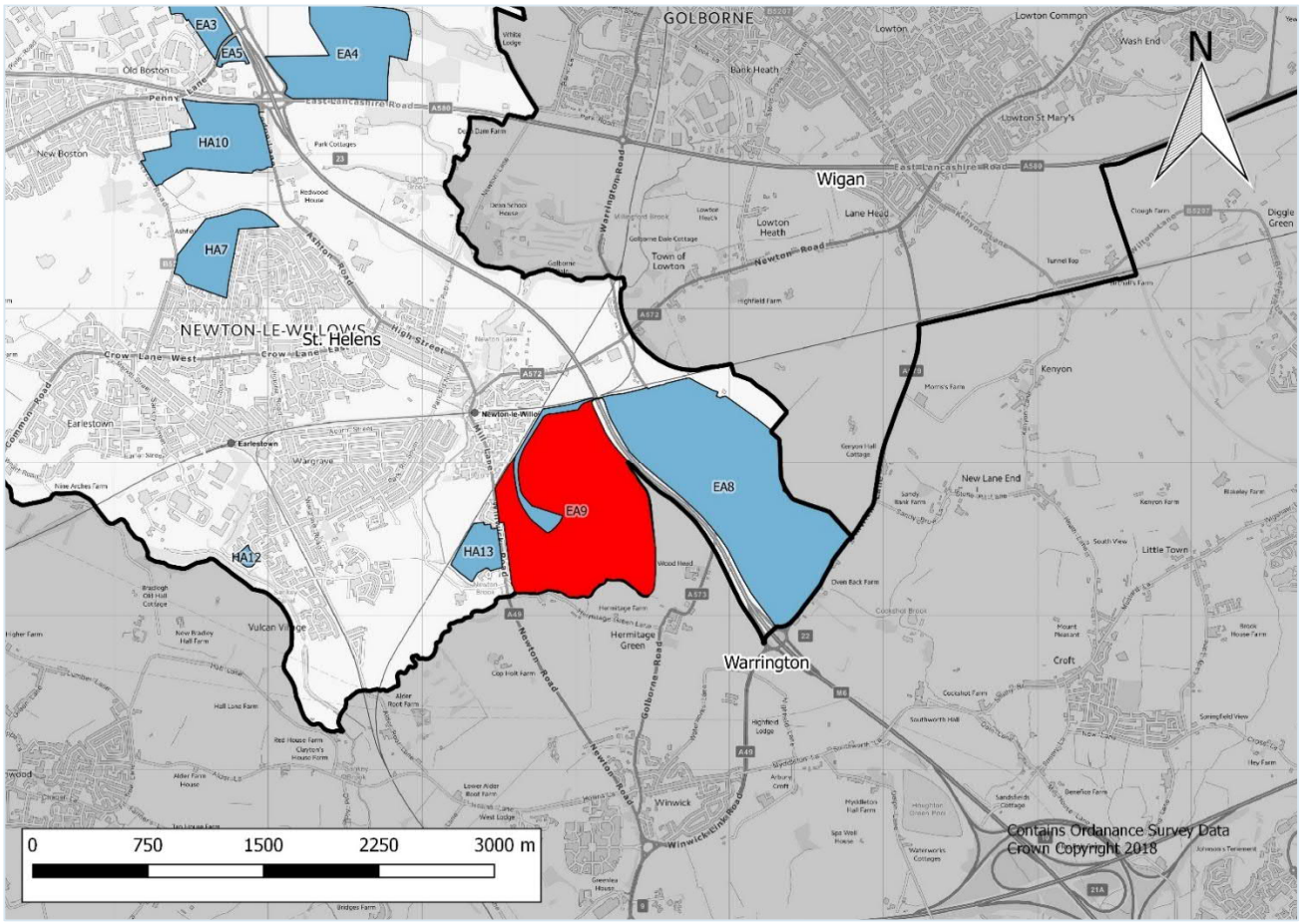
- A range of active travel access points should be provided around the site, maximising the number of desire lines catered for. It is noted that the site boundaries to the north do not extend to Southworth Road; consideration should be given to the potential for an active travel route across third party land, particularly if access points to the east and west cannot be provided along desire lines.
- The proposed realignment of Parkside Road as an internal link road should incorporate high-quality pedestrian and cycling infrastructure, including a reduction in speed limits.
- The existing access point to the west is likely to also be a key access point for active travel from the main towns in St Helens, particularly from nearby Newton-le-Willows and Haydock. Mill Lane will also be a highly desirable route from Newton-le-Willows rail station. However, access from the west is restricted; access to proposed site allocation EA8 will have to be across proposed site allocation EA9 where practicable given the severance issues of the M6 and the railway lines within the sites.
- However, the access points are realised, it is of utmost importance that access to the site for active travel is not solely from Parkside Road—the additional time and distance this could necessitate would limit the desirability of sustainable and active transport options from St Helens.
- The majority of the existing cycling infrastructure within Newton-le-Willows consists of off-road, leisure focussed routes around Mesnes Park, rather than on-road infrastructure catering for commuter and business purposes. The low vehicular speeds within the town and wide carriageways should be conducive to cycling; however, a number of constraints are identified in this study. A corridor study associated with Mill Lane and Southworth Road could be undertaken in order to identify a package of improvement measures designed to increase sustainable travel.
- Such a route is envisaged to form the eastern extent of a Haydock / Newton-le-Willows cycling network, connecting the 8 strategic site allocations in the area with one another, as well as key local facilities. This network could be formalised through the LCWIP process and adopted as an SPD.
- Newton-le-Willows already offers comprehensive sustainable transport links, with both a rail station and nearby local bus interchange. There may be further opportunity to enhance this

provision through additional shelters located closer to Parkside, or even potentially a new / diverted route though the site; contributions could be sought toward off-site improvements and potentially priming new services.

- Any development on the proposed site will necessitate a Travel Plan as part of a planning application. The opportunity should be taken to consider area-wide measures that may benefit both Parkside allocations, or to implement a Framework Travel Plan to encompass the entire site, with full Travel Plans beneath to address the individual uses. The site is well placed to benefit from sustainable and active modes of travel, and a complementary package of behaviour changes initiatives could enhance the use of such modes.
- It should also be recognised that the location of the site on the periphery of the borough will likely bring in employees from further afield, while the strategic access via the M6 / M62 will likely encourage car usage. A focus on car-sharing will also be required to limit single vehicle occupancy.
- Parkside should be 'future ready', with charging infrastructure in place for electric / hybrid vehicles and potentially autonomous vehicles, or the opportunity to easily convert. While the sites have significant opportunity to take advantage of sustainable and active modes of travel, it will also be essential for the site to benefit from the likely change in travel patterns and behaviours created by autonomous vehicles and the potential of MaaS.

4.7 EA9: PARKSIDE WEST, NEWTON-LE-WILLOWS

Figure 29: Site EA9 in Context with the Local Area



4.7.1. Strategic Site EA9 is located on the eastern extent of the St Helens borough, with the Metropolitan Borough of Wigan (part of Greater Manchester) close to the eastern site boundary and Warrington on the southern boundary. The town of Newton-le-Willows lies adjacent to the west.

4.7.2. Sites EA8 and EA9 are situated on the former Parkside colliery, bisected by the M6, while the Liverpool to Manchester railway line runs across the north of both sites. The site is considered to be an opportunity to provide an employment development that will act as a link to the Southern English ports and Europe, as well as being part of SuperPort and Liverpool 2. Site EA8 and land within Site EA9 are safeguarded for use as a Strategic Rail Freight Interchange (SRFI), while it is anticipated that Site EA9 will be used for complementary purposes.

4.7.3. A significant body of work has been undertaken concerning the feasibility of Site EA8 as an SRFI, and this study does not look to reconsider this work. It is also highlighted that those issues and opportunities impacting on Site EA8 will also affect site EA9; the two sites should therefore be considered on a strategic level as well as individually, with regard given to how each can benefit the other.

4.7.4. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Good existing access routes from the north and west;
- Less desirable route along the eastern boundary;
- Good sustainable travel options within desirable walking distance;
- Sustainable options may be less frequent during unsocial shift patterns;
- No existing cycling infrastructure;
- Overspill parking issues from Newton-le-Willows rail station.

Isochrone Analysis

4.7.5. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.7.6. Site EA8 is within a desirable walking distance to a number of primary schools in Newton-Le-Willows to the east, and one to the south in Winwick; the closest of which is approximately 10-15 minutes walking distance away.

4.7.7. There is one secondary school within walking distance of the site, located approximately 20-25 minutes walking distance away.

4.7.8. There are no further education colleges within reasonable walking distance of the site.

4.7.9. There is a dentist and a GP surgery located on Newton-le-Willows High Street, approximately 10-15 minutes away from the site.

4.7.10. The nearest local food store is around a 20-25-minute walk east of the site.

4.7.11. The Selwyn Jones sport centre is located on the same site as Hope Academy, approximately a 20-25 minutes walking distance north.

4.7.12. There is no hospital within walking distance of the site.

4.7.13. The site is located within a 5-10-minute walk of Newton-Le-Willows railway station, providing connections to Warrington, Liverpool and Manchester.

4.7.14. Strategic Housing Site HA7 is at the extent of a desirable walking time, with the boundary just being within a 30-minute journey time. This will be longer depending on specific access points and locations, however.

Cycling

4.7.15. Cycling facilitates access to a number of additional primary schools within a 30-minute cycle time, as well as a secondary school in Golborne. There is also a further educational college within a desirable cycling distance of the site, approximately 5-10 minutes south-west.

4.7.16. Journey times to facilities in Newton-Le-Willows, which otherwise take up to 30 minutes on foot, are significantly reduced by cycle, to within approximately 15 minutes. The Newton-le-Willows rail station is within a 0-5 minute cycling distance, promoting multi-modal trips.

4.7.17. Cycling also provides connectivity with other strategic and non-strategic site allocations in the area; proposed Strategic Housing Site Allocations HA7 and HA10 are within a 10-15-minute journey time, while Site HA3 is within a 30-minute cycle.

Bus and Rail Accessibility

4.7.18. Figure 30 and Figure 31 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Newton-le-Willows. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 30: Site EA9 Stop Frequency - Scenario 1

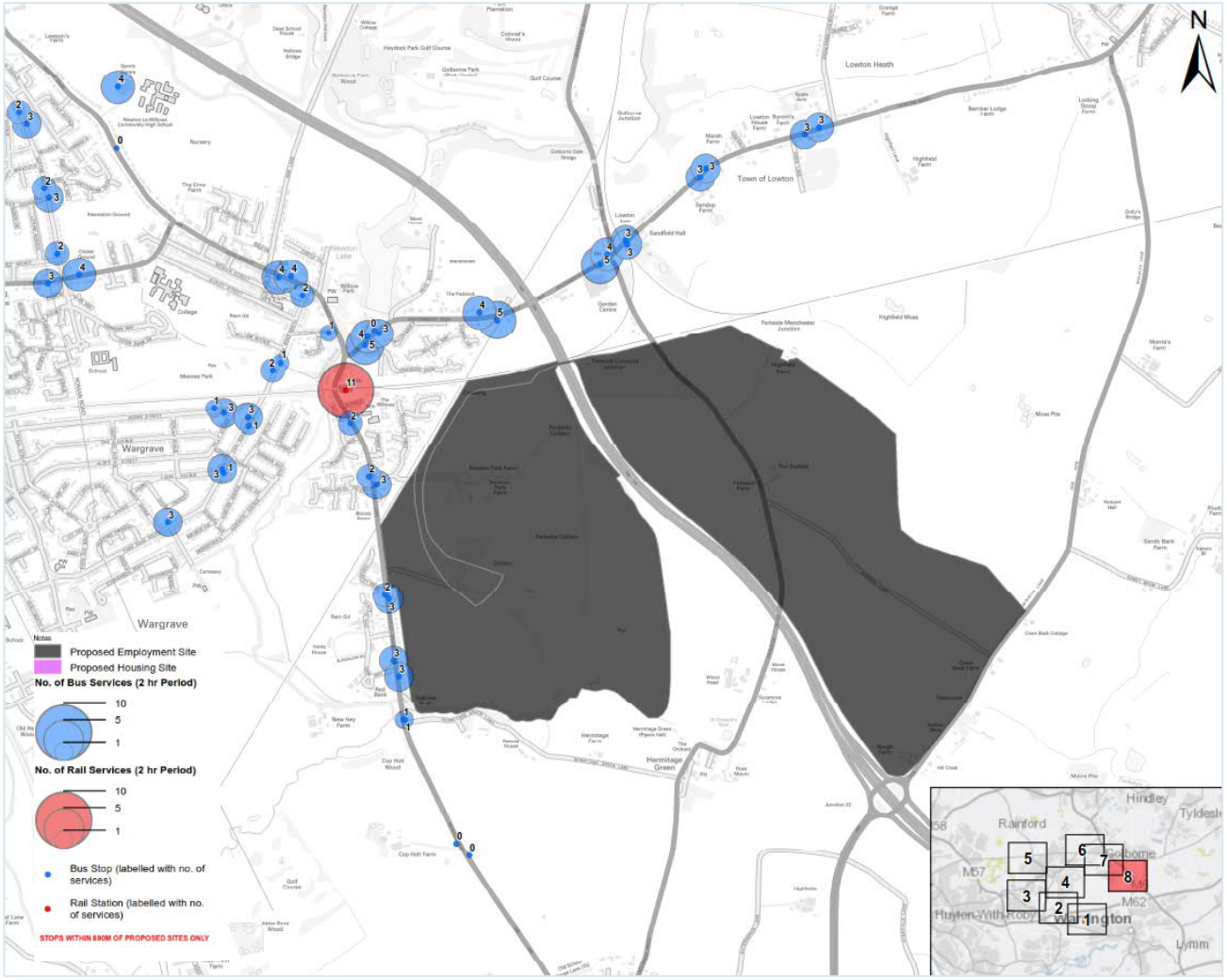
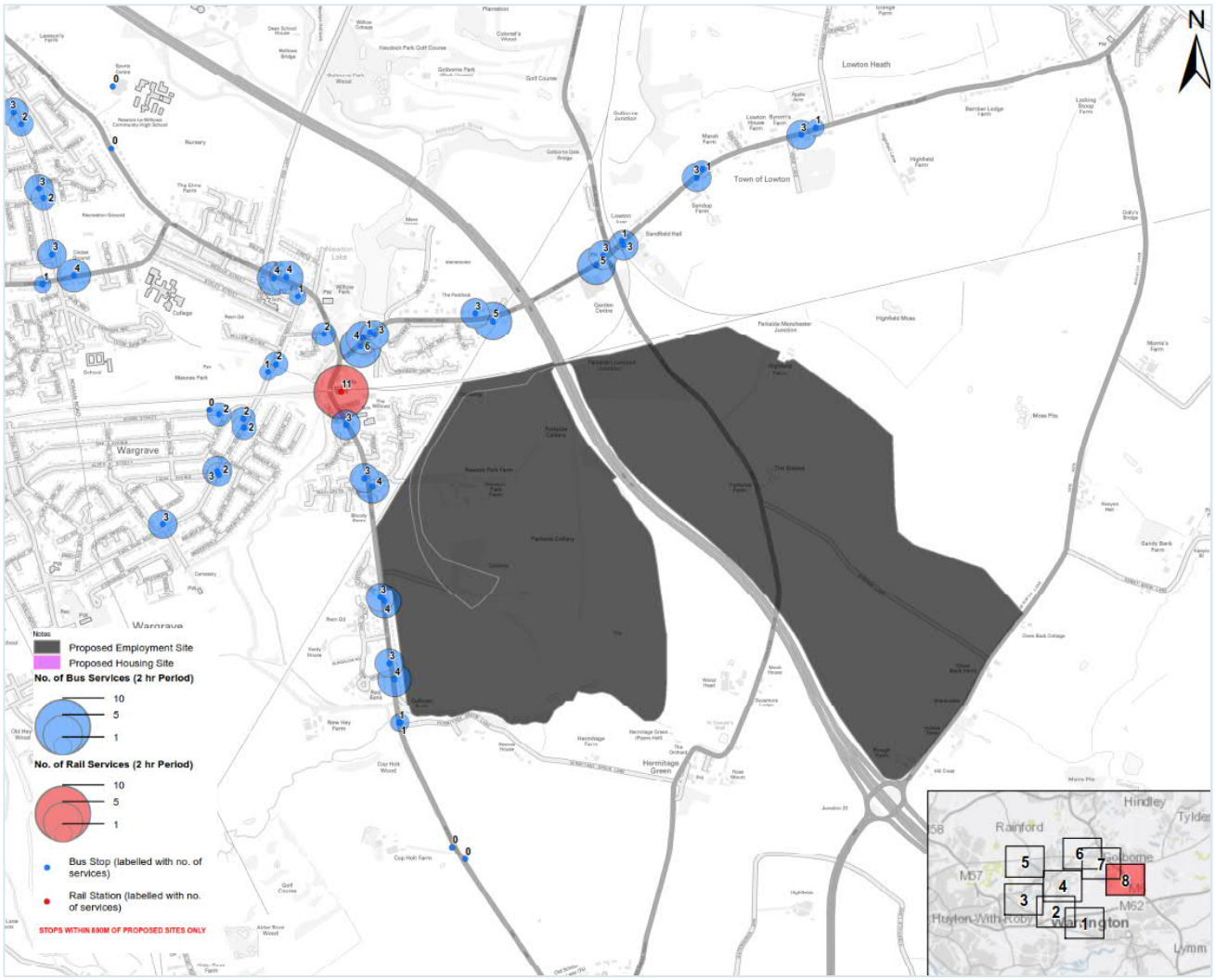


Figure 31: Site EA9 Stop Frequency - Scenario 2



4.7.19. There are a number of bus stops located on the western and northern highway around Parkside. Exactly which ones are accessible from the site and in what time is likely to be highly dependent on the final layout of the site, and the availability of access points. In terms of accessibility to nearby sustainable transport facilities in St Helens, Site EA9 benefits over Site EA8 due to its proximity to Newton-le-Willows rail station and bus interchange, as well as fronting onto Mill Lane. Where the existing site access point is.

4.7.20. Stops on Mill Lane are served by up to 4 services within each analysis period, while the bus interchange and stops on Southworth Road are served by up to 6 services. Newton-le-Willows rail station is served by 11 services in either analysis period.

SWOT Analysis

4.7.21. Table 13 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 13: Strategic Site Allocation EA9 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance Desirable walking environment to the north and west	Less desirable walking routes to the east No walking infrastructure to the south along Winwick Lane	Integration with strategic site allocation EA9	The M6 may restrict or sever desire lines though the site. Railway line may restrict or sever desire lines though the site
Cycling	Wide range of facilities within cycling distance Local roads conducive to cycling to the north and west	High speed local roads to the east and south Lack of cycle specific infrastructure nearby	Integration with strategic site allocation EA9 Cycle route to allocations HA7 / HA10	Significant on-road car parking—overspill from Newton-le-Willows rail station—limits effectiveness of infrastructure
Bus	A cluster of bus stops at the rail station with services connecting to the site	Stops are often poles, reducing attractiveness in inclement weather Circuitous route from a number of stops depending on access point	Introduce shelters at strategic locations Introduce real-time bus information	Will require cooperation with other stakeholders
Rail	Rail station within desirable walking distance High frequency of services	Walking desire line may not be attractive to shift or night workers due to low light	Rail station currently being upgraded	Park and Ride site at capacity causing overspill parking along local roads surrounding the site
Access to Key Services	Wide range of facilities within acceptable walking and cycling distances		Enhance access to key services though provision along desire lines	Potential for severance from desire lines by adjacent development (EA8)

Site Specific Measures

4.7.22. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also

a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.7.23. Strategic Employment Site EA9 - Parkside West is located adjacent to Site EA8 – Parkside East; while the two are severed by the M6, Site EA9 includes land safeguarded for the delivery of Site EA8, and it is anticipated that the two will have similar and complementary uses, likely focussed on freight and logistics.

4.7.24. The close proximity of the sites and the potential for similar usages indicates that the sites should be considered together on a strategic basis, as well as on their individual strengths and opportunities. Particularly in regards to sustainable travel, both sites will make use of the same environment, suffer from the same weaknesses, and benefit from the same off-site improvements. The two sites will also benefit from active travel routes and access points across each other.

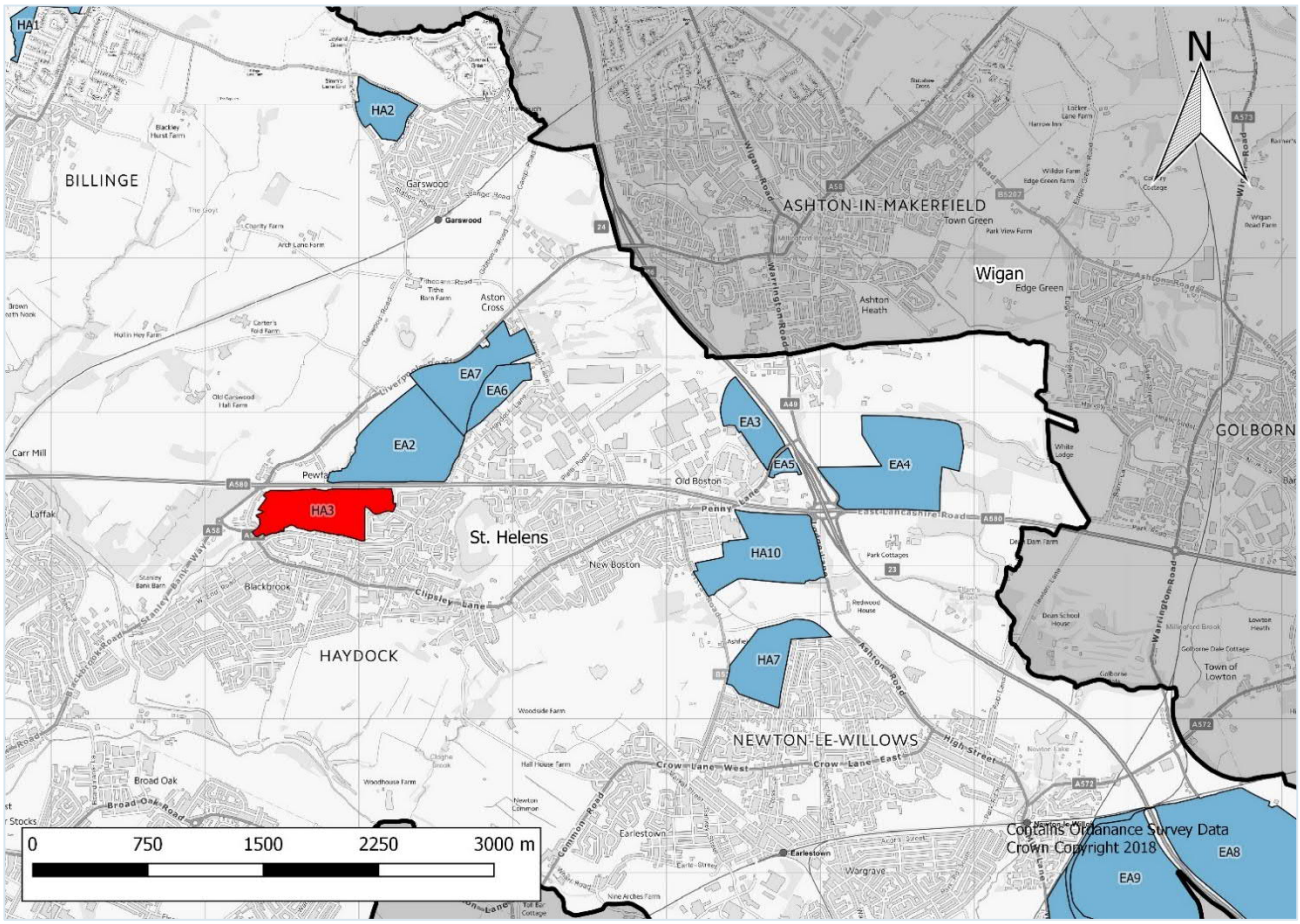
4.7.25. The recommendations made in relation to proposed Strategic Site Allocation EA8: Parkside East are just as relevant to proposed Strategic Site Allocation EA9: Parkside West. However, Parkside West is better placed in regards to access for sustainable and active travel from St Helens. Located closer to the urban area of Newton-le-Willows, the existing site access is approximately 600m from Newton-le-Willows rail station and bus interchange, along a residential road. This access point is anticipated to be the primary point of access for the initial phases of development within Parkside, and is therefore likely to attract HGV and LGV movements, as well as construction traffic for later phases.

4.7.26. While the exact details over access and phasing are yet to be determined, the principle remains that pedestrians and cyclists should be segregated as much as possible from vehicular movements, not only at the access point but also within the site, without providing circuitous and undesirable routes away from desire lines. This access point may also be a primary access point for Parkside East as part of a comprehensive movement and access strategy for the wider site, although this is dependent on whether the severance issues posed by the M6 and railway lines can be overcome.

4.7.27. Such cooperative access would also be to the benefit of Parkside West; while Lowton to the east is within the borough of Wigan, there is likely to be some demand for pedestrian / cycle movements from this area.

4.8 HA3: LAND AT FLORIDA FARM SOUTH, SLAG LANE, BLACKBROOK

Figure 32: Site HA3 in Context with the Local Area



4.8.1. The site is located to the east of the borough, on the periphery of the village of Haydock, and is well placed for access to the wider borough and surrounding areas, being roughly equidistant between the larger urban areas of Ashton-in-Makerfield, Newton-le-Willows, and the town of St Helens. The site is in close proximity to Strategic Employment Site Allocations EA2 and EA6, as well as non-strategic site allocation EA6; these sites should therefore be considered on a strategic level as well as individually, with regard given to how each can benefit the other.

4.8.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Severance issues associated with the A580 East Lancashire Road;
- Opportunity for cohesive movement strategy between a number of sites;
- Cul-de-sac layout of neighbouring residential area severs some desire lines;
- Rail opportunities likely to be limited; and
- Wide range of facilities within immediate vicinity

Isochrone Analysis

4.8.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.8.4. There is potential walking access to four primary schools within 20 minutes; the closest is approximately 10-15 minutes walking distance away.

4.8.5. There is one secondary school within walking distance of the site, located approximately 25-30 minutes walking distance away.

4.8.6. There are no further education colleges within reasonable walking distance of the site.

4.8.7. There is a pharmacy (5-10-minute walk), dentist (0-5-minute walk) and a GP surgery (10-15-minute walk) available in Haydock.

4.8.8. The nearest local food store is around a 20-25-minute walk east of the site, although this is considered further than the desirable maximum distance when carrying food.

4.8.9. There is also a sports and fitness facility within approximately 5-10 minutes.

4.8.10. There is no hospital within walking distance of the site.

4.8.11. Local employment opportunities are located relatively close to the site within Haydock, while the proposed employment sites (strategic and non-strategic) EA2, EA7, and EA6 are all within a 5 – 20-minute walk, depending on the route chosen and the exact origin / destination.

4.8.12. St Helens town centre is located approximately 4km west of the site and therefore walking is not considered a desirable option.

4.8.13. The site is also located within a 25-30-minute walk of Garswood railway station.

Cycling

4.8.14. There are significantly more primary and secondary schools in Newton-Le-Willows and Ashton-in-Makerfield that would be within an acceptable cycling distance, while there is also further educational college within a reasonable cycling distance of the site, 20-25 minutes south east in Newton-Le-Willows.

4.8.15. Journey times to facilities in Haydock, which can otherwise take up to 25 minutes on foot, are significantly reduced to within 0-5 minutes. Garswood railway station is within a 5-10-minute cycling distance. Cycling connects the town centre and the site to within a 30-minute cycle journey.

Bus and Rail Accessibility

4.8.16. Figure 30 and Figure 31 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Haydock. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 33: Site HA3 Stop Frequency - Scenario 1

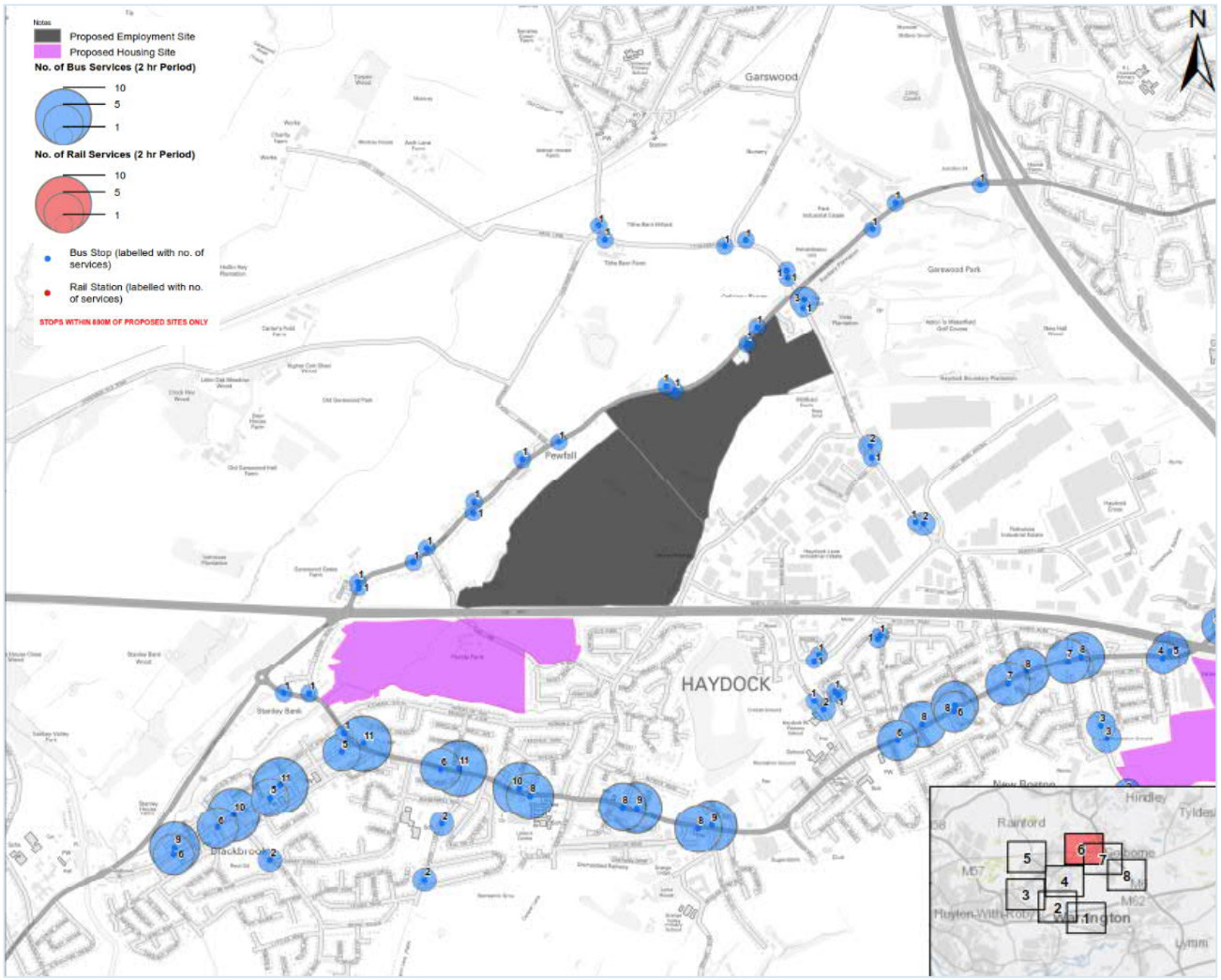
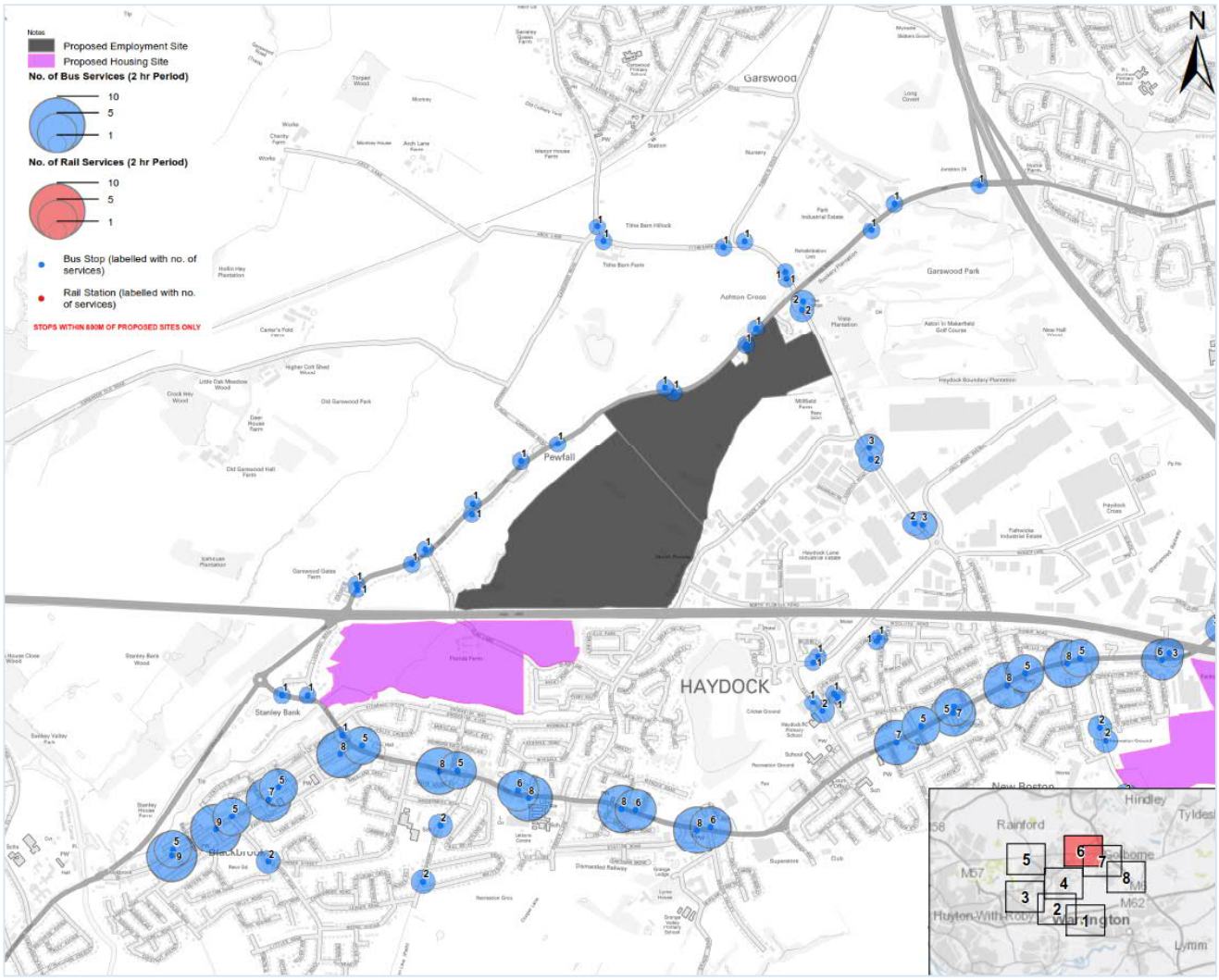


Figure 34: Site HA3 Stop Frequency - Scenario 2



4.8.17. The site is near a number of stops on Vicarage Road / Clipsley Lane and West End Road, all within the desirable maximum 10-minute walk. These stops are served by up to 11 services in the AM analysis period, and up to 8 in the PM analysis period.

SWOT Analysis

4.8.18. Table 14 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 14: Strategic Site Allocation HA3 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance	Severance of A580 East Lancashire Road	Integration with existing housing estate Enhancement to crossings of A580 East Lancs Road Benefit from location adjacent to new employment sites	Potential for severance from desire lines by cul-de-sac layout of existing housing estate
Cycling	Wide range of facilities within cycling distance Existing cycle route on A580 East Lancashire Road	Severance of A580 East Lancashire Road Some high-speed arterial routes Lack of on-street infrastructure	Integration with existing housing estate Enhancement to crossings of A580 East Lancs Road Benefit from location adjacent to new employment sites	Potential for severance from desire lines by cul-de-sac layout of existing housing estate
Bus	Bus stops located nearby on Vicarage Road / Clipsley Lane High frequency of services available	Stops are often poles, reducing attractiveness in inclement weather	Introduce shelters at strategic locations Introduce real-time bus information	Potential for severance from desire lines by cul-de-sac layout of existing housing estate. Will require cooperation with other stakeholders
Rail	Rail services available at Garswood	Unattractive walking / cycling routes through rural areas Garswood is beyond the desired maximum walking distance	Potential for improvements to walking / cycling environment	Improvements likely to not provide value for money given distance or need for multi-modal journey.

	Strengths	Weaknesses	Opportunities	Threats
Access to Key Services	Wide range of facilities within acceptable distances	No further education sites or hospitals	Enhance access to key services though provision along desire lines	Potential for severance from desire lines by cul-de-sac layout of existing housing estate

Site Specific Measures

4.8.19. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.8.20. Strategic Housing Site HA3 is located in close proximity to Strategic Employment Site Allocation EA7, EA2, and non-strategic Employment Allocation EA6, albeit severed by the A580 East Lancashire Road. The site benefits from its location adjacent to an existing residential are on the outskirts of Haydock, with an extensive range of local facilities within desirable active travel distances. Nevertheless, there are various opportunities for improvements that could enhance sustainable travel to and from the site. The following recommendations are therefore made:

4.8.21. Desire lines to the south into Haydock, particularly to the south-east, are constrained beyond the site boundaries by the existing residential layout. The cul-de-sac design creates circuitous routes on foot or by bicycle, which will be difficult to overcome. Careful design of the internal layout to minimise walking time and the provision of numerous NMU access points into the existing residential areas could help mitigate this.

4.8.22. There is a bus shelter on the junction of Grosvenor Road / Clipsey Lane, but only in one direction of travel; consideration should be given to identifying an adequate nearby location for a shelter for journeys toward St Helens. Furthermore, bus stops on Vicarage Road / Liverpool Street are located away from natural surveillance and likely to less attractive in hours of low light; consideration should be given to moving these closer to the primary access point to the site and more sources of natural surveillance. Stops would also benefit from real time bus information.

4.8.23. Consideration could also be given to improving Clipsey Lane for cyclists. Although part of the St Helens suggested cycle network, there is no specific cycle infrastructure provided. However, Clipsley Lane is a major local through route, and accommodates high levels of vehicular demand, as well as the competing needs of residential parking and local facilities. It may be more practicable to consider improvements to Haydock Lane and Vicarage Road (which would align with the policy requirement provide satisfactory pedestrian and cycleway access onto Slag Lane leading onto Haydock Lane). This could be advisory cycle lanes and associated signage, but could also include traffic calming measures to create a more cycle conducive environment.

4.8.24. It is understood that planning permission P/2016/0608/HYBR will include an upgrade of the existing uncontrolled crossing point over the A580 East Lancashire Road. This crossing point will help to mitigate the severing impacts of the highway, and benefit both the wider proposed site as well as the existing area. The exact route of pedestrians / cycle users through the site, as well as the provision of any cycleways or shared use foot / cycle ways will be determined as part of the reserved matters

application through detailed design. Such a route would accommodate desire lines to the significant employment opportunities to the north of the A580 East Lancashire Road.

4.8.25. It is also not clear if the proposed new junction will be a toucan style crossing, although 4.8.5 of the Florida Farm TA states that the junction will accommodate cycle users. A toucan-style crossing would synergise with the walking and cycling improvements implemented on the A580 East Lancashire Road and a wider active travel strategy promoted through the LCWIP process.

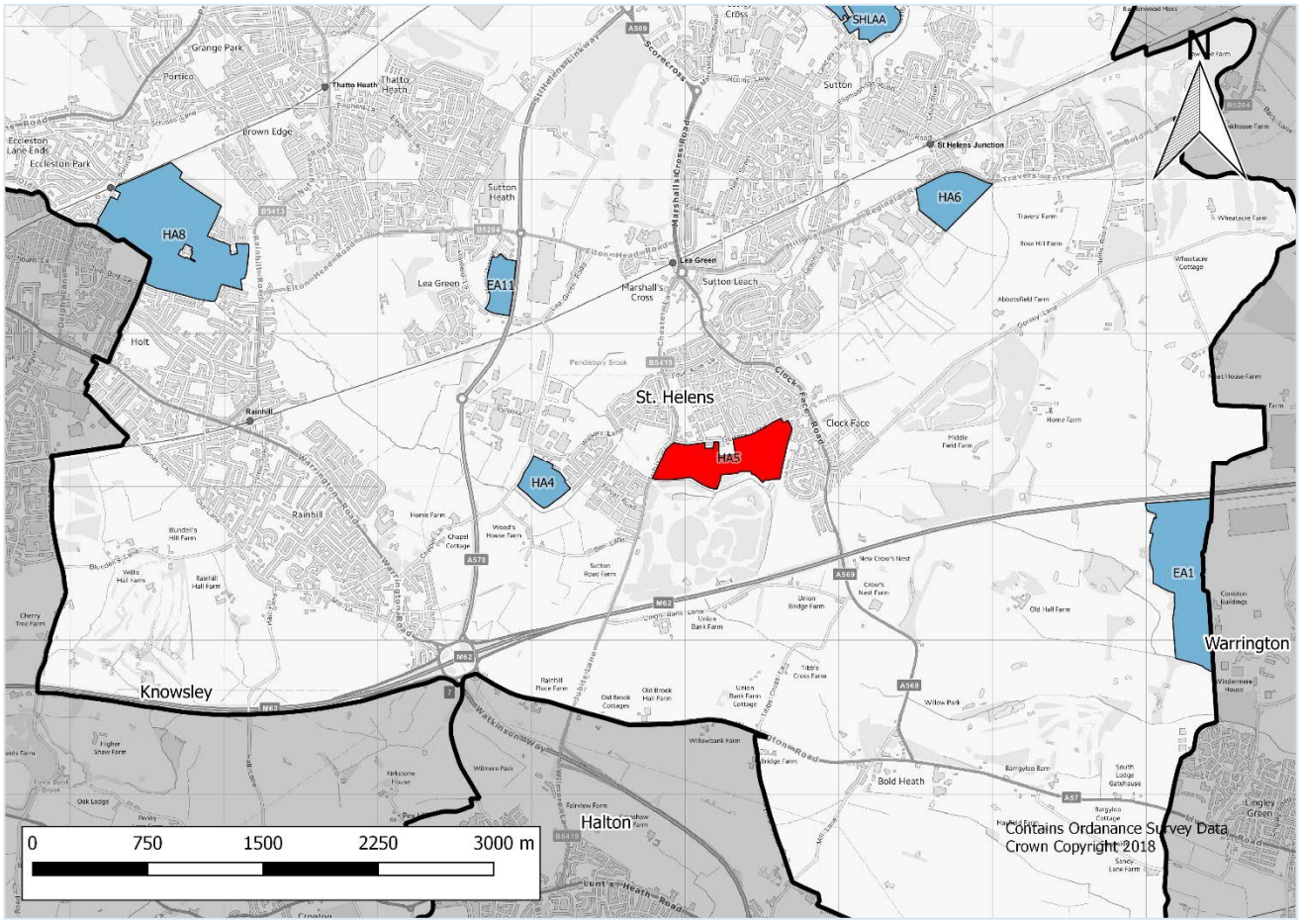
4.8.26. Residents looking to access potential destinations to the north will also benefit from measures implemented by the proposed Strategic and non-strategic Employment Sites EA2, EA6, and EA7, with provision across desire lines, enhanced usage through high-quality design, and increased sustainable transport usage though comprehensive Travel Planning.

4.8.27. It is clear that there is plenty of opportunity in the vicinity of the site to enhance local cycle access to Haydock and Haydock Industrial Estate, as well as further afield (yet still within a desirable cycle distance), to Haydock Race Course, Ashton-in-Makerfield and Strategic Employment Site EA4, and to Newton-le-Willows, benefiting Strategic Housing Sites HA10 and HA7. A well designed cycle network could even facilitate access to Parkside within a 5km journey (considered to be the maximum desirable cycle journey for everyday purposes). By enhancing the provision along existing suggested cycle routes, a comprehensive strategy could link up to 8 of the Strategic Site Allocations with a dense network of local facilities, maximising cycle use in the area. This network could be formalised through the LCWIP process and adopted as an SPD

4.8.28. Internal layouts for the proposed site allocations (whether strategic or not) should follow Manual for the Streets principles closely, adopting high quality design standards to ensure the correct street-user hierarchy is adhered to, following cycling desire lines as closely as possible, and using shared surface methods where appropriate. Design and layout can be further guided through the refreshed Ensuring a Choice of Travel and Design Guide SPDs.

4.9 HA5: LAND SOUTH OF GARTONS LANE AND FORMER ST. THERESA'S SOCIAL CLUB, GARTONS LANE, BOLD

Figure 35: Site HA5 in Context with the Local Area



4.9.1. Strategic Housing Site Allocation HA5 is located within the village of Clock Face, one of the most southerly areas in the Borough of St Helens. The site is bordered by residential properties to the north, east, and west, while Sutton Manor Woodland lies to the south.

4.9.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Potential access to local highway network on 3 sides;
- Residential streets are quiet and conducive to cycling;
- Some limited cycling infrastructure;
- Wide range of local facilities; and
- Bus shelters available nearby.

Isochrone Analysis

4.9.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.9.4. Six primary schools are within a 30-minute walk from the site; the closest is approximately 0-5 minutes walking distance away, just north of the site.

4.9.5. There is one secondary school within walking distance of the site, located approximately 20-25-minute walking distance away.

4.9.6. There are no further education colleges within reasonable walking distance of the site.

4.9.7. Other services within Clock Face include a pharmacy and a GP surgery, both of which are within 0-5 minutes walking distance. The closest dentist is a 10-15-minute walk away.

4.9.8. The nearest local food store is located close to the pharmacy, approximately 0-5 minutes away, while the nearest sports and fitness facility is approximately 10-15 minutes west of the site.

4.9.9. There is no hospital within walking distance of the site.

4.9.10. Lea Green railway station is within 15-20-minute walk away.

4.9.11. St Helen's town centre is located approximately 5km north of the site and therefore not within a desirable walking distance.

Cycling

4.9.12. Journey times to facilities north of the site are significantly reduced by cycle, from 25-30 minutes to 5-10 minutes.

4.9.13. Lea Green railway station is within a 10-15-minute cycling distance. Cycling also facilities potential connections to the town centre of St Helens, within a 30-minute journey.

Bus and Rail Accessibility

4.9.14. Figure 36 and Figure 37 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Clock Face. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 36: Site HA5 Stop Frequency - Scenario 1

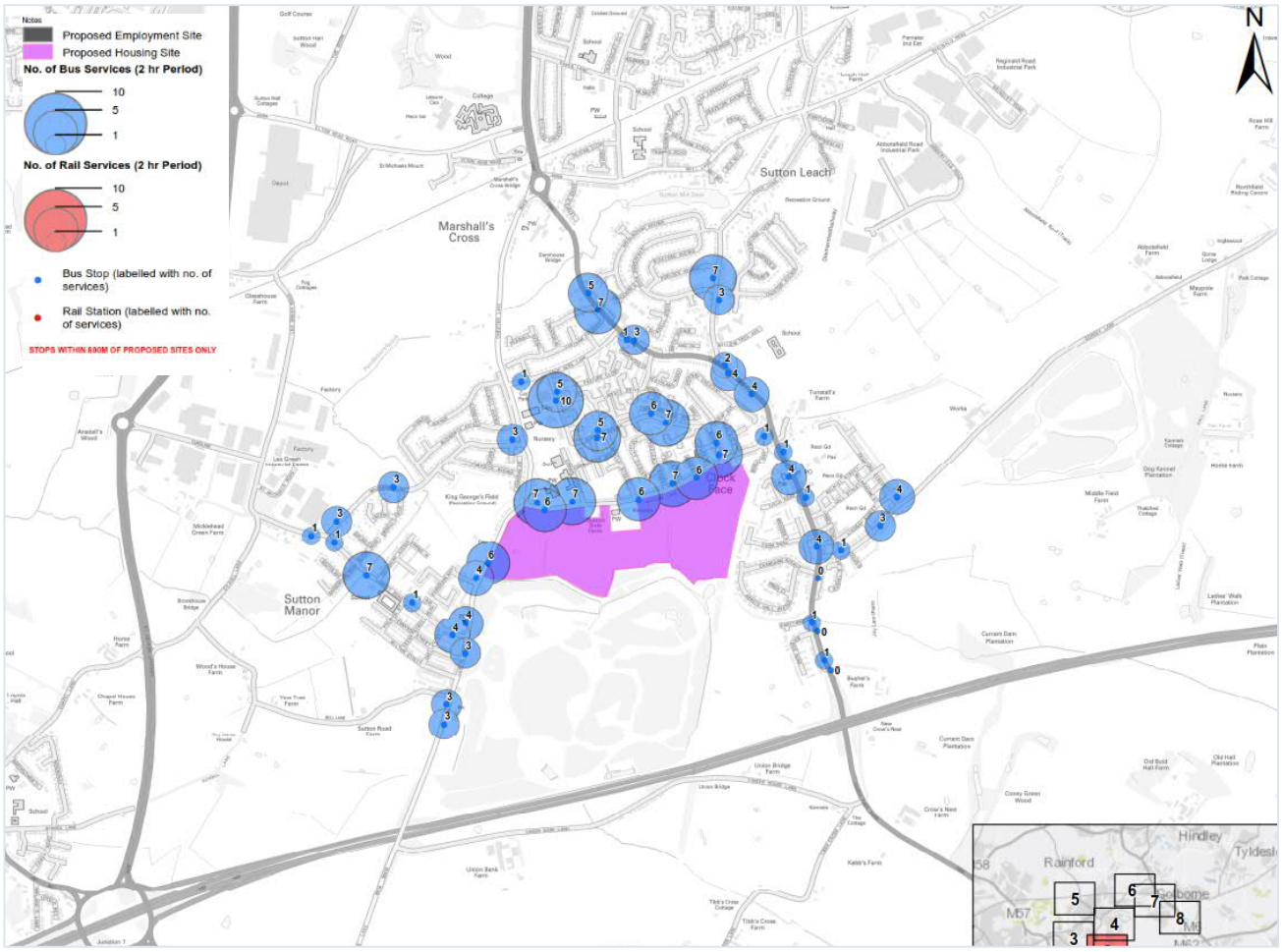
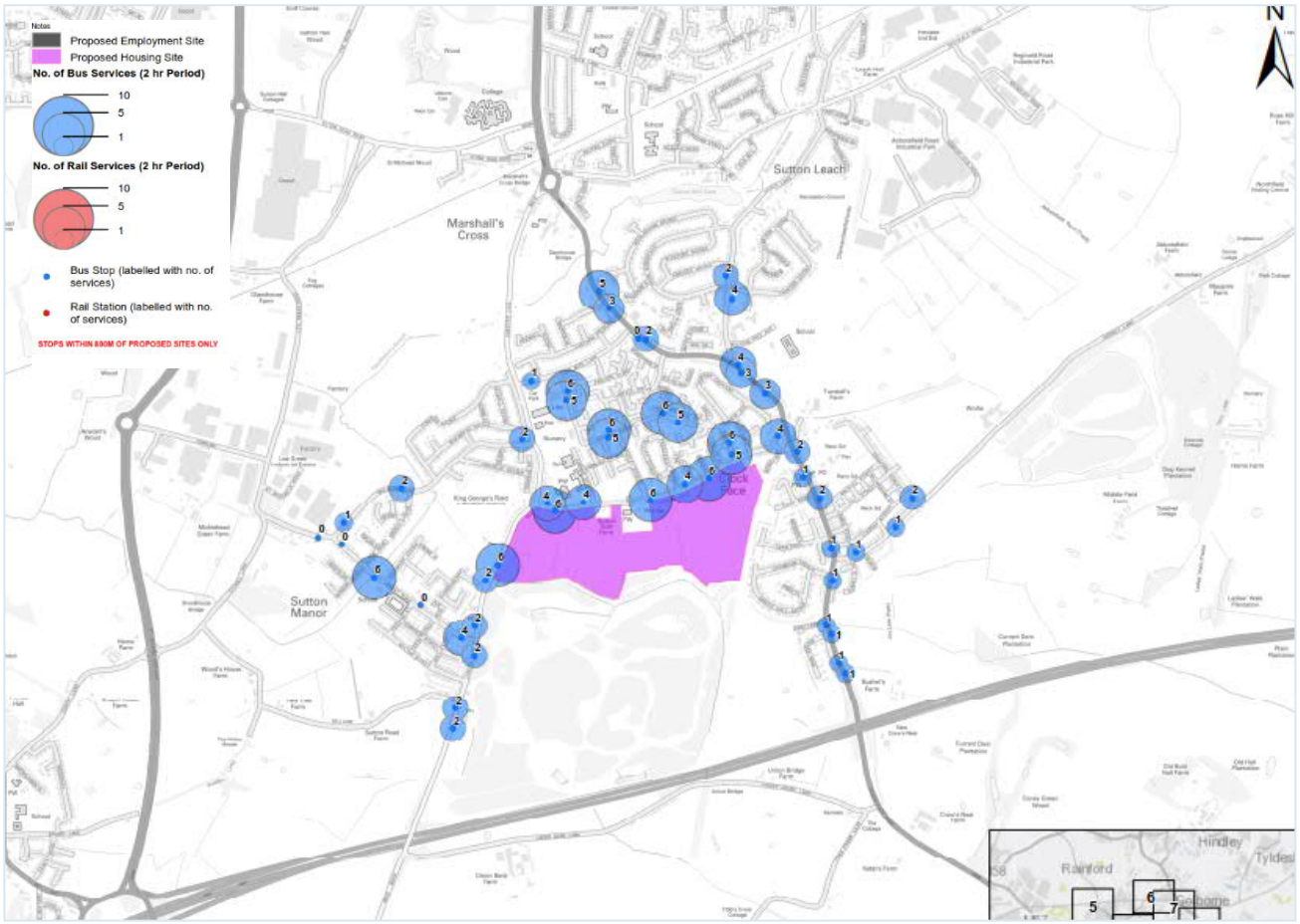


Figure 37: Site HA5 Stop Frequency - Scenario 2



4.9.15. The local highway network around the site features a high number of bus stops, many of which are within the desirable maximum 10 minutes walking distance. Stops on Gartons Lane, directly adjacent to the northern border of the site, are served by up to 7 services within the AM analysis period, and up to 6 in the PM analysis period. Stops to the east and west are less well frequented, yet are still served by up to 4 services within each analysis period.

SWOT Analysis

4.9.16. Table 15 below presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 15: Strategic Site Allocation HA5 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance Reasonable existing pedestrian environment Sutton Manor Woodland offers a walkable leisure destination	The site itself currently severs walking routes between the east and west Perception of poor personal security	Integration with existing housing estate Walking routes would benefit wider area	Poor integration could sever existing and future desire lines
Cycling	Local routes conducive to cycling 20mph zone in housing estate toward St Helens and Lea Green station Cycle route on Chester Lane	Some high speed through routes Lack of on-street infrastructure	Integration with existing housing estate Further provision of on-road infrastructure	Potential for severance from desire lines by cul-de-sac layout of existing housing estate
Bus	High number of bus stops located within desirable walking distance High frequency of services available Shelters available within desirable walking distance	No real-time bus information	Introduce shelters at strategic locations Introduce real-time bus information	Potential for severance from desire lines by cul-de-sac layout of existing housing estate. Will require cooperation with other stakeholders
Rail	Rail connections available at Lea Green	Rail station is beyond the maximum desirable walking distance	Enhance connectivity to Lea Green by cycle	Distance may limit usage without improvements / incentives
Access to Key Services	Wide range of facilities within acceptable distances	No further education sites or hospitals	Enhance access to key services through provision along desire lines within residential estates	

Site Specific Measures

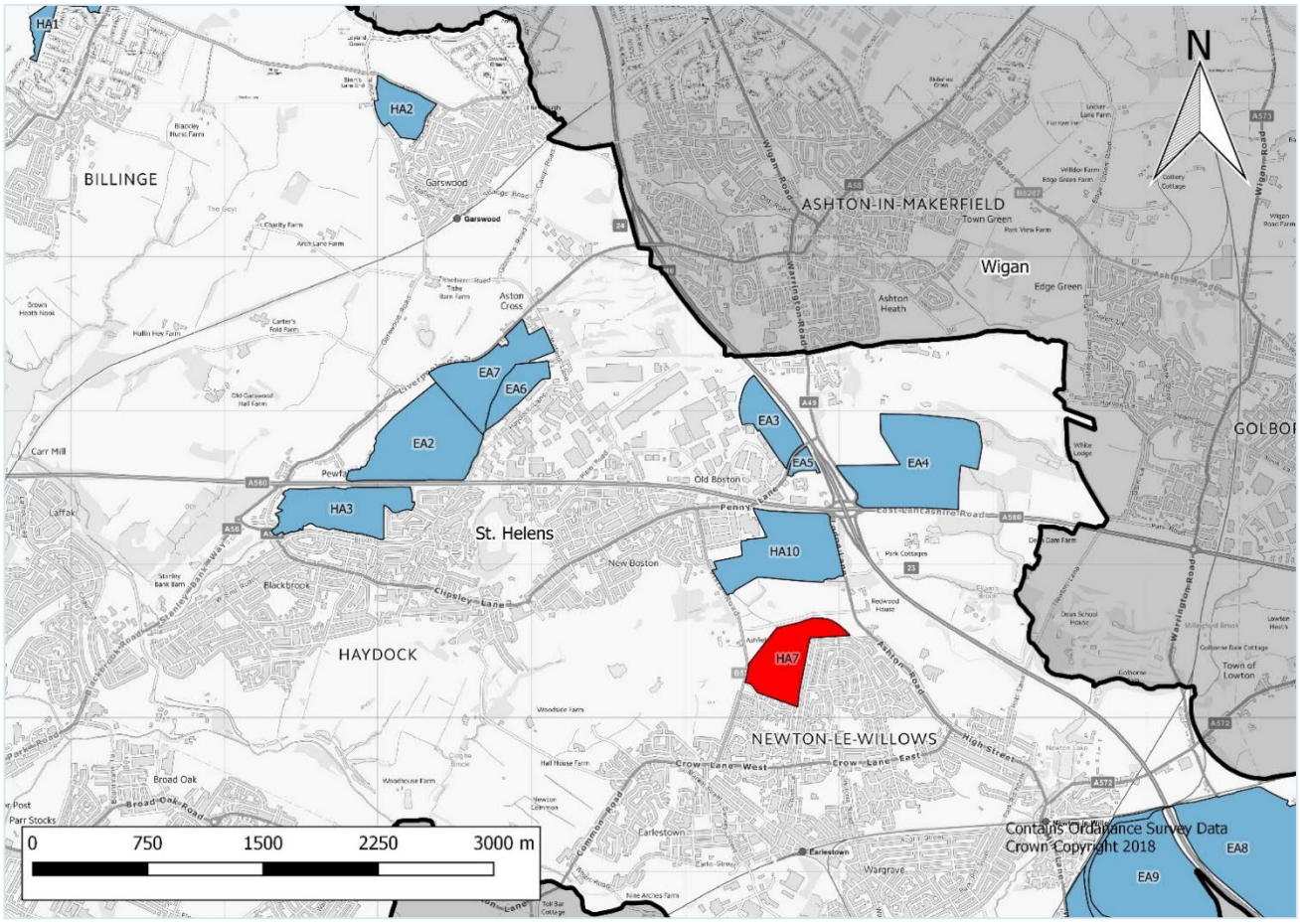
4.9.17. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.9.18. Proposed Strategic Site Allocation HA5 is located to the south of St Helens, close to the borough boundary. Nevertheless, this review considers the site to be well located; the site is bounded by existing residential areas on three sides with the potential to integrate positively with the existing urban environment, and is well-served by local facilities, while benefiting from frequent bus services adjacent to the site. Nevertheless, the following recommendations are made in order to enhance the sustainability of the proposed site allocation:

- The successful integration of the site into the existing urban environment will be a key element in the site coming forward in a sustainable manner. The design and layout of the site should pay cognisance to potential (and existing informal) desire lines across the site, as well as new ones generated by the site.
- Internal layouts for the proposed site allocations (whether strategic or not) should follow Manual for the Streets principles closely, adopting high quality design standards to ensure the correct street-user hierarchy is adhered to, following cycling desire lines as closely as possible, and using shared surface methods where appropriate. Design and layout can be further guided through the refreshed Ensuring a Choice of Travel and Design Guide SPDs.
- The southern edge of the site abuts Sutton Manor Woodland, presenting opportunity to provide direct connections into this leisure and recreational area. Such routes could also provide better connections across the proposed Site Allocation for nearby existing residential areas.
- Lea Green rail station is beyond the maximum desirable walking distance, but access could be enhanced through additional cycle infrastructure. The existing cycle route along Jubits Lane could be extended and upgraded, ideally to provide a direct segregated cycle route from the site to the station.
- The case for further cycle routes in the area should be considered as part of the LCWIP process. In particular, the site's relative proximity (although still a significant distance away) to Omega presents the best opportunity for the start of an active travel route between Omega and St Helens.
- While there are already bus shelters within a reasonable walking distance, travel by bus could be enhanced through additional shelters and real-time information boards.

4.10 HA7: LAND BETWEEN VISTA ROAD AND ASHTON ROAD, EARLESTOWN

Figure 38: Site HA7 in Context with the Local Area



4.10.1. Proposed Strategic Site Allocation HA7 is located to the east of the borough, to the north of the town of Newton-le-Willows, and is currently greenbelt land. The site is in close proximity to Strategic Housing Site HA10 (to the south of Haydock), as well as Strategic Employment Allocation EA4.

4.10.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Potential for integration with existing residential areas;
- Local roads could be conducive to walking and cycling;
- Severance of A580 East Lancashire road and junction 23 of the M6;
- Some severing between site and Haydock; and
- Positive sustainable travel options in the vicinity.

Isochrone Analysis

4.10.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.10.4. The site is within a desirable walking distance to a number of education services in both Haydock and Newton-le-Willows, with three primary schools within 5-10 minutes.

4.10.5. There is also one secondary school located approximately 5-10-minute walking time of the site.

4.10.6. There are no further education colleges within reasonable walking distance of the site.

4.10.7. Key Accessibility Indicators near the site are predominantly within Newton-Le-Willows. Facilities here include multiple dentists, pharmacies and a GP surgery, all within 0-5 minutes walking time.

4.10.8. The nearest supermarket is a large Tesco store, approximately a 15-20-minute walk south of the site.

4.10.9. The Selwyn Jones sport centre is located on the same site as Hope Academy, approximately 5-10 minutes east of the site.

4.10.10. There is also a hospital within 0-5-minute walking time of the site.

4.10.11. Employment opportunities present themselves relatively close to the site, not only within existing sites, but also at Strategic Employment Site EA4, and non-strategic employment sites EA3 and EA5; these sites are between a 15 to 30-minute walk, depending on exact location and route.

4.10.12. Earlestown railway station is within 10-15-minute walk away, and Newton-Le-Willows railway station is within a 20-25-minute walk away.

4.10.13. St Helens town centre is located approximately 10km south west of the site and therefore walking is not a viable option.

Cycling

4.10.14. Journey times to facilities north of the site in Haydock and south in Newton-le-Willows are significantly reduced by cycle, from 20-25 minutes to 0-10 minutes.

4.10.15. Earlestown railway station is within a 0-5-minute cycling distance and Newton-le-Willows railway station is a 5-10-minute cycle journey away, creating more viable multi-modal journeys.

4.10.16. Cycling also creates sustainable links with other Strategic Employment sites, including Parkside, Florida Farm, and sites EA6 and EA7.

Bus and Rail Accessibility

4.10.17. Figure 39 and Figure 40 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Haydock / Newton-le-Willows. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 39: Site HA7 Stop Frequency - Scenario 1

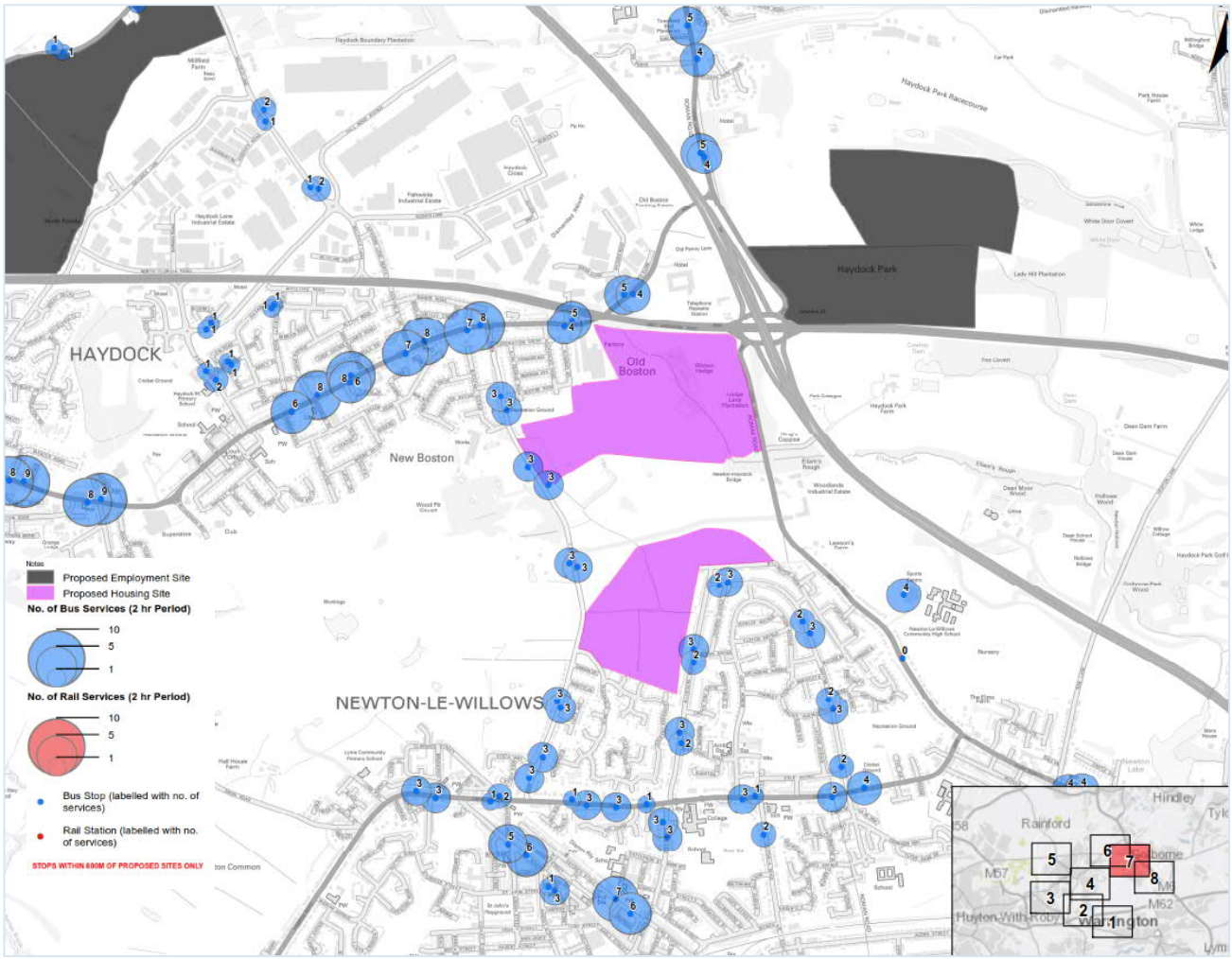
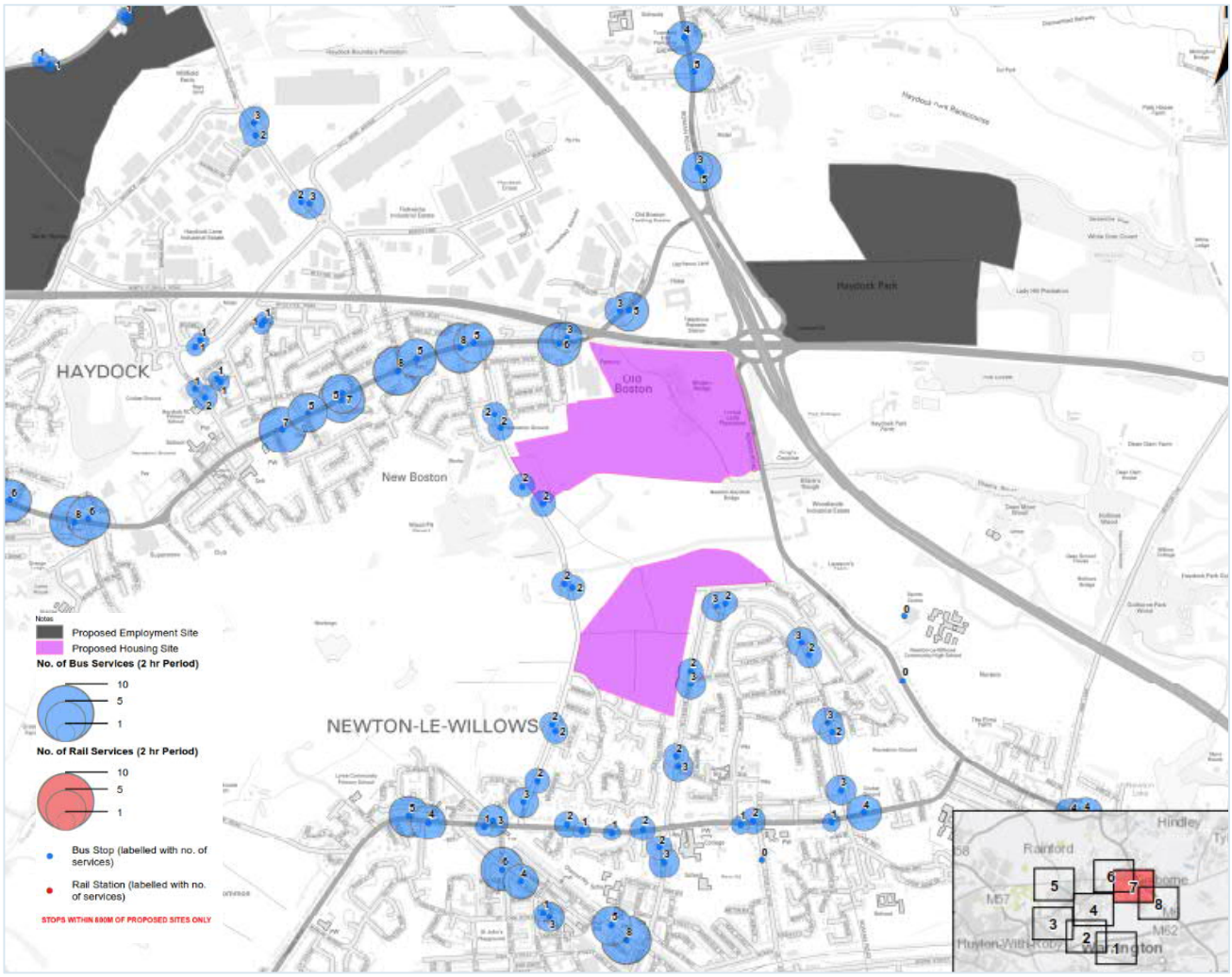


Figure 40: Site HA7 Stop Frequency - Scenario 2



4.10.18. The site benefits from a local bus service (no. 34) running through the adjacent existing housing estate to the south, while there are various services serving the stops on Vista Road to the west and Crow Lane to the south, all within the maximum desirable 10-minute walking time. These stops are less frequently served, with between 2 and 3 services over each analysis period.

4.10.19. There are additional and more frequent services available along Church Road / Penny Lane to the north, although these are between a 10 – 20-minute walk, beyond the maximum desirable time.

4.10.20. There is no bus service along Ashton Road in either analysis period.

SWOT Analysis

4.10.21. Table 16 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats regarding accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 16: Strategic Site Allocation HA7 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance Desirable walking environment in both Newton-le-Willows and Haydock	Severance of A580 East Lancashire Road / J23 Less desirable walking environment between site and Haydock	Integration with existing housing estate Enhancement to crossings of J23 Benefit from location close to new employment sites	Potential for severance from desire lines by J23 route from Haydock will remain undesirable if development / offsite improvements do not come forward
Cycling	Wide range of facilities within cycling distance Existing cycle route on A580 East Lancashire Road Existing part cycle route on Vista Road Some quiet streets; part of 'suggested' cycle network.	Severance of A580 East Lancashire Road / J23 Some high-speed arterial routes Limited on-street infrastructure	Integration with existing housing estate Enhancement to crossings of J23 Benefit from location close to new employment sites Wider cycle links to other strategic and non-strategic employment sites	Potential for severance from desire lines by J23 Route from Haydock will remain undesirable if development / offsite improvements do not come forward Lack of cohesive strategy could result in piecemeal improvements
Bus	High frequency of buses along Church Road / Penny Lane Local service available within existing housing estate	Stops are often poles, reducing attractiveness in inclement weather No real-time bus information Highest frequency services are outside of maximum desirable walking time	Introduce shelters at strategic locations Introduce real-time bus information Potential to extend current local service into development	Will require cooperation with other stakeholders route from Haydock will remain undesirable if development / offsite improvements do not come forwards
Rail	Earlestown rail station to the south within a desirable cycling distance	Earlestown rail station to the south is not within a desirable walking distance	Enhance connectivity to Earlestown by cycle	Distance to rail station may be too far for cycle users as part of a multimodal journey

	Strengths	Weaknesses	Opportunities	Threats
Access to Key Services	Wide range of facilities within acceptable distances	No hospitals within active travel distance	Enhance access to key services though provision along desire lines	route from Haydock will remain undesirable if development / offsite improvements do not come forward

Site Specific Measures

4.10.22. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.10.23. Strategic housing site HA7 is located to the north of Newton-le-Willows, on greenbelt land between Newton-le-Willows and Haydock. The site is closely associated with Strategic Housing Site HA10, which lies just to the north, forming a southern extension to Haydock. The two developments are still segregated from one another, leaving a small stretch of greenbelt between the two urban areas. As the two sites are in such close proximity, the two are affected by very similar issues and present similar opportunities. A cohesive strategy for improvements should be developed which considers the synergy between the two, which is already evidence by both sites sharing the same site-specific requirements. The following recommendations are therefore made:

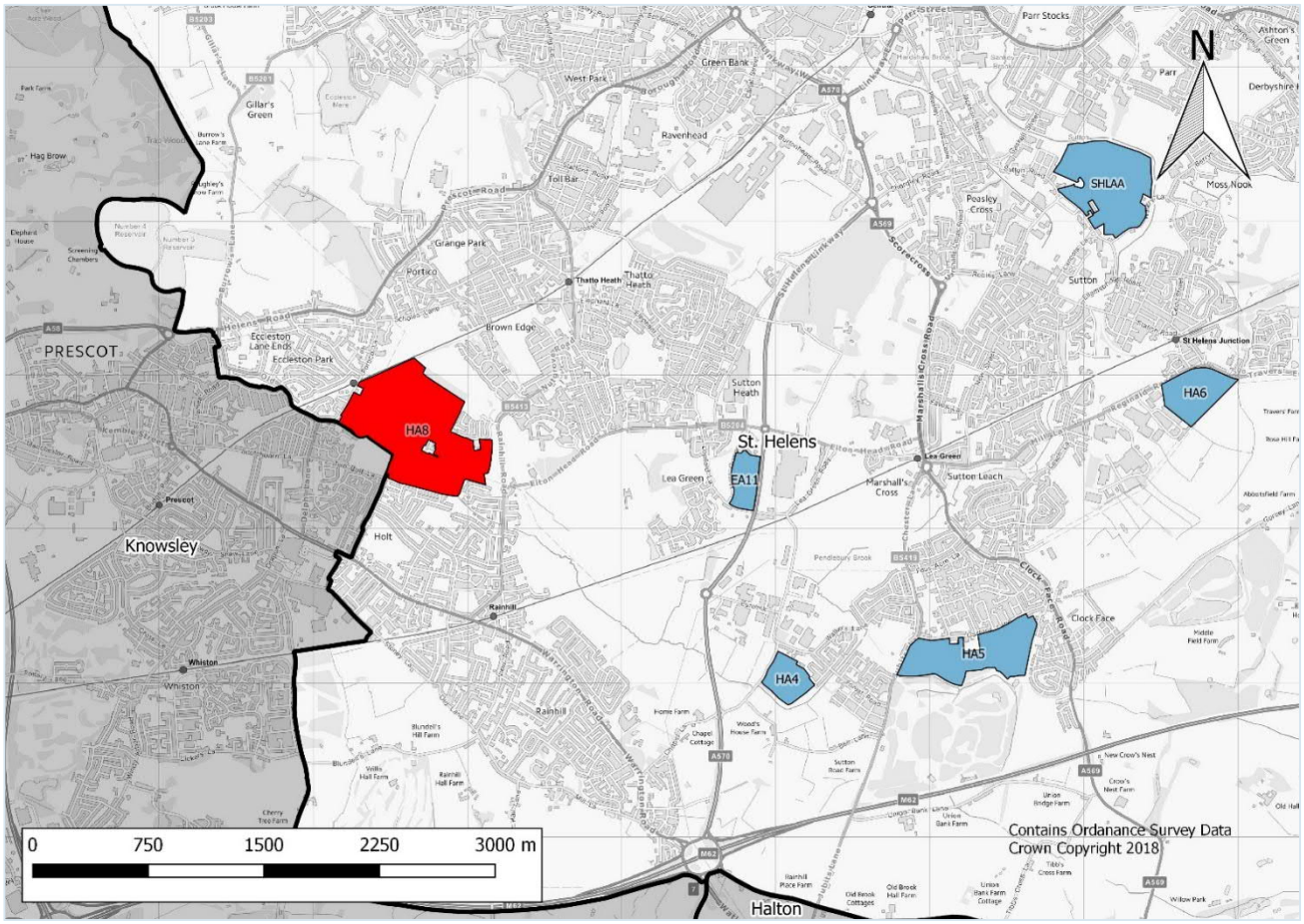
- There is opportunity for significant improvement to active travel links to the north of the site. Active travel improvements could be made to Vista Road as the primary link between St Helens and Newton-le-Willows, key for site HA7 to access Haydock, and site HA10 to access Newton-le-Willows. A primary part of these improvements could be enhancement and extension of the existing advisory cycle lane along Vista Road.
- The area of greenbelt between the two urban areas currently features a private access road to the Lyme and Woods landfill site, currently midway through remediation works. The current site-specific requirements in the emerging Local Plan state that both HA7 and HA10 will contribute toward re-alignment of the current temporary access road to create a permanent east-west link road and cycleway connecting Vista Road and Ashton Road and creation of a ‘green gap’ to provide a separation between Haydock and Newton-le-Willows and an extension to the Lyme and Woods Pits Country Park. If both sites come forward, then careful design should ensure that there is natural surveillance on the route and increased activity. Pedestrian and cycle users should be at the forefront of junction design as part of the new east-west link road. It will also be important to consider perceptions of safety when designing the ‘green gap’ between the sites to ensure the routes between are desirable in hours of darkness.
- To the north east, the sites are severed by junction 23 of the M6 from Strategic Site EA4 and Ashton-in-Makerfield. While some facilities are provided, these are not all controlled, and the junction creates an intimidating environment that takes a significant amount of time to circumnavigate. There is an alternative route to site EA4 via Penny Lane, which also provides the primary access route to non-strategic site allocations EA3 and EA5. Improvements to both Penny Lane, junction 23 and the surrounding area are discussed in more detail in relation to Strategic

Site EA4; however, it is worth reiterating that both strategic housing sites HA7 and HA10 will benefit from improvements in these areas.

- There is limited cycle infrastructure in the near vicinity, with an advisory cycle lane on Vista Road, and the longer distance shared-use cycle / footway on the southern side of the A580 East Lancashire Road. The location of HA7 and HA10 allow for ease of access to this route without having to navigate junction 23, and provides a direct route to the Strategic Site Allocations in Haydock. A shared-use cycle / footway exists on the western side of Ashton Road on the approach to the junction, but this could be extended and enhanced towards Newton-le-Willows in conjunction with both sites. Consideration should be given to prioritising cycle users at any proposed junction with the east-west link road.
- As discussed in relation to a number of other sites in the vicinity, these cycle improvements could be delivered as part of a cohesive strategy for the Haydock / Newton-le-Willows area. Delivered together, enhancements across the area could connect up to 8 Strategic Sites (and a number of other non-strategic sites) from Florida Farm to Parkside, enhancing the opportunities for cycling across the area. This network could be formalised through the LCWIP process and adopted as an SPD.
- There are a number of existing bus stops in the area, within a desirable walking distance of the site. Given the potential for significant numbers of additional bus passengers, consideration should be given to upgrading poles to shelters in strategic locations, ideally with real-time bus information.

4.11 HA8: LAND AT ECCLESTON PARK GOLF CLUB, RAINHILL ROAD, ECCLESTON

Figure 41: Site HA8 in Context with the Local Area



4.11.1. Strategic Site Allocation HA8 is located in Rainhill, approximately 4 miles south west of St Helens town centre. The site is located on the western boundary of St Helen's borough, and is part of a larger and dense urban area shared with Prescot, a town in the neighbouring borough of Knowsley.

4.11.2. The site is bordered by residential properties to the south, east, and west, with open land to the north, including the grounds of Portico Vine rugby club.

4.11.3. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Potential severance issues to the north due to open land / railway line;
- Local residential area amenable to walking;
- No cycle infrastructure; and
- Acceptable public transport infrastructure.

Isochrone Analysis

4.11.4. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.11.5. There are nine primary schools located within approximately 20 minutes walking time.

4.11.6. A single secondary school is located south west of the site, approximately a 15-20-minute walking time.

4.11.7. There are no further education colleges within reasonable walking distance of the site.

4.11.8. There are clusters of services in both Thatto Heath and Rainhill, approximately 15-20-minute walk from the site, including various opticians, dentists, GP practices and pharmacies, as well as local shops.

4.11.9. The nearest food store is approximately a 10-15-minute walk south of the site.

4.11.10. There is no hospital within walking distance of the site.

4.11.11. There are multiple sports and fitness facilities; the closest is approximately a 5-10-minute walk north of the site.

4.11.12. The site is located between two railway lines and is within close proximity to five railway stations; the closest railway station, Eccleston, is adjacent to the north side of the site, a 0-5 minutes walking distance.

4.11.13. St Helens town centre is located approximately 3.5km north east of the site and is therefore outside of a desirable walking distance.

Cycling

4.11.14. The journey times to facilities which otherwise take around 15-20 minutes on foot are significantly reduced, to approximately 0-5 minutes.

4.11.15. Cycling also enables access to facilities in the town centre, which include a hospital and a further education college, as well as numerous employment opportunities.

Bus and Rail Accessibility

4.11.16. Figure 39 and Figure 40 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Rainhill. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 42: Site HA8 Stop Frequency - Scenario 1

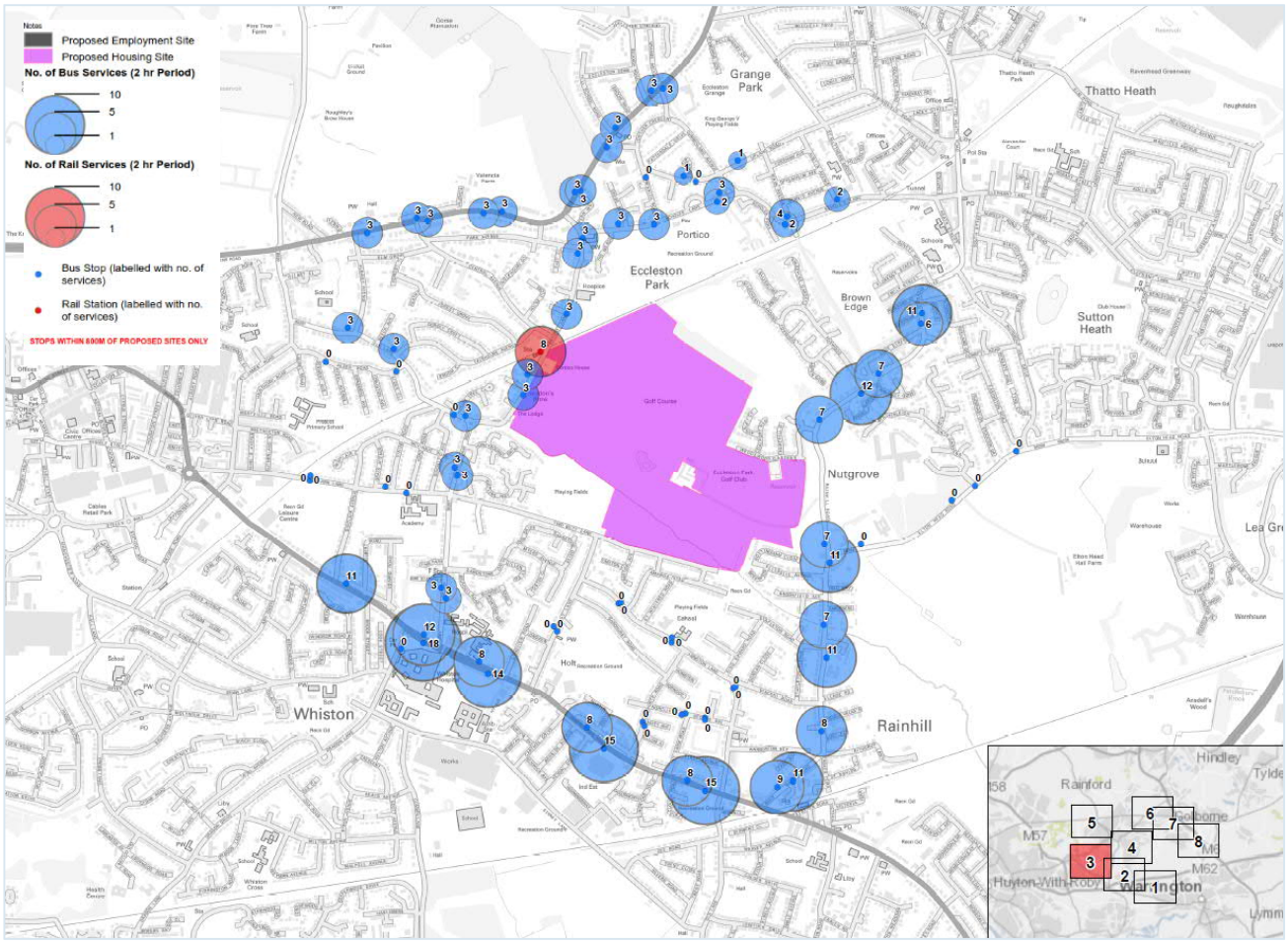
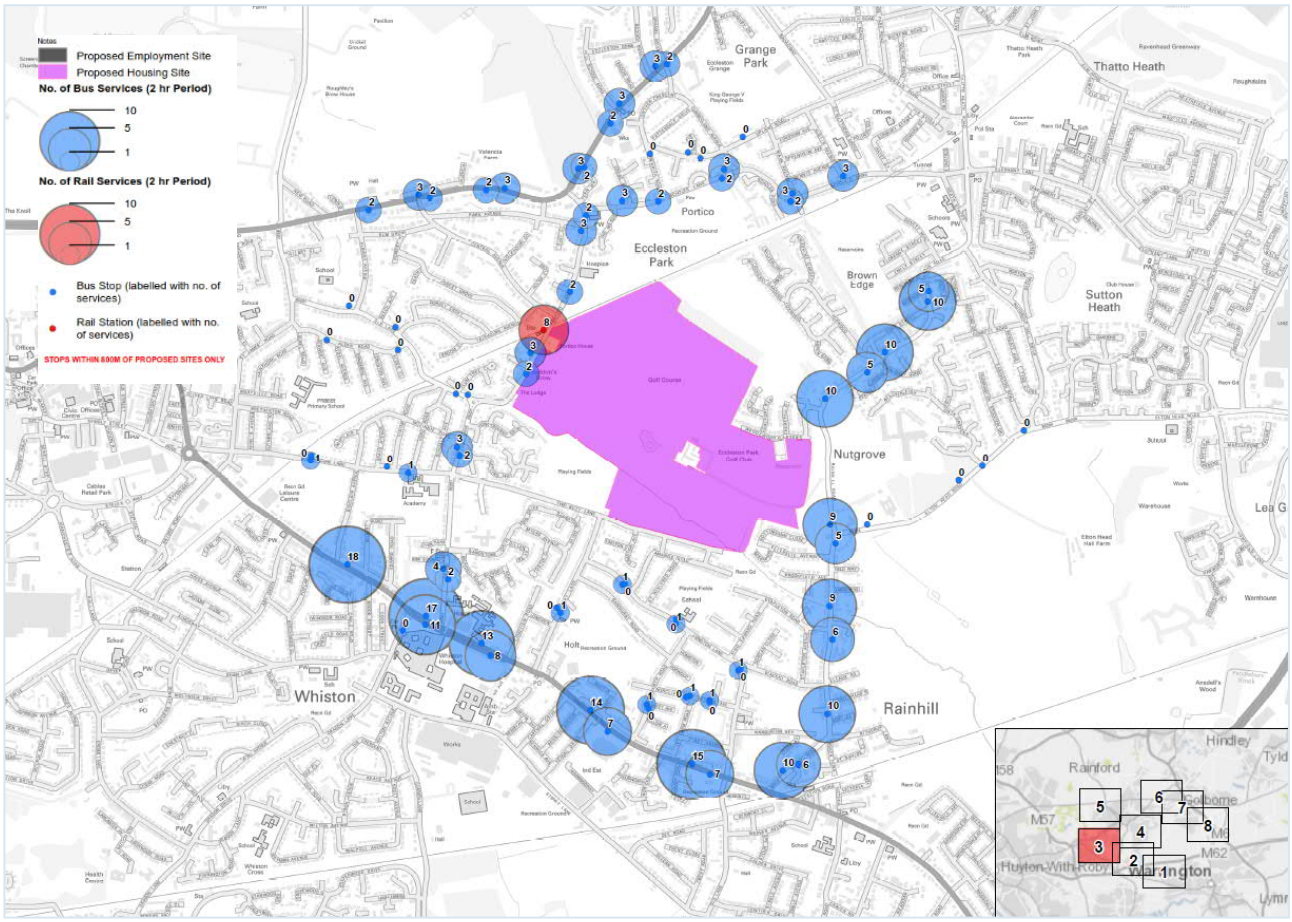


Figure 43: Site HA8 Stop Frequency - Scenario 2



4.11.17. There are a large number of bus stops within the maximum desirable 800m walking distance from the site, particularly on the A57 Warrington Road to the south, with some stops recording a frequency of up to 18 services in AM analysis period, and 17 services in the PM analysis period.

4.11.18. While less frequent, stops on Rainhilll Road to the east of the site still record a frequency of up to 12 services in the AM analysis period, and up to 10 services in the PM analysis period.

4.11.19. Eccleston Park rail station records a frequency of 8 services in either analysis period. Rainhill rail station is just outside of the maximum desired 800m walking distance, and is therefore excluded from this analysis, although is still considered to offer a reasonable level of accessibility.

4.11.20. There are also a number of services through the adjacent existing housing estate, although the frequency of these is much lower, particularly during the off-peak periods.

SWOT Analysis

4.11.21. Table 17 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats regarding accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 17: Strategic site Allocation HA8 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance Desirable walking environment around Rainhill	Severance of railway line Severance of open land to the north Less desirable walking environment around Rainhill rail station	Integration with existing housing estates NMU access over railway line to the north	Potential for severance from desire lines by railway line and open land
Cycling	Traffic calmed routes around site are conducive to cycling. Some quiet streets; part of 'suggested' cycle network. 20mph zone in adjacent residential areas	Limited on-street infrastructure	Integration with existing housing estates NMU access over railway line to the north Upgrade routes with cycle specific infrastructure	Lack of infrastructure may reduce desirability for journeys to St Helens town centre.
Bus	High frequency of buses along A57 Warrington Road & Rainhill Road Local service available within existing housing estate Bus interchange within walking distance of the site, adjacent to Rainhill rail station	No real-time bus information	Introduce real-time bus information Potential to extend current local service into development	Will require cooperation with other stakeholders

	Strengths	Weaknesses	Opportunities	Threats
Rail	The site is within walking distance of two rail stations in St Helens, providing various onward connections Eccleston rail station sits on the boundary of the site	Rainhill rail station just beyond maximum desirable walking distance Less desirable walking environment around Rainhill rail station	Direct route along desire line to both rail stations Improve walking / cycling environment from site to Rainhill rail station	Poor site layout could result in circuitous routes, limiting accessibility
Access to Key Services	Wide range of facilities within acceptable walking and cycling distances	No hospitals within active travel distance	Enhance access to key services though provision along desire lines	

Site Specific Measures

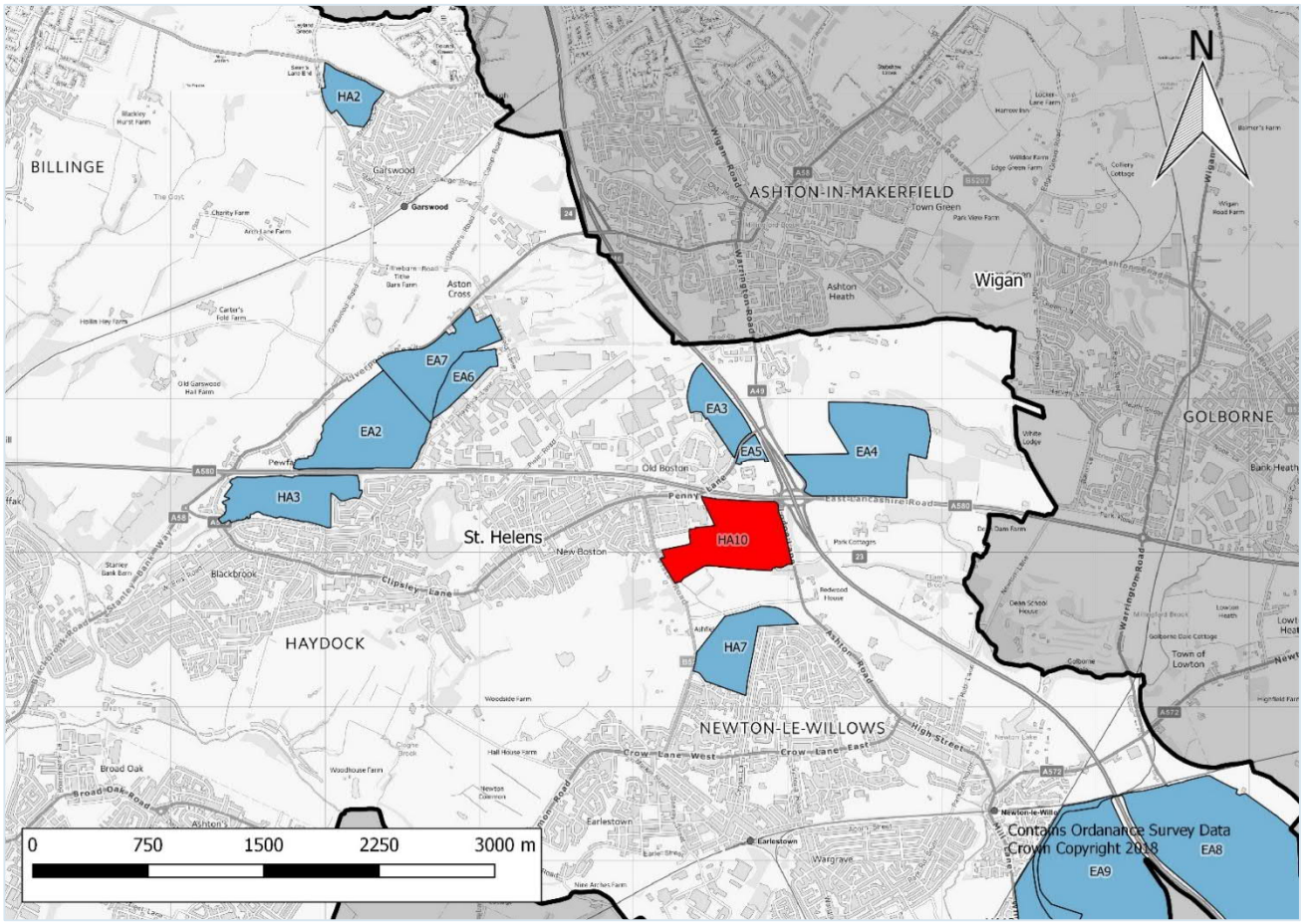
4.11.22. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.11.23. Proposed Strategic Site HA8 is located on the periphery of the St Helens Borough boundary, but unlike other sites close to the boundary, the site is surrounded by predominantly urban areas, adjoining the town of Prescot in the Metropolitan Borough of Knowsley to the west. The site is well located in terms of transport—in close proximity to two rail stations on different lines and to regular bus services—and served by local services and facilities in nearby Rainhill. Nevertheless, there are a number of recommendations which could be made in order to enhance travel by active and sustainable modes:

- The site is well located in relation to Rainhill rail station, and particularly to Eccleston Park rail station. Travel to and from these locations should be facilitated through provision of a high-quality active travel network along desire lines within and across the site. Contributions could be made toward enhancing access to Eccleston Park rail station through step-free access.
- There are a number of bus stops clustered around Rainhill rail station, collectively referred to as ‘Rainhill Interchange’. A number of these are poles, which could be replaced with shelters to increase use during inclement weather. Real-time bus information could also be provided.
- The size and location of the site may provide a case for diverting a bus service through the site itself. Consideration should be given to this option, and a suitable route should be identified through the planning process.
- There is a lack of cycle infrastructure in the area, limiting the number of cycle users in the area. The identification of potential routes for increasing cycle use could be done through the LCWIP process, including along Thatto Heath Road / Prescot Road into St Helens town centre.
- While the majority of key destinations lie to the south, east, and west, access to the north is heavily constrained by the severing impacts of the railway line and open areas. Options for limiting this severance should be explored.

4.12 HA10: LAND SOUTH WEST OF M6 J23 BETWEEN VISTA ROAD AND LODGE LANE, HAYDOCK

Figure 44: Site HA10 in Context with the Local Area



4.12.1. Proposed Strategic Site Allocation HA10 is located to the east of the borough, to the south of the village of Haydock, and is currently greenbelt land. The site is in close proximity to Strategic Housing Site HA7 (to the north of Newton-le-Willows), as well as Strategic Employment Allocation EA4. The two Strategic Housing Sites in particular should be considered together on a strategic basic as well as individually, as one is likely to benefit from any interventions associated with the other.

4.12.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Potential for integration with existing residential areas;
- Local roads could be conducive to walking and cycling;
- Cul-de-sac layout of residential areas in Haydock could create circuitous routes;
- Severance of A580 East Lancashire road and junction 23 of the M6;
- Some severing between site and Newton-le-Willows; and
- Positive sustainable travel options in the vicinity.

Isochrone Analysis

4.12.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.12.4. There are two primary schools in Haydock within a 15-20-minute walk.

4.12.5. There is also one secondary school located approximately 10-15-minute walking time of the site.

4.12.6. There are no further education colleges within a reasonable walking distance of the site.

4.12.7. Other services accessible from the site are predominantly within Haydock. Facilities here include a dentist, a pharmacy and a GP surgery, all within 5-10 minutes walking time.

4.12.8. The nearest supermarket is a Tesco store, located approximately a 15-20-minute walk west of the site, as well as an Aldi.

4.12.9. The Selwyn Jones sport centre is located on the same site as hope Academy, approximately 5-10 minutes east of the site.

4.12.10. There is a hospital within a 15-20-minute walking distance of the site.

4.12.11. Employment opportunities in Haydock and Newton-le-Willows local centres are relatively close to the site, while Haydock Industrial Estate is within a 30-minute walk.

4.12.12. Earlestown and Newton-Le-Willows railway stations are both within a 25-30-minute walk away.

4.12.13. St Helens town centre is located approximately 10km south west of the site and therefore walking is not considered a desirable option.

Cycling

4.12.14. Journey times to facilities north of the site in Haydock and south in Newton-le-Willows are significantly reduced by cycle in comparison to walking, from 20-25 minutes to 0-10 minutes.

4.12.15. Earlestown railway station and Newton-le-Willows railway stations are within a 5-10-minute cycle journey away, creating more viable multi-modal journeys.

4.12.16. Cycling also creates sustainable links with other proposed Strategic Employment Sites, including Parkside, Florida Farm, and sites EA6 and EA7.

Bus and Rail Accessibility

4.12.17. Figure 45 and Figure 40 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Haydock / Newton-le-Willows. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 45: Site HA10 Stop Frequency - Scenario 1

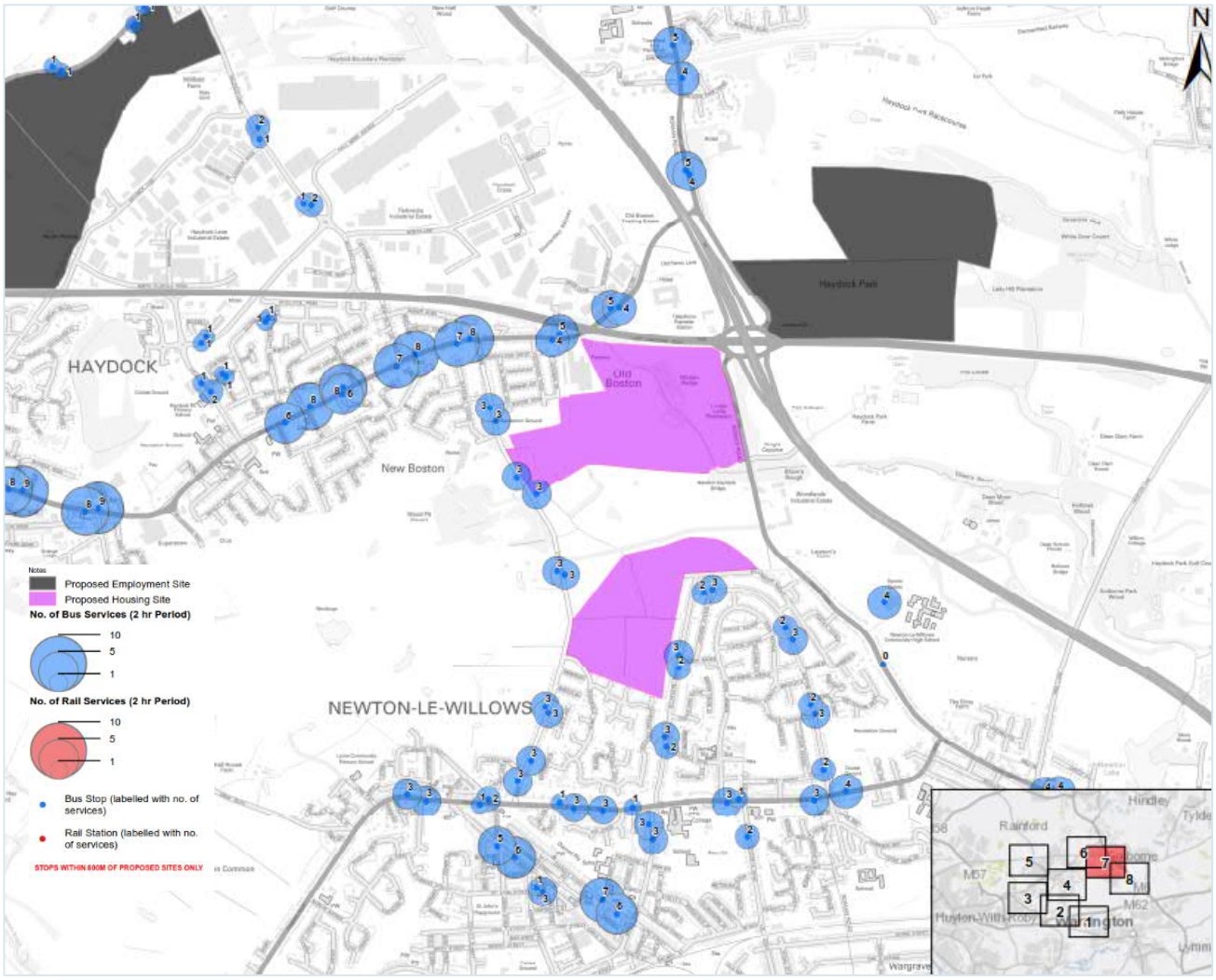
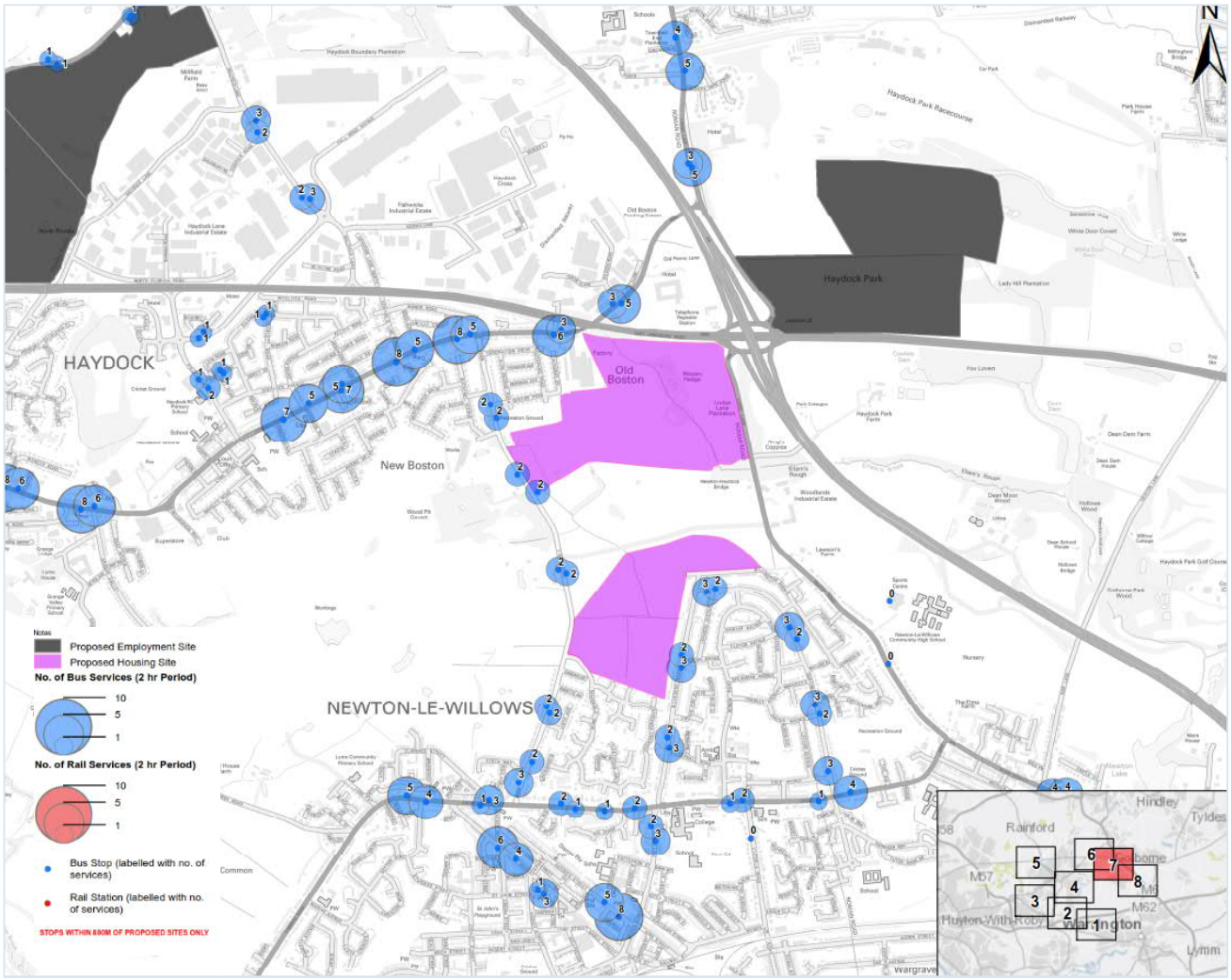


Figure 46: Site HA10 Stop Frequency - Scenario 2



4.12.18. The following observations are made:

- There are a number of stops adjacent to the site on Vista road, although these stops only have a frequency of 2/3 services in each analysis period;
- Church Lane / Penny Lane to the north of the site is served by more services during the analysis period, with up to 8 services in each analysis period;
- There is a local bus service (no. 34) running through the existing housing estate to the south of the site in Newton-le-Willows, although there are currently severance issues between the site and the existing estate;
- While there are various services serving the stops on Crow Lane to the south, although these are beyond the maximum desirable 10-minute walking time; and
- There are no bus services along Ashton Road in either analysis period.

SWOT Analysis

4.12.19. Table 14 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 18: Strategic site Allocation HA10 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance Desirable walking environment in both Newton-le-Willows and Haydock	Severance of A580 East Lancashire Road / J23 Less desirable walking environment between site and Haydock Potential for severance from desire lines by cul-de-sac layout of existing residential development in Haydock	Integration with existing housing estate Enhancement to crossings of J23 Benefit from location close to new employment sites	Potential for severance from desire lines by J23 route from Newton-le-Willows will remain undesirable if development / offsite improvements do not come forward routes through existing residential area is severed slightly by recreational land / business use
Cycling	Wide range of facilities within cycling distance Existing cycle route on A580 East Lancashire Road Existing part cycle route on Vista Road Some quiet streets; part of 'suggested' cycle network.	Severance of A580 East Lancashire Road / J23 Potential for severance from desire lines by cul-de-sac layout of existing residential development in Haydock Some high-speed arterial routes Limited on-street infrastructure	Integration with existing housing estate Enhancement to crossings of J23 Benefit from location close to new employment sites Wider cycle links to other strategic and non-strategic employment sites	Potential for severance from desire lines by J23 route from Newton-le-Willows will remain undesirable if development / offsite improvements do not come forward lack of cohesive strategy could result in piecemeal improvements routes through existing residential area is severed slightly by recreational land / business use

	Strengths	Weaknesses	Opportunities	Threats
Bus	Shelters available within maximum desirable walking distance Frequent services available on Church Road / Penny Lane	No real-time bus information	Introduce additional shelters at strategic locations	Will require cooperation with other stakeholders
Rail	Services available at Earlestown rail station	No rail station within maximum desirable walking distance	Improve potential rail usage though provision of high quality route along desire line.	Route from Newton-le-Willows will remain undesirable if development / offsite improvements do not come forward Distance to rail station may be too far for cycle users as part of a multimodal journey
Access to Key Services	Wide range of facilities within acceptable distances	No hospitals within active travel distance	Enhance access to key services though provision along desire lines	Route from Newton-le-Willows will remain undesirable if development / offsite improvements do not come forward

Site Specific Measures

4.12.20. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.12.21. Strategic housing site H10 is located to the south of Haydock, on greenbelt land between Newton-le-Willows and Haydock. The site is closely associated with Strategic Housing Site HA7, which lies just to the south, forming a northern extension to Newton-le-Willows. The two developments are segregated from one another, leaving a small stretch of greenbelt between the two urban areas. As the two sites are in such close proximity, the two are affected by very similar issues and present similar opportunities.

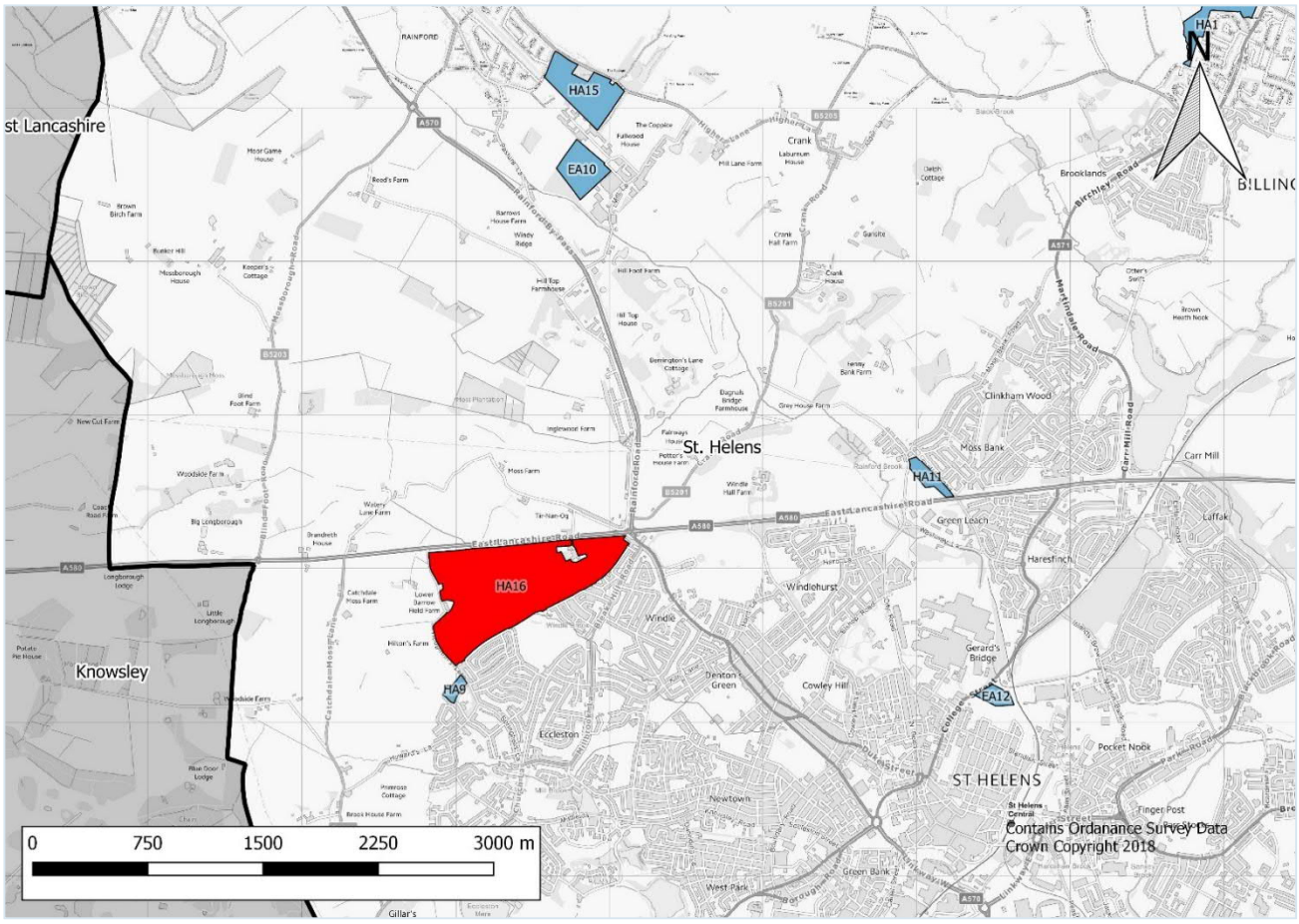
4.12.22. A cohesive strategy for improvements should be developed which considers the synergy between the two, which is already evidence by both sites sharing the same site-specific requirements. The recommendations made in relation to proposed Strategic Housing Site HA7 are therefore considered equally applicable. However, the following observation is also noted:

- The site is surrounded by a large number of local facilities considered to be Key Accessibility Indicators, with positive and desirable routes through the existing neighbouring residential area of Newton-le-Willows. It is however noted that the site does not abut the residential area, instead separated by a recreational park (which is it assumed will be retained), and industrial area (Aimia

Foods Ltd.). Consideration should be given to how the proposed site interacts with the recreational area, and the provision of active travel routes between the existing and proposed urban environment.

4.13 HA16: LAND SOUTH OF A580 BETWEEN HOUGHTON'S LANE AND CRANTOCK GROVE, WINDLE

Figure 47: Site HA16 in Context with the Local Area



4.13.1. The site is located in the suburb of Windle, situated to the north of the town of St Helens. The southern edge of the triangular site is adjacent to an existing residential area, while the northern and western edge are bounded by Houghton's Lane and the A580 East Lancashire Road, with agricultural and undeveloped land on the opposite sides. The site is currently part of St Helens' greenbelt.

4.13.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Local residential streets are conducive to active travel;
- Severance caused by A580 East Lancashire Road;
- No crossings on Windle Island or on the approach;
- Wide range of local facilities for everyday purposes; and
- Cycle connections to Rainford and along A580 East Lancashire Road.

Isochrone Analysis

4.13.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.13.4. There are three primary schools within approximately 10-15 minutes walking time, while there is also one secondary school located approximately 20-25 minutes walking time away;

4.13.5. There are no further education colleges within reasonable walking distance of the site;

4.13.6. There is a dentist and a pharmacy approximately 5-10 minutes away, while the nearest GP practice is approximately 10–15 minutes' walk away;

4.13.7. There is a sports and fitness facility approximately 5-10 minutes away;

4.13.8. The nearest local food store is around a 5-10-minute walk south of the site;

4.13.9. Note that there is no hospital within walking distance of the site; and

4.13.10. The nearest food store is a Tesco Express and petrol station located on the north boundary of the site, less than 5 minutes' walk.

Cycling

4.13.11. Employment opportunities present themselves relatively close to the site, as St Helens town centre is located approximately 2.5km south east of the site; this would be beyond the acceptable maximum walking distance, but can be reached by bicycle in approximately 10-15 minutes.

4.13.12. There are considerably more schools, health facilities and retail opportunities in the town centre; in particular St Helens Central railway station, an optician, and a further educational college are all within a reasonable cycling distance of the site (10-15 minutes).

4.13.13. Journey times to facilities surrounding the site, which can otherwise take up to 15 minutes to reach on foot, are significantly reduced to within 5 minutes journey by bicycle.

Bus and Rail Accessibility

4.13.14. Figure 39 and Figure 40 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Windle. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 48: Site HA16 Stop Frequency - Scenario 1

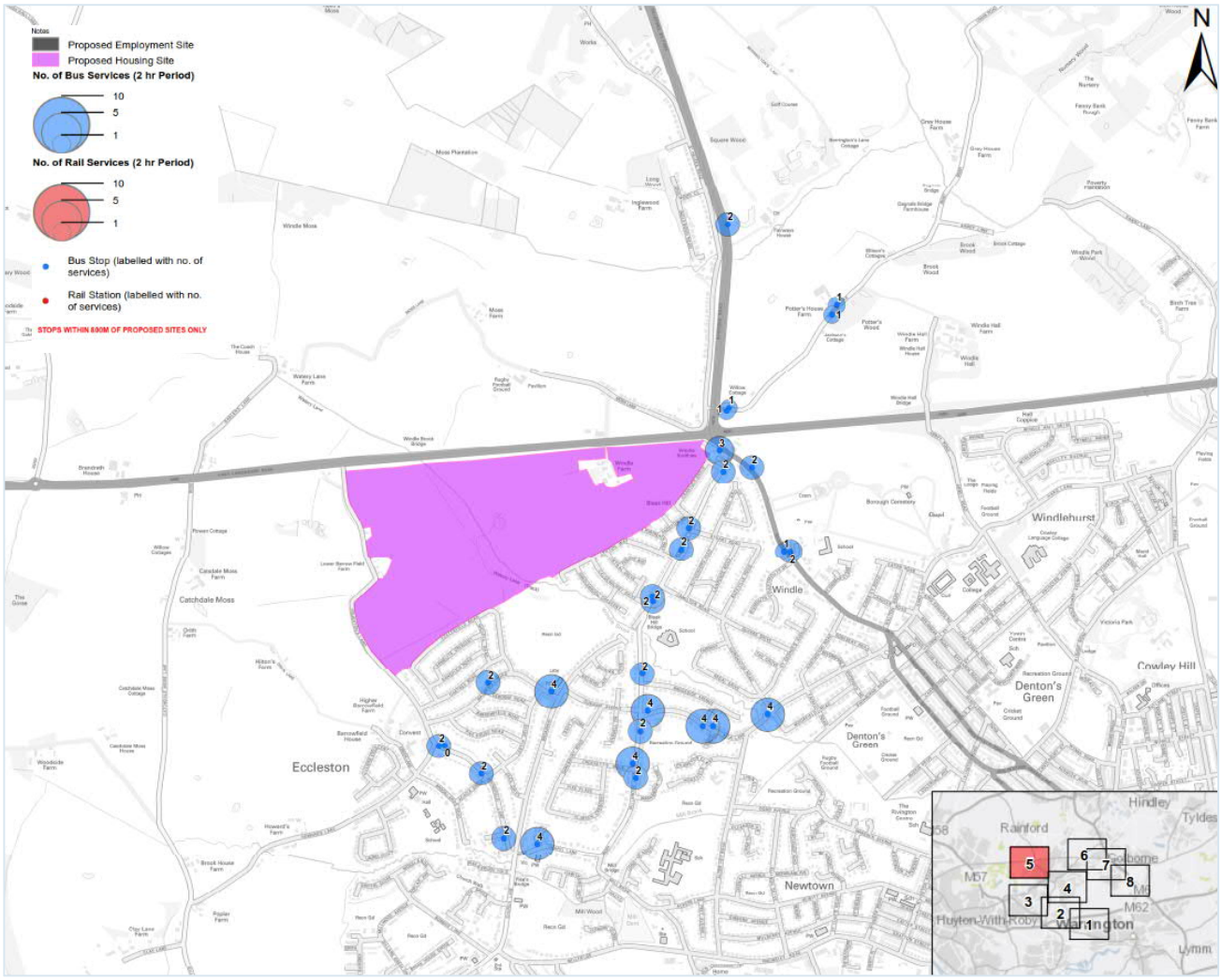
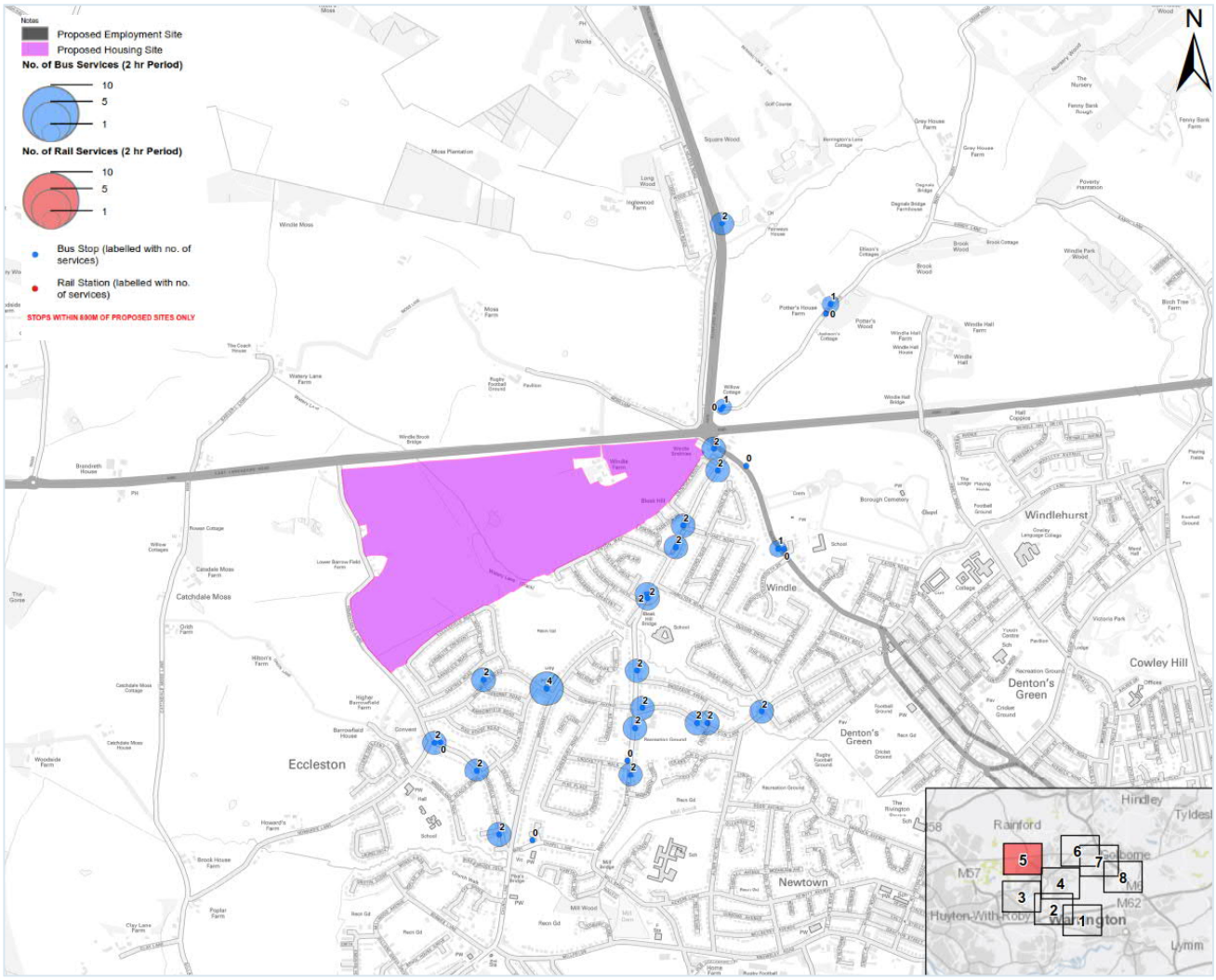


Figure 49: Site HA16 Stop Frequency - Scenario 2



4.13.15. There are a number of local services running though the existing residential estate, with the existing positions of stops facilitating access to bus services within the maximum desirable walking distance.

4.13.16. The majority of stops are only served by 2 services within each analysis period, although the stop at Walmsley Road / Broadway is a notable exception, being within the maximum desirable walking distance from the site, and also offering a number of local services in the same location.

SWOT Analysis

4.13.17. Table 14 presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 19: Strategic site Allocation HA16 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance Desirable walking environment along local highway network Some cul-de-sacs include footpaths to accommodate desire lines	Severance of A580 East Lancashire Road / Windle Island Difficulty crossing Rainford Road in peak hours Potential for severance from desire lines by cul-de-sac layout of existing residential development	Integration with existing housing estate Enhancement to crossings of Windle Island Provision of routes along desire lines to local facilities Enhance routes into St Helens	Potential for severance from desire lines by A580 East Lancashire Road Poor integration with existing housing estate for NMUs
Cycling	Wide range of facilities within cycling distance Existing cycle route on A580 East Lancashire Road Existing cycle route to Rainford Some quiet streets; part of 'suggested' cycle network Some cul-de-sacs include footpaths to potentially accommodate desire lines	Severance of A580 East Lancashire Road / Windle Island No on-street infrastructure Potential for severance from desire lines by cul-de-sac layout of existing residential development	Integration with existing housing estate Enhancement to crossings of Windle Island Provision of route into St Helens town centre along Rainford Road Enhancement of 'suggested' cycle network	Potential for severance from desire lines by A580 East Lancashire Road Poor integration with existing housing estate for NMUs May be unable to provide right of way for cycle users along cul-de-sac routes
Bus	A number of shelters within a desirable walking distance Local service available	Stops are often poles, reducing attractiveness in inclement weather No real-time information available	Introduce shelters at strategic locations Enhance shelters with real time information	Will require cooperation with other stakeholders Potential high cost
Rail		No rail station within an acceptable walking or cycling distance	Enhance cycle routes into town centre to connect with St Helens Central rail station	Distance to rail station may be beyond a desirable cycling or walking distance as part of an onward journey
Access to Key Services	Wide range of facilities within acceptable distances	No hospitals within active travel distance	Enhance access to key services though provision along desire lines	Car centric development and off-site improvements could limit sustainable travel

Site Specific Measures

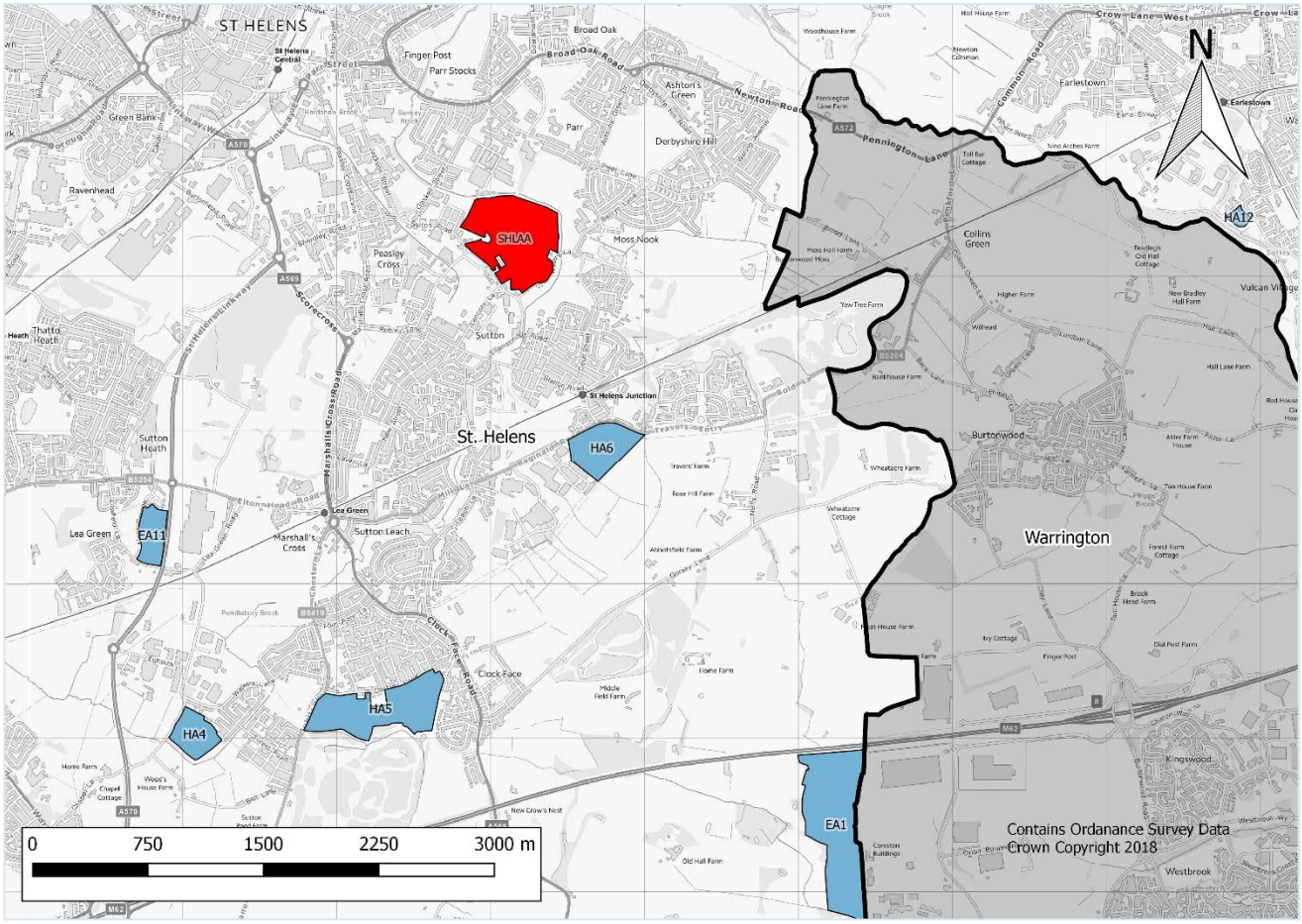
4.13.18. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.13.19. Proposed Strategic Housing Site HA16 is located on the periphery of the St Helens urban area, providing immediate strategic transport connections via the A580 East Lancashire Road to Liverpool, Manchester, and the SRN via the M6. However, the location is less suitable for sustainable and active travel modes, being beyond the desirable maximum travel distance on foot to the town centre and on the outskirts of the existing bus network. The following recommendations are therefore made in order to enhance sustainable and active travel from this location:

- Positive integration of the site into the existing urban area will be essential in ensuring desire lines to existing services and facilities are catered for. There are a number of local shops within active travel distance, as well as bus stops on the periphery of the maximum desirable walking distance (considering the site centroid), which would be less desirable if the route within the site were circuitous.
- While some existing local roads may be unsuitable to use as vehicular access points, access points for active travel modes could still be acceptable.
- The potential severing impacts of Windle Brook will need to be considered.
- While enhanced crossing facilities at Windle Island are to be provided as part of the current scheme, there is a lack of crossing facilities along Rainford Road. Additional crossing points could also help slow traffic, contributing toward a better pedestrian environment.
- Cycle routes into St Helens town centre and other key destinations could be considered as part of the LCWIP process. Rainford Road could be a particularly key route, being along a direct desire line into St Helens, as well as providing opportunities to connect with existing routes on the A580 East Lancashire Road and on Rainford Road (north of Windle Island).
- Upgrading of existing bus stop poles to shelters with real-time bus information could help promote bus travel. However, existing services are located around the maximum desirable walking distance from much of the site. The diversion or extension of an existing bus service could help promote bus travel. A suitable route through the site should be identified through the planning process.

4.14 SHLAA SITE 09: MOSS NOOK URBAN VILLAGE, WATERY LANE

Figure 50: SHLAA Site 09 in Context with the Local Area



4.14.1. Moss Nook is located in Sutton, approximately 2 miles south east of St Helens town centre, and is surrounded by residential and commercial properties. Planning permission for the site was granted in 2007 following a public inquiry, but the site stalled during the recession of 2008/09, and remains undeveloped following some remediation works.

4.14.2. Full details regarding the site and its immediate surroundings in relation to active and sustainable modes of travel can be found in the appropriate Proforma included in Appendix A. The following key points summarise the findings of the site visit:

- Location of the area within existing residential and commercial areas provides opportunity for integration within an existing urban environment;
- Local junctions and roads are designed for HGV and vehicular movements, supressing active travel;
- A large number of local facilities within desirable walking distances;
- Lack of natural surveillance and local activity creates a negative safety perception;
- Existing bus routes, with rail stations within desirable active travel distances.

Isochrone Analysis

4.14.3. Analysis of the walking and cycling isochrones was undertaken, considering the potential for walking and cycling to the Core Accessibility Indicators, as well as to other notable facilities, local centres, or employment opportunities in the near vicinity. The following key points were noted:

Walking

4.14.4. There are six primary schools within approximately 15-20 minutes walking time (and more within a 30-minute walk time), while St Cuthbert's Catholic High School is within a 0-5-minute walk. There are also two secondary schools located approximately 20-25 minutes walking time away, while St Augustine Catholic High School would also be within a desirable walking distance were access from the north provided.

4.14.5. There are no further education colleges within reasonable walking distance of the site;

4.14.6. There is a dentist approximately 15-20 minutes away to the north of the site;

4.14.7. There are a number of sports and fitness facilities located approximately 15-20 minutes' walk to the east;

4.14.8. There are a number of local food stores within a 0-5 minute (Morrisons) and 5-10 minute (Co-op) walk of the site; and

4.14.9. There are a number of GPs, Walk-in centres, pharmacies and a hospital within the maximum desirable walking distance from the site;

4.14.10. St Helens Junction rail station is within a 10-15-minute walk to the south of the site; and

4.14.11. There are a wide range of employment opportunities nearby through local employers, although none of the proposed Strategic Employment sites are within a desirable walking distance.

Cycling

4.14.12. Employment opportunities present themselves relatively close to the site, as St Helens town centre is located approximately 2 km north-west of the site; this would be beyond the acceptable maximum walking distance, but can be reached by bicycle in approximately 10-15 minutes;

4.14.13. Travel by bicycle also allows access to some proposed Strategic Employment sites, in particular to Haydock Industrial Estate;

4.14.14. There are considerably more schools, health facilities and retail opportunities in the town centre; in particular St Helens Central railway station, an optician, a number of secondary schools, and a further educational college are all within a reasonable cycling distance of the site (10-15 minutes).

4.14.15. Journey times to facilities surrounding the site, which can otherwise take up to 15 minutes to reach on foot, are significantly reduced to within 5 minutes journey by bicycle.

Bus and Rail Accessibility

4.14.16. Figure 39 and Figure 40 show the bus stops used in the Traccs Basemap analysis for Scenario 1 and Scenario 2 in relation to Moss Nook. The size of each stop indicates the frequency of services at each stop during the analysis period. Full diagrams are available in Appendix B.

Figure 51: SHLAA Site 09 Stop Frequency - Scenario 1

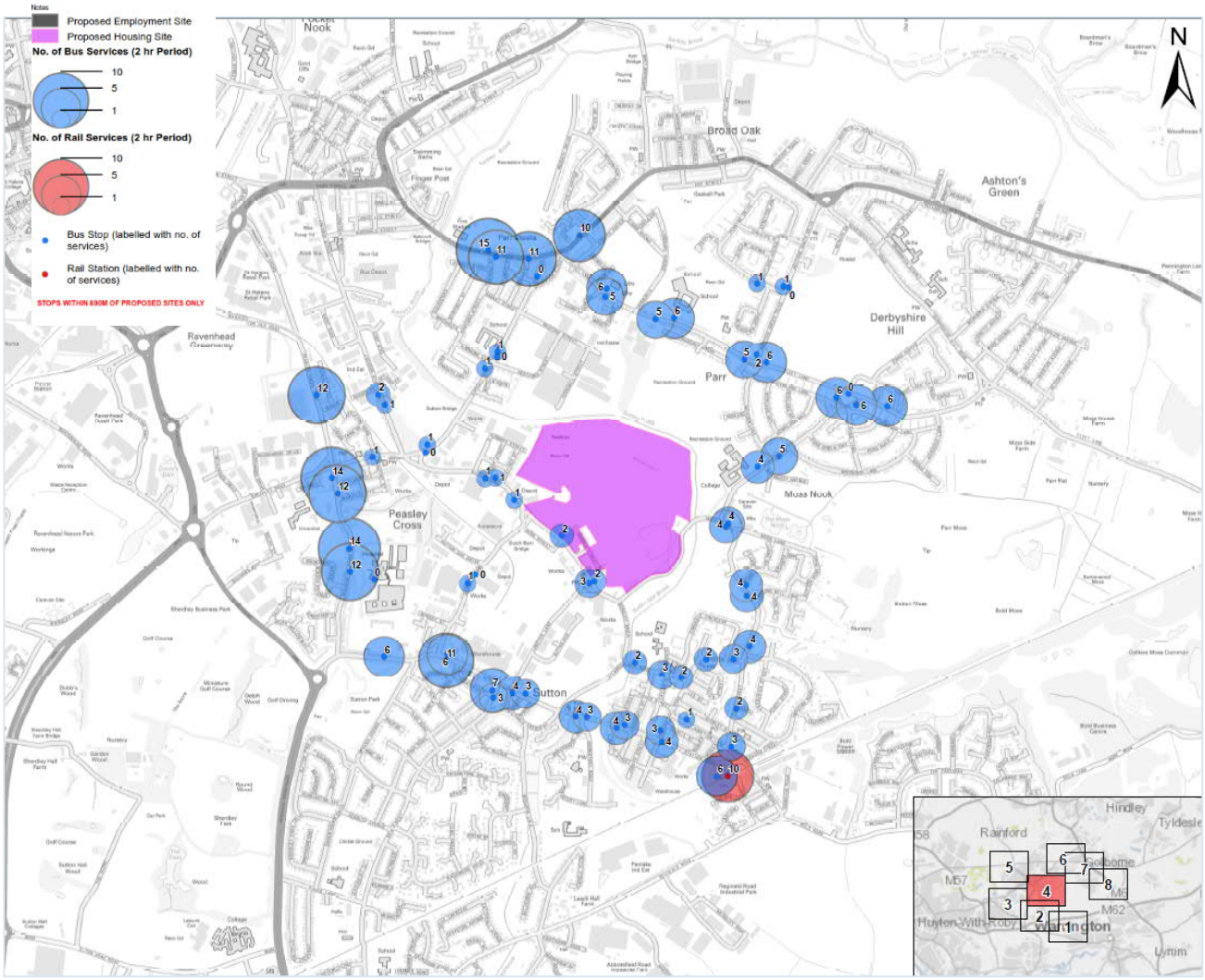
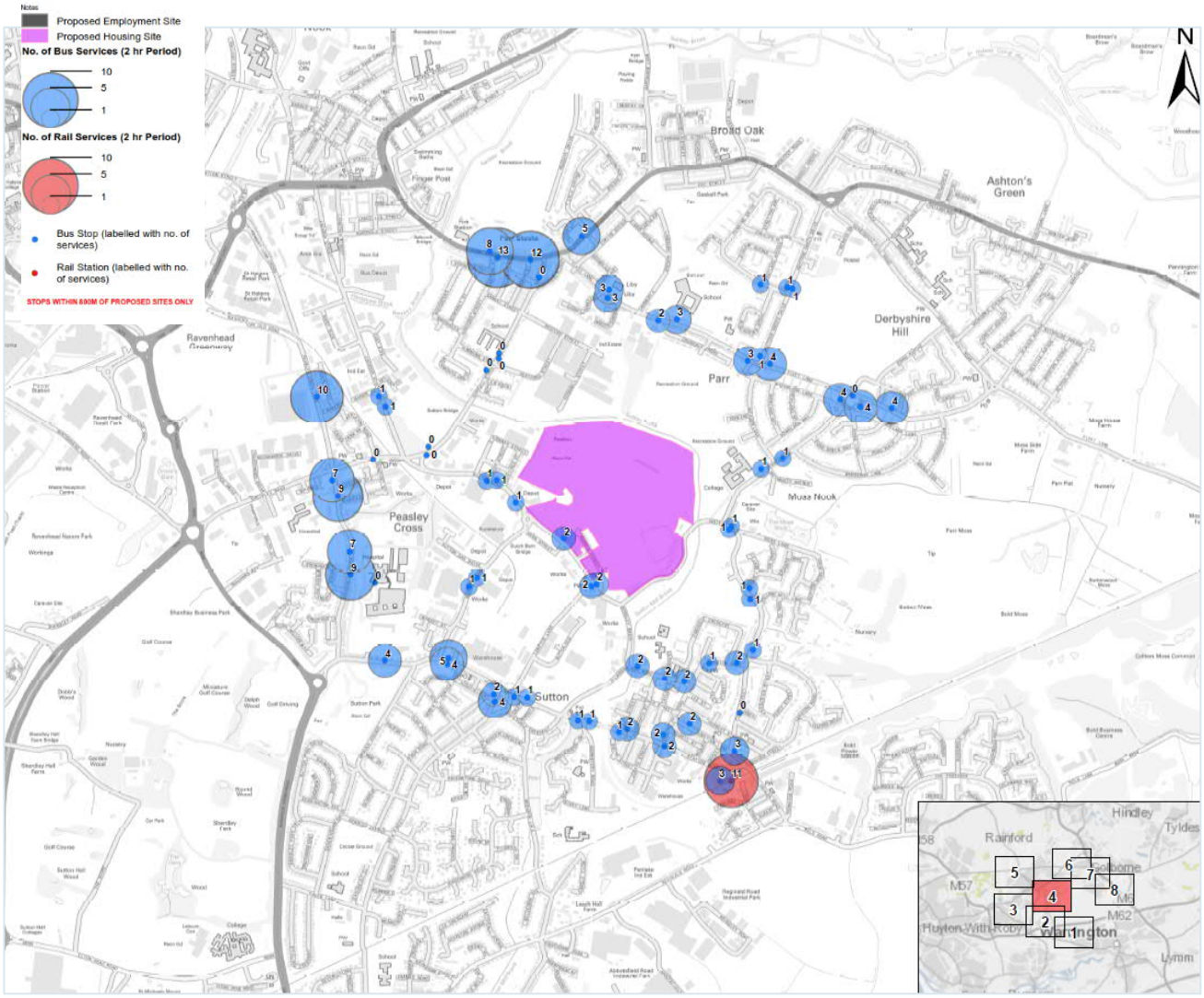


Figure 52: SHLAA Site 09 Stop Frequency - Scenario 2



4.14.17. There are a number of local services running in the near vicinity to the site, although the most frequent services are located approximately 15-20 minutes' walk to the west of the site along Marshalls Cross Road, or to the north along Parr Stocks Road—note that the existing route to the north is circuitous, using local roads, whereas the distance to these stops could be considerably reduced through provision of active travel routes to the north.

SWOT Analysis

4.14.18. Table 14 below presents a SWOT analysis for the site, identifying strengths, weaknesses, opportunities, and threats in regards to accessibility via sustainable and active modes of travel. This analysis is envisaged to inform any detailed work identifying site specific requirements or sustainable transport interventions.

Table 20: SHLAA Site 09 SWOT Analysis

	Strengths	Weaknesses	Opportunities	Threats
Walking	Wide range of facilities within walking distance	Severance caused by open space (and potentially Sutton Brook) to the north Lack of natural surveillance and activity creates negative perceptions of safety Local highway network designed to accommodate HGV movements	Integration with existing housing estates Provision of routes along desire lines to local facilities – particularly to the north Enhance existing routes around Sutton Any new development to provide active frontage	Potential for severance from desire lines by constraints to the north. Poor integration with existing residential areas could limit travel on foot, and potentially walking as a multi-modal journey May be difficult to raise perceptions of safety
Cycling	Wide range of facilities within cycling distance Existing network of quiet routes (suggested cycle network) and off-road tracks Existing cycle route along bus lanes on Marshalls Cross Road (south)	Severance caused by open space (and potentially Sutton Brook) to the north No on-street dedicated cycling infrastructure	Integration with existing housing estate Provision of routes along desire lines to local facilities and further afield – particularly to the north Provision of an arterial cycle route nearby into St Helens town centre – Marshall Cross Road or Scorecross / St Helens Linkway? Enhancement of 'suggested' cycle network	Potential for severance from desire lines by A580 East Lancashire Road Poor integration with existing housing estate for NMUs
Bus	A number of stops within a desirable walking distance Local service available	Stops are often poles, reducing attractiveness in inclement weather No real-time information available	Introduce shelters at strategic locations Enhance shelters with real time information	Will require cooperation with other stakeholders Potential high cost

	Strengths	Weaknesses	Opportunities	Threats
Rail	Both St Helens Junction and Central stations within desirable active travel distances St Helens Central with an acceptable cycle distance	No cycle infrastructure along routes to rail stations Some elements of the surrounding urban environment have a potentially negative perception of safety	Enhancement of active travel routes to nearby rail stations – particularly cycling to St Helens Central	Distance to rail station may be beyond a desirable cycling or walking distance as part of an onward journey
Access to Key Services	Wide range of facilities within acceptable distances	Access to services to the north currently severed by existing constraints	Enhance access to key services though provision along desire lines— particularly to the north of the site	Car centric development and off-site improvements could limit sustainable travel

Site Specific Measures

4.14.19. While each site will benefit from the introduction of Borough-wide initiatives and the direction and guidance given in the new Local Plan (once adopted) and a suite of refreshed SPDs, there are also a number of recommendations that can made on a site-by-site basis, which could help contribute towards more sustainable development in each location.

4.14.20. Moss Nook is located in a primarily sustainable location, within an existing urban area and surrounded by a significant number of local facilities and services. Despite this, there are still a number of improvements that could be made in order to enhance travel by active and sustainable modes:

4.14.21. Integration of the site with the existing urban area will be very important in order to cater for desire lines to nearby facilities and services, as well as to bus and rail facilities. However, there may be significant constraints to providing links to the existing highway network to the east and west of the site, with some routes also severed by Sutton Brook. Even where it is not possible to cater for vehicles, the potential for quality active travel routes should be assessed through the planning process.

4.14.22. While the site is well placed for travel by bicycle, there is a significant lack of dedicated cycle infrastructure in the area. The site should look to contribute toward and integrated with any infrastructure identified in the forthcoming LCWIP – a primary route could be provided radially along Marshall Cross Road / Scorecross, with the site providing links to this route, or providing a direct route to St Helens junction nearby to enhance travel by rail.

4.14.23. While there are a number of local services, assuming stops to the north can be easily accessed despite local constraints, a number of strategically placed poles could be converted to shelters, ideally with real-time travel information.

4.14.24. To the south of the site, Worsley Brow was characterised by a lack of activity, wide junctions, no crossing facilities, and footway only along one side of the highway in parts. Considering this route is a desire line to a wide range of nearby facilities, significant enhancements to the route should be considered, including the provision of new footway, pedestrian refuges, and cycle infrastructure

where possible. Future development should be encouraged to have more active frontage where practicable, potentially following guidance set out in a revised SPD.

5 SITE ACCESSIBILITY MATRIX

5.1 INTRODUCTION

5.1.1. The assessment detailed in this report has culminated in the production of an Accessibility Matrix, a primarily distance based assessment which considered the relative proximity of each proposed site to a number of Key Accessibility Indicators, ranking them based on a range of best practice guidance documents.

5.1.2. It is anticipated that the Site Accessibility Criteria will form a key part of any further assessment of the sites; while this is not the only way of assessing the sustainable credentials of a site, and achieving 'Excellent' ratings should not be a substitute for more detailed assessment where appropriate, it is envisaged that, where possible, development sites will take the necessary practicable steps to achieve the highest possible Accessibility Matrix rating in each category.

5.1.3. Table 21 presents the results of this analysis, allowing the relative accessibility of each site to be easily identified and compared. By identifying those sites with relatively low levels of accessibility, measures can be tailored to each site (or area, where multiple sites are likely to benefit).

Table 21: Site Accessibility Matrix

				Railway Stations			Cycle Routes			School			
	Site no	Name	Strategic?	On Foot	By Cycle	Bus Routes	Existing	Committed (STEP)	Major Food Stores	Primary	Secondary	Healthcare	Town or Local Centre
Employment Allocations	EA1	Omega South Western Extension, Phase 1, Land north of Finches Plantation, Bold	Strategic	Lack	Good	Limited	Limited	Limited	Average	Average	Good	Average	Limited
	EA2	Florida Farm North, Slag Lane, Haydock	Strategic	Average	Good	Average	Excellent	Lack	Good	Good	Good	Good	Average
	EA3	Land North of Penny Lane, Haydock		Limited	Average	Average	Good	Limited	Average	Average	Excellent	Average	Lack
	EA4	Land North East of Junction 23 M6, south of Haydock Racecourse, Haydock	Strategic	Limited	Average	Lack	Excellent	Limited	Average	Average	Average	Average	Lack
	EA5	Land South of Penny Lane, Haydock		Limited	Average	Good	Excellent	Limited	Average	Lack	Good	Lack	Lack
	EA6	Land to the West of Haydock Industrial Estate, Haydock		Average	Good	Good	Excellent	Lack	Good	Average	Lack	Average	Average
	EA7	Land west of Millfield Lane, south of Liverpool Road and north of Clipsley Brook, Haydock	Strategic	Good	Excellent	Average	Good	Lack	Average	Good	Average	Average	Average
	EA8	Parkside East, Newton-le-Willows	Strategic	Excellent	Excellent	Limited	Lack	Excellent	Average	Good	Lack	Average	Average
	EA9	Parkside West, Newton-le-Willows	Strategic	Excellent	Excellent	Lack	Good	Excellent	Average	Good	Lack	Average	Average
	EA10	Land to the West of Sandwash Close, Rainford		Limited	Average	Average	Excellent	Limited	Lack	Lack	Limited	Average	Lack

	EA11	Land at Lea Green Farm West, Thatto Heath		Average	Excellent	Average	Excellent	Limited	Good	Excellent	Good	Average	Average
	EA12	Gerards Park, Phases 2 and 3, College Street, St. Helens Town Centre		Good	Excellent	Excellent	Good	Average	Good	Excellent	Lack	Excellent	Good
Housing Allocations	HA1	Land adjoining Ash Grove Farm, Beacon Road, Billinge		Limited	Average	Average	Lack	Limited	Excellent	Excellent	Limited	Excellent	Excellent
	HA2	Land South of Billinge Road, east of Garswood Road and west of Smock Lane, Garswood		Good	Excellent	Lack	Limited	Limited	Excellent	Excellent	Limited	Excellent	Lack
	HA3	Land at Florida Farm (south of A580), Slag Lane, Blackbrook	Strategic	Lack	Good	Good	Excellent	Lack	Excellent	Good	Excellent	Excellent	Good
	HA4	Land East of Chapel Lane and south of Walkers Lane, Sutton Manor		Lack	Good	Excellent	Excellent	Limited	Good	Excellent	Average	Average	Average
	HA5	Land South of Gartons Lane and former St.Theresa's Social Club, Gartons Lane, Bold	Strategic	Average	Good	Excellent	Excellent	Limited	Excellent	Excellent	Lack	Excellent	Excellent
	HA6	Land south of Reginald Road / Bold Road - Northern Section (Phase 1), Bold		Excellent	Excellent	Excellent	Lack	Limited	Good	Good	Lack	Excellent	Excellent
	HA7	Land between Vista Road and Ashton Road, Newton - le-Willows	Strategic	Average	Excellent	Good	Excellent	Average	Excellent	Good	Good	Excellent	Good
	HA8	Eccleston Park Golf Club, Rainhill Road, Eccleston	Strategic	Excellent	Excellent	Lack	Lack	Limited	Good	Excellent	Average	Good	Average
	HA9	Higher Barrowfield Farm, Houghton's Lane, Eccleston		Limited	Average	Excellent	Average	Limited	Good	Excellent	Average	Good	Good

	HA10	Land south west of M6 J23 between Vista Road and Lodge Lane, Haydock	Strategic	Limited	Good	Average	Excellent	Lack	Good	Average	Good	Good	Lack
	HA11	Land at Moss Bank Farm, Moss Bank Road, Moss Bank		Limited	Average	Excellent	Excellent	Limited	Good	Good	Average	Excellent	Lack
	HA12	Former Newton Community Hospital (Simms Ward), Bradlegh Road, Newton-le-Willows		Good	Excellent	Excellent	Excellent	Excellent	Average	Excellent	Limited	Excellent	Good
	HA13	Former Red Bank Community Home, Winwick Road, Newton-le-Willows		Good	Excellent	Excellent	Excellent	Excellent	Good	Average	Limited	Lack	Average
	HA14	Land south east of Lords Fold, Rainford		Lack	Good	Excellent	Excellent	Limited	Good	Excellent	Average	Good	Good
	HA15	Land South of Higher Lane and east of Rookery Lane, Rainford		Limited	Average	Good	Good	Limited	Average	Average	Lack	Good	Average
	HA16	Land south of A580 between Houghtons Lane and Crantock Grove, Windle	Strategic	Limited	Average	Lack	Excellent	Limited	Excellent	Excellent	Average	Excellent	Excellent
	09	Moss Nook Urban Village	Equivalent	Limited	Limited	Good	Excellent	Excellent	Average	Excellent	Excellent	Good	Excellent

5.2 ANALYSIS OF RESULTS

5.2.1. The overall outputs from the sustainable transport assessment process in St Helens has identified a number of sites with average or below accessibility ratings. The following key points are noted:

- Many sites have limited sustainable transport opportunities to access St Helens railway stations, being further than the maximum recommended walking distance. However, the opportunities for access by bicycle are much higher based on distance; complementary measures such as infrastructure improvements and behaviour change measures could promote bicycle and rail use as part of a multi-modal journey.
- Three-quarters of the proposed employment allocations (9 of 12) and approximately a third (5 of 16) of the proposed housing allocations are identified as having Average or worse accessibility by bus. Bus assessment is not only based on distance to nearby infrastructure, but also considers the availability and frequency of services. Enhancing bus travel to and from the proposed site allocations, particularly in relation to the proposed Strategic Employment sites, is likely to require a collaborative approach between developers, the Council, and Merseytravel.
- While a number of sites are within a Good or Excellent rated distance from the existing St Helens cycle network, this assessment does not consider the ease of the route to access this network, or the quality of the existing network and connectivity to key origins and destinations. The development of the LCR LCWIP will contribute to the identification of a cohesive cycle network across the borough, including enhancements to existing infrastructure and the provision of new routes. St Helens will need to ensure that the proposed site allocations, particularly those identified as Strategic, are included as O/Ds within the LCWIP process, that the document is given weight in the planning process through policy controls and adoption as an SPD, and that mechanisms are in place for the collection of contributions towards infrastructure provision.
- The accessibility rating for the Core Accessibility Indicators carries less weight in relation to the proposed employment sites, and therefore the Core Accessibility Indicators have been assessed in greater detail in relation to the proposed housing sites. The majority of the proposed housing sites are well located in relation to proximity to major food stores, healthcare facilities, local centres, and primary schools. Secondary schools in the borough are more dispersed, limiting accessibility by foot. Where sites are well located in regards to their proximity to Core Accessibility Indicators, it is essential that routes are provided along desire lines, with potential enhancements to the pedestrian environment to further encourage travel by foot for short journeys to local facilities.

6 SUSTAINABLE TRANSPORT MEASURES

6.1 INTRODUCTION

6.1.1. Bringing forward development in St Helens in a truly sustainable way will take concerted effort across various stakeholders and organisations; St Helens Council have consulted extensively through the Transport Impact Assessment process with its many partners, including the Liverpool City Region Authorities, the neighbouring Local Authorities, and infrastructure providers such as Highways England, Transport for the North, and Merseytravel. The measures required to do so will vary from site to site—there is no single package of measures that can be uniformly applied across all sites in order to maximise sustainable transport opportunities. Furthermore, the anticipated changes in technology encompassed under New Mobility is likely to significantly change how sustainable transport is realised over the Plan period; measures suggested now may be inappropriate for development that comes forward a decade hence.

6.1.2. Nevertheless, there are a number of recommendations that can be made at this moment to encourage an uptake in sustainable travel. Many of these require policy controls adopted through the emerging St Helens Local Plan, through new SPDs and DPDs, or through close collaboration with the various stakeholders.

6.2 SUSTAINABLE MEASURES

Public Transport: Bus

6.2.1. At present, the 2011 Census travel to Work data indicates that fewer people travel to work via bus in St Helens when compared to the national average. However, there are positive trends in bus travel in regards to St Helens town centre; bus trips into the town centre account for approximately 30% modal share. St Helens benefits from its inclusion within the Liverpool City Region, with Merseytravel being responsible for the strategic coordination of bus services across the combined authority.

6.2.2. The following recommendations look to promote bus services in the borough and increase modal share, with a particular focus on those interventions that increase the sustainability of the proposed site allocations:

- Enabling easy access for sites to bus infrastructure is key in encouraging bus usage.
- A number of sites were identified through consultation with Merseytravel (see Appendix D) as having potential for additional services, whether extensions of existing services, an entirely new route, or increased service frequency. Where appropriate, these recommendations will be adopted as site specific requirements in the new St Helens Local Plan.
- However, the need for such additional services may change depending on when each new site comes forward, and therefore an assessment of bus services should be determined through the Transport Assessment process, including further liaison with Merseytravel and other key stakeholders. The requirements for a Transport Assessment / Statement are set out in emerging Policy LPA07: Transport and Travel, which makes reference to the additional detail contained in the Ensuring a Choice of Travel SPD.
- New developments should give consideration to the availability of infrastructure in the vicinity of each site; bus services can be much more reactive where infrastructure such as bus stops

already exist, and upgrading poles to shelters where practicable can encourage bus travel in inclement weather.

- While electronic timetabling is currently available at a number of stops in St Helens, new developments should consider the provision of real-time bus timetabling.
- Behaviour change initiatives should be incorporated within Travel Plans for each site.

6.2.3. St Helens is also considering a number of additional measures that will influence bus travel across the borough. The emerging Town Centre Strategy is likely to have a significant impact on bus travel into St Helens town, envisaging new bus infrastructure, public realm, and a reorganisation of parking across the town centre.

Public Transport: Rail

6.2.4. Rail travel is heavily constrained by the location of infrastructure, including stations, parking, and the rail lines themselves. It is much more difficult for rail to react quickly to new development compared to bus operators, and interventions can be extremely costly.

6.2.5. Nevertheless, the propensity to travel by rail can be improved through various external measures, including improving access to rail stations, enhancing desire lines to and from major locations, providing additional car and cycle parking, and through behaviour change initiatives.

6.2.6. The following recommendations look to promote rail travel in the borough and increase modal share, with a particular focus on those interventions that increase the sustainability of the proposed site allocations:

- Sites in close proximity should consider the potential for direct routes along desire lines to rail facilities;
- Provision of additional parking at rail stations could increase rail mode share, but it is recognised that providing additional parking is limited by the availability of land, and that park-and-ride facilities can induce additional traffic, creating localised capacity issues around facilities.
- The requirements for any improvements related to rail travel should be included as part of any Transport Assessment / Statement. The requirements for a Transport Assessment / Statement are set out in emerging Policy LPA07: Transport and Travel, which makes reference to the additional detail contained in the Ensuring a Choice of Travel SPD.
- Further improvements to rail likely to increase modal share, such as enhanced ticketing services or upgrade to facilities should be considered in conjunction with Merseytravel, relevant Train Operating Companies (TOCs), and Transport for the North (TfN).

Cycling

6.2.7. St Helens is currently part way through the STEP programme, implementing a number of active travel improvements across the borough, with additional schemes still planned. However, the STEP scheme is for a fixed amount of time, coming to an end in 2021. While additional funding could be sought for a continuation of the scheme or similar, the following additional recommendations will look to promote cycle use in the borough and increase modal share, with a particular focus on those interventions that increase the sustainability of the proposed site allocations:

6.2.8. St Helens does not currently benefit from a coordinated cycling strategy for the borough. However, the Liverpool City Region is currently progressing a City Region Local Cycling and Walking Infrastructure Plan (LCWIP), which includes St Helens. This document will identify both existing and future key origins and destinations, assess existing infrastructure, and make recommendations for

future infrastructure to create a cohesive cycling (and walking) network across the borough and the wider LCR.

6.2.9. Any new development should pay due cognisance to this document, and consideration should be given to how new development can contribute to identified off-site infrastructure, and well as provide exemplary facilities on-site to further encourage cycle usage. The DfT's LCWIP guidance suggests that an LCWIP is adopted as an SPD, providing a policy framework for infrastructure investment across the borough.

6.2.10. Behaviour change initiatives should be incorporated within Travel Plans for each site.

6.2.11. St Helens should also continue to promote cycling across the borough through initiatives such as the Healthy Living Team, coordination with cycling community and action groups, and road safety schemes like cycle proficiency training.

6.2.12. While poor air quality affects all transport users, poor air quality can have a significant impact on active travel modes including walking and cycling. Emerging Policy LPA07: Transport and Travel sets out that the Council will seek to minimise the negative impacts of transport including air and noise pollution through requiring developers to implement Travel Plans in accordance with the requirements of the Ensuring a Choice of Travel SPD. St Helens also currently has AQMA Action Plans relating to the 4 AQMA's around the borough.

Walking

6.2.13. Walking is the most natural choice of travel, requiring little more than the individual's own body, and is considered the best option for replacing short trips, generally below 2km in length. Nevertheless, the propensity to travel on foot can be easily restricted through elements such as poor design, resulting in severance, a perception of unsafe and intimidating environments, and low air quality. The availability of the private motor car and ease of travel for short journeys can also have an impact on modal choice. Improving the existing environment to increase the propensity to travel on foot and limiting car usage for short journeys is a highly complex task, and requires a multi-faceted approach tailored to each area.

6.2.14. Nevertheless, the following additional recommendations will look to promote walking in the borough and increase modal share, with a particular focus on those interventions that increase the sustainability of the proposed site allocations:

6.2.15. With the recent publication of the Government's Cycling and Walking Investment Strategy and subsequent LCWIP guidance, there has been much more focus on producing comprehensive walking strategies as part of the Local Plan suite of documents. As discussed above, the Liverpool City Region is currently progressing a City Region Local Cycling and Walking Infrastructure Plan (LCWIP), which includes St Helens. This document will provide a cohesive strategy for investment across the borough (and into the wider region), focussing walking improvements on those places currently poorly connected or supressing pedestrian movement, while also analysing future demands.

6.2.16. As stated above in regards to cycling infrastructure, any new development should pay due cognisance to this document, and consideration should be given to how new development can contribute to identified off-site infrastructure, and well as provide exemplary facilities on-site to

further encourage walking. The LCWIP could also be adopted as an SPD, providing a policy framework for infrastructure investment across the borough.

6.2.17. While the LCWIP will provide a framework for investment in a cohesive walking network, there may be other improvements required outside of its scope, such as where the existing footways and pedestrian facilities are considered inadequate for any increase in pedestrian usage. Such limitations should be identified through the Transport Assessment / Statement process. The requirements for a Transport Assessment / Statement are set out in emerging Policy LPA07: Transport and Travel, which makes reference to the additional detail contained in the Ensuring a Choice of Travel SPD.

6.2.18. New developments will need to carefully consider pedestrian desire lines within the site and connectivity to offsite facilities, in particular to public transport infrastructure.

6.2.19. Behaviour change initiatives should be incorporated within Travel Plans for each site.

6.2.20. While poor air quality affects all transport users, poor air quality can have a significant impact on active travel modes including walking and cycling. Emerging Policy LPA07: Transport and Travel sets out that the Council will seek to minimise the negative impacts of transport including air and noise pollution through requiring developers to implement Travel Plans in accordance with the requirements of the Ensuring a Choice of Travel SPD. St Helens also currently has AQMA Action Plans relating to the 4 AQMA's around the borough.

6.3 THE INFLUENCE OF EFFECTIVE TRAVEL PLANNING

6.3.1. A Travel Plan (TP) is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through active management and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying a suitable package of measures as to ensure sustainable travel with an emphasis on reducing reliance on single occupancy car journeys, and can further assist in meeting a range of other objectives.

6.3.2. A thoroughly developed Travel Plan can assist in the mitigation of any adverse traffic impacts of a development, and national government recognises their importance in achieving improvements in transport conditions at the local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. The Department for Health publication "Choosing Health: Making healthy choices easier" (2004) recognised the health benefits of walking or cycling, and active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.

6.3.3. Travel Plans at each site should include a range of bespoke behaviour change initiatives, tailored to each site through engagement with residents / staff as appropriate, and led by a genuinely invested Travel Plan Coordinator.

6.3.4. Where possible, monies should be sought in order to provide long-term monitoring and evaluation of the Travel Plan, while contributions could be secured against the success of the Travel Plan measures and achievement of the stated targets.

6.3.5. The need to produce a Travel Plan is referred to in Policy LPA07: Transport and Travel in the emerging St Helens Local Plan, as well as in Policies LPA04.1: Strategic Employment Sites, LPA05.1: Strategic Housing Sites, and LPA10: Development of Strategic Rail Freight interchange. These policies direct the reader to the St Helens SPD, Ensuring a Choice of Travel, for more detail

on Travel Plan requirements. This SPD was adopted in 2010, and while the information it contains is still highly relevant in places, there have been a number of significant changes in national and regional policy, in the structure of the regions, and new guidance and research published.

6.3.6. It is St Helens intention to refresh the Ensuring a Choice of Travel SPD in order to make sure the guidance aligns with current best practice and policy; this refresh should be undertaken as soon as practicable in order to help direct future development.

6.4 DESIGN AND LAYOUT

6.4.1. Providing seamless access to sustainable transport options is not simply achieved by locating access points in close proximity to infrastructure, but also by ensuring the internal layout of sites is conducive to sustainable travel. St Helens already has an SPD that provides detailed guidance on design and layout: St Helens Design Guidance SPD (2007).

6.4.2. It is noted that this document was adopted in 2007, and predates the publication of new guidance such as Manual for Streets (DfT, 2007), the adoption of the National Planning Policy Framework (NPPF), and the withdrawal and abolition of the various Planning Policy Guidance documents.

6.4.3. It is St Helens intention to refresh the Design Guidance SPD in order to make sure the guidance aligns with current best practice and policy; this refresh should be undertaken as soon as practicable in order to help direct future development.

6.5 ACCESSIBILITY RANKINGS

6.5.1. The work undertaken in baselining the existing sustainable travel culminated in the creation of an Accessibility Matrix (as presented in section 5), a primarily distance based assessment which considered the relative proximity of each proposed site to a number of Key Accessibility Indicators, ranking them based on a range of best practice guidance documents. While this is not the only way of assessing the sustainable credentials of a site, and achieving 'Excellent' ratings should not be a substitute for more detailed assessment where appropriate, it is envisaged that, where possible, development sites will take the necessary practicable steps to achieve the highest possible Accessibility Matrix rating in each category.

6.5.2. This Accessibility Matrix could also be adopted within the refreshed Ensuring a Choice of Travel SPD, or form the basis of such.

6.6 THE IMPACT OF SUSTAINABLE INTERVENTIONS ON HIGHWAY CAPACITY AND OPERATION

6.6.1. Transport models are commonly used to inform planner and policy makers about the current capacity and performance of a transport system, and how this situation is likely to change in response to a particularly scenario, such as the impact of Local Plan growth in a given area. Transport models were historically produced to predict likely future demand, and then provide capacity to meet this demand (predict and provide methods). However, modern transportation policy reflects a general recognition that additional capacity induces additional demand, and that catering for private vehicle usage through road building does not create an efficient network—this approach also comes at a significant economic, environmental, and social cost.

6.6.2. With a policy shift towards more sustainable forms of travel and transportation, there is a focus on methods of predicting the impact of sustainable transport measure, in particular considering the

potential for such measures to reduce demand for private car usage and induce modal shift. However, estimating the impacts of sustainable transport measures is a relatively new concept, and lacks the evidence that accompanies traditional capacity modelling and vehicle behaviour simulation.

6.6.3. The need to incorporate sustainable interventions into transport models is driven by the significant impacts such interventions can bring. A number of significant projects delivering packages of sustainable transport measures reported a modal shift toward sustainable modes:

- Evaluation of the DfT funded Smarter Choices Programme in Darlington, Worcester, and Peterborough showed that the four-year package of targeted sustainable transport interventions achieved a reduction of 5% – 7% in car driver distance travelled by residents for those journeys under 50km that were in-scope.
- Similarly, the evaluation of the Cycling City and Towns Programme (CCTs), and the Cycling Demonstration Towns (CDTs) found that there was an overall increase in cycling trips of 29% in the six CDTs and 24% in the 12 CCTs over the programme periods.
- The DfT's evaluation of the Local Sustainable Transport Fund (LSTF) found that car use fell in LSTF Large Projects areas, with relative per capita car traffic falling by 2.3 percentage points. across 93 workplaces in the Large Project areas, car driving fell by 2.7 percentage points, equivalent to a 4.1% reduction in commuting by car, while the proportion of adults who cycled in these areas increased by 6.6 percentage points.
- WSP released a report in 2008 (Modelling and Appraisal of Smarter Choices: Review of empirical data for practical modelling) that considered possible methods for incorporating various sustainable travel measures into standard modelling packages. The report found that some measures could be included if enough detail were provided in the model, but that this introduced more possibility for error and significantly added to model development and processing time. The report also found that some measures cannot be directly incorporated within the current logit based mode choice models, such as personalised travel plans, provision of secure cycle facilities, etc, while some 'smarter choices' measures, such as preferential car parking for car sharers, demand responsive bus services, working at home, etc, cannot be reflected in traditional four-stage modelling at all.
- The DfT have released TAG Unit M5.2, Modelling Smarter Choices, providing guidance on modelling 'Smarter Choices' as part of the WebTAG series of online guidance documents on transport appraisal. However, this document identifies that, while there is some evidence about the combined effects of several Smarter Choices measures delivered as a package of interventions, there is much less evidence about the isolated effects of individual 'soft' measures, in a form that informs the specification of how these measures may be modelled.

    - The guidance further states that there is currently no complete TAG guidance on the appraisal of 'soft' measures in particular (those which are intended to affect demand without affecting actual as opposed to perceived cost).

6.6.4. The transport evidence base to support the new St Helens Local Plan has identified a number of sustainable interventions to enhance the uptake of sustainable transport in the borough, with a particular focus on policy controls for new development, taking reasonable necessary steps to ensure that the growth aspirations of the borough come forward while minimising private car usage and maximising every opportunity for sustainable travel. While the impact of some of these interventions could be modelled individually, many of the 'soft' interventions cannot be explicitly

modelled, and there is no current methodology for incorporating all the proposed measures within one multi-modal model. Attempting to produce such a model would be disproportionate to the scale of assessment required to support the Local Plan proposals. Furthermore, the change in travel predicted as part of 'New Mobility' is likely to further limit the accuracy of any such assessment.

6.6.5. As a proxy for such interventions, the modelling work undertaken has included a 5% reduction in vehicle trips across the network. This reduction is applied to scenario DS2a, which considers the impact of sustainable interventions in isolation, while scenario DS2 incorporates both the impacts of sustainable transport interventions and highway interventions. Further details on the modelling scenarios and the results can be found in the St Helens Transport Impact Assessment (WSP, 2018) accompanying this report.

6.7 SUMMARY AND NEXT STEPS

6.7.1. This report has analysed and assessed the Site Allocations proposed in the St Helens Local Plan Preferred Options draft, as well as Moss Nook, the only site in the 2016 St Helens SHLAA of an equivalent size to those identified in the emerging Local Plan as strategic. The assessment has considered how accessible the proposed sites are by sustainable modes of transport under the existing conditions through a variety of methods of analysis.

6.7.2. Every site has been considered using a GIS distance-based assessment, with criteria applied from a range of best-practice guidance documents and the latest research to develop an Accessibility Matrix, ranking each site against the various criteria; the Site Accessibility Criteria can then form the basis of any future accessibility assessment for proposed developments throughout St Helens, not just for any proposed site allocations.

6.7.3. Those sites determined to be 'Strategic' in the St Helens Local Plan Preferred Options draft and the 2016 SHLAA have been evaluated in greater detail, though site visits, walking and cycling isochrones, and Traccs Basemap accessibility mapping. The findings of the assessment have also been influenced through engagement with Merseytravel and Highways England.

6.7.4. The findings of the assessment have led to a number of site-specific recommendations in relation to the proposed Strategic Site Allocations (and their SHLAA equivalent), as well as number of wider initiatives that could benefit all future development across St Helens, as well as promoting active and sustainable travel on a borough-wide basis.

6.7.5. While the overall findings have identified that the proposed Site Allocations are located in areas which either currently benefit from good sustainable and active travel options, as well as a range of local facilities and services, or which can benefit from these through a package of targeted interventions. Sustainable and active travel at these locations can also be further enhanced through a number of wider-reaching measures across the Borough.

6.7.6. It is anticipated that the findings of this report, in conjunction with the overall findings of the St Helens Local Plan Transport Impact Assessment (WSP, 2018) will influence the final proposed Site Allocations in the St Helens Proposed Submission Local Plan draft.

Appendix A

SITE ASSESSMENT PROFORMAS

Appendix B

TRACCS BASEMAP ACCESSIBILITY MAPPING

Appendix C

ISOCHRONE MAPPING

Appendix D

MERSEYTRAVEL ENGAGEMENT
TECHNICAL NOTE

1st Floor Station House
Tithebarn Street, Exchange Station
Liverpool
L2 2QP

wsp.com

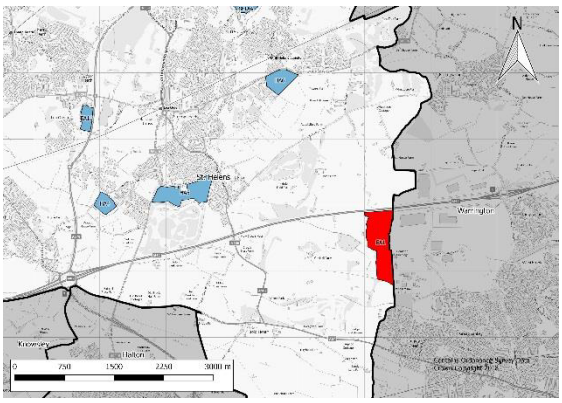
Appendix A

SITE ASSESSMENT PROFORMAS

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	001
Subject:	**Site EA1:** Omega South Western Extension Phase 1, Land north of Finches Plantation, Bold		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Gross site Area: 31.2 ha

Proposed Use: B2 & B8 uses

This proposed Strategic Site Allocation is located to the west of the existing Omega south site, a 575 acre mixed-use development site roughly equidistant between the centres of Warrington and St Helens, and straddles the border between the boroughs. The majority of the site (which is partially built out) lies within Warrington. The site is bounded by the M62 to the north, with the existing Omega site to the east and agricultural land to the south and west. The site is located a significant distance from the urban area of St Helens, approximately 2.65km away from Clock Face (Euclidean distance).

STRATEGIC ACCESS:

The site takes its primary point of access from Skyline Drive, a purpose built access road from Junction 8 of the M62. However, this junction suffers from high demand and often operates at capacity. A junction improvement scheme is currently ongoing.

IMMEDIATE ISSUES AND ACCESS

Access points for both vehicles and NMUs are currently on the eastern and southern boundaries of the site. The eastern access links directly to junction 8 of the M62 via Skyline Drive, while the southern access primarily serves residential areas of Warrington. There are no existing routes to the north or west of the site, and any NMU trips from St Helens would be prohibitively circuitous. Speed limits within the Omega development are generally 40mph, and wide carriageways are provided to accommodate frequent HGVs movements, which could deter people from walking or cycling.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

Both Skyline Drive and Omega Boulevard feature mixed use cycle/footways, which could encourage access to the site for both pedestrians and cyclists.

However, the site is a significant distance from the urban area of St Helens, and travel on foot via Clock Face road and the A57 Warrington Road would increase distance travelled to approximately 3.7km, equating to an hour's travel. These roads are subject to a 50 mph speed limit, reducing the opportunities for travel by cycle, and have narrow or disconnected footways in places.

It is recognised that the existing site is poorly serviced by sustainable modes of transport. There is no direct or practical route via rail, and currently no public bus service to the site, although there are some services nearby serving Warrington; there are bus stops in the village of Burtonwood approximately two miles north of the site that connect to St Helens via the number 329 and 141 services. However these are unlikely to be used for access to the site, as there are no footways between Burtonwood and junction 8 of the M62 until the approach to the motorway junction.

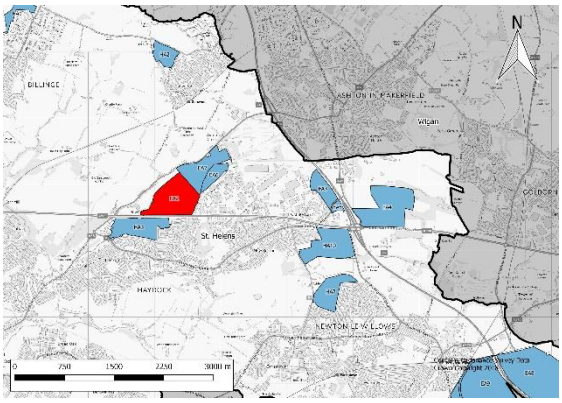
NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is proposed for allocation as an employment site, as an extension of the existing OMEGA site into St Helens. The current OMEGA site has issues with high numbers of single-occupancy private car users, which is unlikely to change without significant intervention. The site also generates large numbers of HGV trips. The proposed site allocation is very likely to generate similar travel patterns. However, while the site can potentially integrate well with the existing site, there are few opportunities for sustainable transport options from St Helens.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	002
Subject:	**Site EA2**: Land at Florida Farm North, Slag Lane, Haydock		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Gross site Area: 35.17 ha

Proposed Use: B2 & B8 uses

Site EA2 is located on the north-western extent of the borough boundary, approximately 5km from the town centre. The site is currently part of the greenbelt.

Strategic Sites EA2 and EA7 are adjacent to one another, as is Site Allocation EA6 (although this is not a strategic site, at only 7.75ha in size). The sites are also in close proximity to existing housing and employment sites, offering potential for a cohesive movement strategy between the allocations and existing developed areas.

The site is bounded by the A580 East Lancashire Road to the south, and a number of existing dwellings to the north west, running in a ribbon along the A58 Liverpool Road. The residential area of Haydock lies to the south, although the site is severed by the A580 East Lancashire Road, while the Haydock Industrial Estate lies directly to the east.

STRATEGIC ACCESS:

The site is located close to the M6, equidistant from Junctions 23 and 24. The Strategic Freight Network, as identified in red on the Policies Map, runs along both the north and south extents of the site. However, Junction 24 only allows for movements to / from the north, and in conjunction with the location of access from the local highway network on the East Lancashire Road and Haydock Lane (as specified in the site requirements and agreed as part of planning permission P/2016/0608/HYBR), it is likely that Junction 23 will be the primary point of access to the SRN. A high proportion of this is likely to be associated with freight traffic (specifically HGVs).

IMMEDIATE ISSUES AND ACCESS

Haydock industrial estate is located immediately to the east of the site. The estate is frequented by a high proportion of goods vehicles, including HGVs and LGVS.

The site visit observed significant issues with indiscriminate parking on footways within the estate, likely due to limited parking spaces and a high reliance on private car usage.

The A580 East Lancashire Road acts as a physical barrier between the site, which is north of the dual carriageway, and Haydock, south of the road, severing the site from the majority of the residential and urban area. The road is a dual carriageway with two lanes in either direction, and subject to a 60mph speed limit. There is an uncontrolled crossing across the road south of Haydock industrial estate, however the high levels of demand and high speed on the route and associated safety issues is likely to supress pedestrian demand at peak times.

Liverpool Road has a speed limit of 40mph with no cycle specific infrastructure. The footpaths on Liverpool Road are wide and could provide routes for residents to access the site on foot. Additionally, there is a signalised crossing at the junction between Liverpool Road and the East Lancashire Road that can provide a measure of accessibility to those living south of the A580.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

There are a number of bus stops located on Liverpool Road adjacent to the site, although these are primarily bus stop poles rather than shelters.

The nearest railway station is Garswood, located approximately 1 mile to the north of the site. However, the urban area of Garswood is separated from Haydock and the proposed site by agricultural land and green fields, and the route between the areas is characterised by limited footways and high vehicular speeds, reducing the propensity to travel by active modes.

NATURE & LIKELY IMPACT OF DEVELOPMENT

It is noted that Strategic Site EA2 was approved for development as of 17/01/2016. Planning application P/2016/0608/HYBR is for:

- *Full planning permission for the provision of a new access to the A580 East Lancashire Road, internal site access roads, regrading works and the formation of development platforms and strategic boundary landscaping (including bund details); and*

- *Outline planning permission (with all matters other than access reserved for approval), for the erection of 2no. commercial / industrial buildings providing up to 135,000 square metres of employment floorspace (B2/B8 uses with up to*

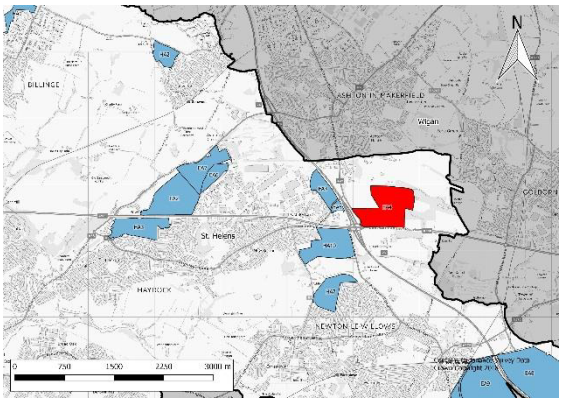
10,000 square metres of office accommodation); and the provision of associated infrastructure (including roads, parking, footpaths, internal landscaping, noise mitigation measures and Sustainable Urban Drainage Systems).

It is understood that planning application P/2016/HYBR includes additional pedestrian and cycling infrastructure, including a shared use foot/cycle path onto Liverpool Road to the north, and new infrastructure on the A580 East Lancs Road

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	003
Subject:	**Site EA4:** Land north east of Junction M6 J23, south of Haydock Racecourse, Haydock		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Gross site Area: 42.31 ha

Proposed Use: B2 & B8 uses

Site EA4 is located on the eastern extent of the borough, and is part of the greenbelt between the town of Newton-le-Willows to the south and Ashton-in-Makerfield to the north, which lies in the Borough of Wigan. The site is surrounded by primarily agricultural land, although Haydock Park racecourse is adjacent to part of the northern boundary.

The site is also in close proximity to the following non-strategic employment allocations:

- **EA3**: Land north of Penny Lane, Haydock – 11.05 ha, B2 & B8 uses; and
- **EA5**: Land south of Penny Lane, Haydock - 2.16 ha, B2 & B8 uses,

as well as the following Strategic Housing sites:

- **HA7**: Land between Vista Road and Ashton Road, Earlestown – 350 dwellings; and
- **HA10**: Land south west of M6 J23 between Vista Road and Lodge Lane, Haydock – 520 dwellings.

STRATEGIC ACCESS:

The site is situated to the north east of Junction 23 of the M6, and while the site access is not specified, it is reasonably expected to be from either Lodge Lane, the East Lancashire Road or potentially both.

IMMEDIATE ISSUES AND ACCESS

The site suffers from significant severance issues caused by the A580 East Lancashire Road and junction 23 of the M6.

The towns of Newton le Willows and Haydock are likely to be main local destinations within St Helens, and have the most potential for access by active modes. The site is relatively remote from the current urban areas of St Helens, and the quality of the active travel environment and perceptions of safety issues may limit travel by these modes.

Being located on junction 23 of the M6 and the A580 East Lancashire Road provides connections for the site to areas further afield such as Liverpool and Manchester, as well as providing a relatively short journey time across the north of St Helens, potentially encouraging travel by car over sustainable modes.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

Junction 23 can be particularly difficult to cross for pedestrians. There are tactile paving and dropped kerbs at each crossing to help accommodate the specific needs of some pedestrians; however, most of the crossings are uncontrolled, including across three lane approaches. Only the eastern arm of the junction has signal controlled crossings. The lack of control at the crossings creates an intimidating environment for pedestrians and is very difficult to cross for vulnerable road users.

The nearest bus stops to the site are located on the A49, Penny Lane, and to the north on Lodge

Lane. These stops are poles, with no shelter. The stops are currently only being utilised by one service, number 320, which connects St Helens to Ashton in Makerfield and Wigan. The limited bus services could impact on the accessibility of the site by bus, as employees on the site may only be able to access the site via an indirect service or have to change, potentially necessitating a multi-modal journey including significant walking or cycling times.

The closest railway station is Newton-Le-Willows, which is located approximately two miles south of the site, further than a desirable walking distance and requiring a multi-model journey to access.

There are shared use foot / cycle ways along the East Lancashire Road to the south of the site, as well as along the approaches to junction 23 on Lodge Lane, which could be extended to enhance connectivity to the proposed housing site allocations HA 7 and HA10.

NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is an employment allocation, anticipated to provide for B2 & B8 usage—general industry and logistics. The site is therefore likely to attract a high proportion of goods vehicles, and potentially have irregular shift patterns outside of the traditional peak periods.

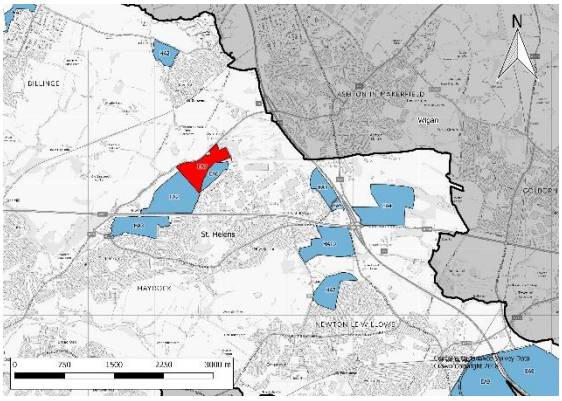
It will therefore be essential to provide sustainable and active travel interventions that facilitate movements outside of peak times, including hours of darkness, and that provide safe routes away from goods vehicles, particularly HGVs.

While the Local Plan Preferred Options draft proposed site allocation includes high level requirements for enhancements required to Junction 23 to mitigate the impacts of the proposed development, there is no further detail provided in relation to this.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	004
Subject:	**Site EA7:** Land west of Millfield Lane, south of Liverpool Road and north of Clipsley Brook, Haydock		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Gross site Area: 20.58 ha

Proposed Use: B2 & B8 uses

Sites EA2 and EA7 are adjacent, as is site EA6 (although this is not a strategic site, at only 7.75ha in size).

The site is located to the north-west extent of St Helens, adjacent to the Haydock Industrial Estate and the village of Haydock, although the site is also placed roughly equidistant between the larger urban areas of Ashton-in-Makerfield, Newton-le-Willows, and the town of St Helens.

The site is currently part of the St Helens' greenbelt.

STRATEGIC ACCESS:

The site is located close to the M6, between Junctions 23 and 24. The Strategic Freight Network, as identified in red on the Policies Map, runs along both the north and south extents of the site. However, Junction 24 only allows for movements to / from the north.

The site specific requirements listed in the emerging St Helens Local Plan specifies that access is to be taken from the A580 East Lancashire Road and Haydock Lane. It is noted that the site boundary is better placed for access from Liverpool Road, although this is primarily a residential street.

IMMEDIATE ISSUES AND ACCESS

Haydock industrial estate is located immediately to the east of the site. The estate is frequented by a high proportion of goods vehicles, including HGVs and LGVS.

The site visit observed significant issues with indiscriminate parking on footways within the estate, likely due to limited parking spaces and a high reliance on private car usage.

The A580 East Lancashire Road acts as a physical barrier between the site, which is north of the dual carriageway, and Haydock, south of the road, severing the site from the majority of the residential and urban area. The road is a dual carriageway with two lanes in either direction, and subject to a 60mph speed limit. There is an uncontrolled crossing across the road south of Haydock industrial estate, however the high demand and high speed on the route and associated safety issues is likely to supress pedestrian movement at peak times.

Liverpool Road has a speed limit of 40mph with no cycle specific infrastructure. The footpaths on Liverpool Road are wide and could provide routes for residents to access the site on foot. Additionally, there is a signalised crossing at the junction between Liverpool Road and the East Lancashire Road that can provide a measure of accessibility to those living south of the A580.

The primary concern for access to the site is likely to be the connectivity via the neighbouring sites EA2 and EA7. Without an overarching masterplan or access strategy, these neighbouring site may block pedestrian and cycling desire lines to Haydock, the primary residential area within a reasonable catchment, and limit active travel between these areas. It is noted that one of the site specific requirements for EA2, as listed in the emerging Local Plan, states that the:

"Design and layout should seek to connect well to Haydock Industrial Estate and to allocated sites EA2 and EA6"

SUSTAINABLE AND ACTIVE ACCESSIBILITY

There are a number of bus stops located on Liverpool Road adjacent to the site, although these are primarily bus stop poles rather than shelters.

The nearest railway station is Garswood, located approximately 1 mile to the north of the site. However, the urban area of Garswood is separated from Haydock and the proposed site by agricultural land and green fields, and the route between the areas is characterised by limited footways and high vehicular speeds, reducing the propensity to travel by active modes.

NATURE & LIKELY IMPACT OF DEVELOPMENT

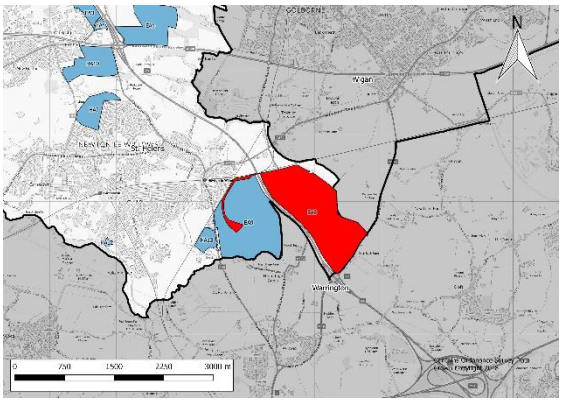
As the proposed site is currently allocated for B2 and B8 usage (General industry and Logistics), it is likely the site will attract similar development to the neighbouring Florida Farm development (Site EA2). These usages will typically consist of higher proportions of HGV and LGV movements, and require significant open areas for vehicle manoeuvring and loading, limiting access across the site for NMUs.

Such sites may also operate irregular shift patterns or 24 hour operation, increasing the need to travel outside of peak hours and in times of darkness.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	005
Subject:	**Site EA8**: Parkside East, Newton-le-Willows		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Gross site Area: 64.55 ha

Proposed Use: B2 & B8 uses

The development is located on the eastern extent of St Helens, with the borough of Wigan on the eastern site boundary and Warrington on the southern boundary. The town of Newton-le-Willows lies directly to the west.

The site is situated on the former Parkside colliery, located to the south and east of Newton-le-Willows, and bordered by the A49 to the west, the railway line to the north, the M6 to the east and Hermitage Brook to the south. Junction 22 of the M6 lies in close proximity to the southern extent.

The two sites of Parkside West and East (EA8 and EA9) are bisected by the M6, while the Liverpool to Manchester railway line runs across the north of both sites. The site is considered to present a potential employment development that will act as a link to the southern English ports and Europe, as well as complementing SuperPort and Liverpool 2.

STRATEGIC ACCESS:

The site is on the periphery of St. Helens borough boundary, close to the town of Newton-le-Willows, and is a significant distance from the main town of St. Helens, limiting the employment market and increasing the average commuting distance. The site location also limits the potential for movement by active modes, increasing the reliance of buses and rail for sustainable travel.

The potential form of access to the proposed site was considered in the Parkside Logistics and Rail Freight Interchange Study (AECOM, 2016), and found the most practicable form of access to be

via the reinstatement of the existing former access route via the A49 (AECOM 2016).

In order to facilitate a larger-scale development at Parkside, it was also considered likely that direct access onto the M6 at Junction 22 would be required to minimise the amount of traffic on the local network.

On the east side of the M6, a new road would also likely be required. This could potentially run parallel with the M6 to connect directly to the Junction 22 roundabout, or could utilise the former road known as Barrow Lane, which connects to the A579 approximately 500 metres north east of Junction 22.

For a medium and large scheme with the intermodal terminal located on the east of the M6, it was considered that the main site entrance would ideally be off the A579 around 0.5km to the north east of Junction 22 on the M6. Having the main site entrance located here would minimise the distance trucks had to travel on the local network before joining the Strategic Road Network (SRN) at Junction 22 of the M6 and additionally would mean the site entrance is within the St. Helens boundary.

IMMEDIATE ISSUES AND ACCESS

The northern boundary of the site is relatively easy to access from Southworth Road, with a number of residential and commercial properties from the outskirts of Newton-le-Willows abutting the site boundary. The road features footways and street lighting on either side, and is subject to a 30mph speed limit.

To the eastern side, access along Parkside Road (which would run centrally through the proposed site) is less desirable under existing conditions. A footway is present on the western side of the road (along the site boundary), although this is narrow in places and does not have street lighting along its entire length. The road is subject to the national speed limit. There are a number of residential properties along the route, which increases natural surveillance.

Access to the west, which is likely to be a key desire line for travel from Newton-le-Willows, will require a route through from Parkside West (site EA9), and will need to address the severance issues of the M6.

To the south, Winwick Lane is considered unsuitable for walking and cycling, with no footways or street lighting and a 50mph restriction.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

Newton-le-Willows Rail Station is located approximately 1 mile to the west of the site, considered to be within the maximum reasonable walking distance for commuting. The station is situated on the Liverpool to Manchester Line and adjacent to the West Coast Main Line, and has two platforms. The station benefits from relatively high frequency services with hourly services offered by both Northern and Arriva Trains Wales. Earlestown Station offers an additional service that is operated by Northern Rail between Liverpool and Warrington (hourly Monday-Saturday).

Located adjacent to the station are a collection of four bus stops that provide regular onward connections around St Helens, including shelters. There are three existing bus services (No. 22, No. 34 and No. 360) in operation in the vicinity of the site. The No. 34 operates every 20 minutes, the No. 360 operates every 30 minutes and the No. 22 operates hourly.

Bus stops can be found at frequent intervals along Newton Road, offering a number of locations for people to alight depending on the location of the future pedestrian access points to the site. The close proximity of these bus stops will allow commuters to travel to the site via bus. The majority of these additional stops are poles rather than shelters.

The site can be considered relatively well served by public transport; however, services outside of peak hours are likely to be required in order to accommodate for shift work patterns, and early shifts (eg 6am-2pm) or late shifts (eg 2pm-10pm) are not currently well served.

The potential walking route from the railway station to the development is via Southworth Road and Newton Road, dependant on access points. This route offers pedestrians a footway that is offset from the main carriageway, by a grass verge in some locations, creating more positive safety perceptions. Street lighting lines the route; despite this, the route is isolated in places, potentially deterring people from walking.

With regards to cycle routes, whilst there is one continuous long distance route (the Sankey Valley Trail) within the vicinity of the local area; there is little opportunity to access the site via this route due to severance issues caused by the West Coast Mainline. There is no existing on-road cycling infrastructure in the immediate local area.

NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is anticipated for use as an SRFI, primarily for logistics and distributional uses. While this implies a large amount of movement will be focussed on rail, there is also likely to be significant movements via goods vehicles in the

transference between road and rail, as well as from employees.

The site is therefore likely to attract a high proportion of goods vehicles, and potentially have irregular shift patterns outside of the traditional peak periods.

It will therefore be essential to provide sustainable and active travel interventions that facilitate movements outside of peak times, including hours of darkness, and that provide safe routes away from goods vehicles, particularly HGVs.

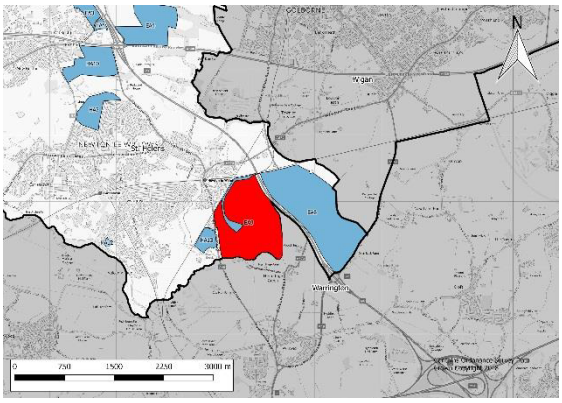
The emerging St Helens Local Plan includes a number of site specific requirements as part of Policy LPA10. Only one of these (in the current preferred options draft) addresses sustainable transport:

"Establish and implement a Travel Plan that incorporates measures which encourage travel to/from the site using sustainable transport modes, including access by public transport, cycle and foot, in accordance with Policy LPA07".

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	006
Subject:	**Site: EA9** Parkside West, Newton-le-Willows		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Gross site Area: 79.57 ha

Proposed Use B2 & B8 uses

The development is located on the eastern extent of St Helens, with the borough of Wigan approximately 500m to the east, while the boundary with Warrington lies directly on the southern edge of the site. The town of Newton-le-Willows is adjacent to the north west of the site.

Parkside West is considered to be interconnected with Parkside East (site EA8), allocated as a Strategic Rail Freight Interchange (SRFI), and a portion of site EA9 is safeguarded to ensure the SRFI can be fully realised.

STRATEGIC ACCESS:

The site is on the periphery of St. Helens borough boundary, close to the town of Newton-le-Willows, and is a significant distance from the main town of St. Helens, limiting the employment market and increasing the average commuting distance. The site location also limits the potential for movement by active modes, increasing reliance on buses and rail for sustainable travel.

IMMEDIATE ISSUES AND ACCESS

Parkside West is currently accessed via the existing former colliery access route from the A49, located to the west of the site. It is understood that this access point is likely to form the primary form of access for Phase 1 of the anticipated regeneration of the site.

Considering the location of the site in relation to Newton-le-Willows, and the existing sustainable infrastructure available in the town, Parkside West and the existing access is considered well

located to maximise sustainable and active accessibility from this area.

However, the site is likely to suffer from severance issues caused by the M6 and Parkside East for those accessing from Lowton (note this village is in Wigan) under current conditions.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

Newton-le-Willows rail station is situated approximately 800m to the north of the existing Parkside Colliery access road, within easy walking distance of the site. The station is situated on the Liverpool to Manchester Line and adjacent to the West Coast Main Line, and has two platforms. The station benefits from relatively high frequency services with hourly services offered by both Northern and Arriva Trains Wales. Earlestown Station offers an additional service that is operated by Northern Rail between Liverpool and Warrington (hourly Monday-Saturday).

Located adjacent to the rail station are a collection of four bus stops that provide regular onward connections around St Helens. There are also bus stops located along the A49 to the west of the site and along the A572 to the north of the site.

There are three existing bus services (No. 22, No. 34 and No. 360) in operation in the vicinity of the site. The No. 34 operates every 20 minutes, the No. 360 operates every 30 minutes, and the No. 22 operates hourly.

The site can be considered relatively well served by public transport; however, services outside of peak hours are likely to be required in order to accommodate for shift work patterns, and early shifts (eg 6am-2pm) or late shifts (eg 2pm-10pm) are not currently well served.

With regards to cycle routes, whilst there is one continuous long distance route (the Sankey Valley Trail) within the vicinity of the local area, there is little opportunity to access the site via this route due to severance issues caused by the West Coast Mainline. There is no existing on-road cycling infrastructure in the immediate local area.

Although the exact location of NMU specific access points is currently unknown, there is potential for access from the north via South worth Road, to the south from the A579, and from the west via the A49. However, access may be limited due to the severing effects of the M6 and the railway line.

The roads around the railway station exhibit significant levels of on-street parking, likely caused by overspill parking from the overcapacity park and ride facilities.

NATURE & LIKELY IMPACT OF DEVELOPMENT

The proposed site allocation is currently anticipated to accommodate B2 & B8 usages—general industry & freight and logistics.

The site is therefore likely to attract a high proportion of goods vehicles, and potentially have irregular shift patterns outside of the traditional peak periods.

It will therefore be essential to provide sustainable and active travel interventions that facilitate movements outside of peak times, including hours of darkness, and that provide safe routes away from goods vehicles, particularly HGVs.

The emerging St Helens Local Plan includes a number of site specific requirements as part of Policy LPA10. Only one of these (in the current preferred options draft) addresses sustainable transport:

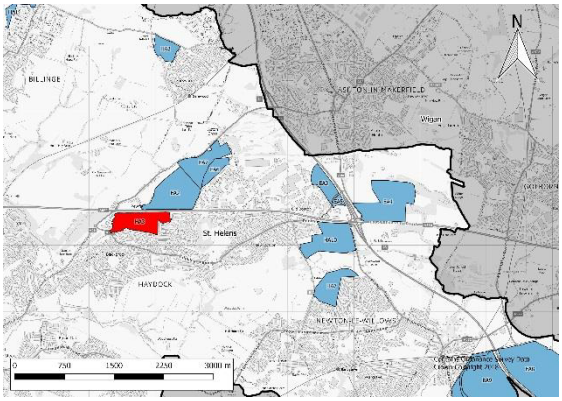
"Establish and implement a Travel Plan that incorporates measures which encourage travel to/from the site using sustainable transport modes, including access by public transport, cycle and foot, in accordance with Policy LPA07".

At this time it is not clear how the various anticipated phases will interrelate in regards to use or access, and whether there will be opportunities for movement between the two along NMU desire lines.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	007
Subject:	**Site HA3**: Land at Florida Farm (south of A580), Slag Lane, Blackbrook		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Gross site Area: 502 dwellings

Proposed Use: Housing

The site is located to the east of the borough, on the periphery of the village of Haydock. Haydock is well placed for access to the wider borough and surrounding areas, being roughly equidistant between the larger urban areas of Ashton-in-Makerfield, Newton-le-Willows, and the town of St Helens. The site is bounded by existing housing areas to the south, east, and west, while the Haydock Industrial Estate and further housing lies to the north, across the A580 East Lancashire Road.

The site is in close proximity to the Strategic Employment Allocations, EA2 and EA7, as well as the non-strategic allocation EA6.

STRATEGIC ACCESS:

The site is well-located for access to the SRN and long-distance routes, being approximately 2 miles from junctions 23 and 24 of the M6 and sited next to direct high-speed routes. The northern boundary of the site sits adjacent to the A580 East Lancashire Road, providing a direct route into Manchester, and the north of Ste Helens and Liverpool.

The site is also surrounded on three sides by existing residential streets, with opportunity for connectivity in various locations. It is anticipated that site access will be obtained through a primary access from Vicarage Road, in addition to a left-in left-out access onto the A580 East Lancashire Road. Slag Lane (currently a single track access for Florida Farm) is considered as a potential cycle and pedestrian route.

IMMEDIATE ISSUES AND ACCESS

The A580 East Lancashire Road acts as a physical barrier between the site, which is south of the dual carriageway, and Haydock Industrial Estate, north of the road, severing the site from the majority of the local employment area, including three proposed employment allocations. The road is a dual carriageway with two lanes in either direction, and subject to a 60mph speed limit. There is an uncontrolled crossing across the road south of Haydock industrial estate, however the high demand and high speed on the route and associated safety issues is likely to supress pedestrian movement at peak times. Access to this crossing would likely be taken along the A580 East Lancashire road, which is a less desirable route, particularly in hours of darkness due to high speeds and a lack of natural surveillance.

There is a signalised crossing at the junction between Liverpool Road and the East Lancashire Road that could provide accessibility to the proposed employment sites, although this would be a more circuitous route.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

While there are a number of local amenities and facilities within Haydock, the layout of the adjacent residential area is based on a cul-de-sac design, and lacks connecting footpaths, constraining pedestrian and cycling desire lines. There are likely to be a number of desire lines from the proposed site that cannot be accommodated.

The closest bus stops to the site sit on Vicarage Road to the south west of the site which offers connections to Ashton in Makerfield, Newton-Le-Willows and St Helens. These stops are all poles, although some sheltered stops are available within Haydock on Clipsley Lane.

The nearest railway station is Garswood, located approximately 2 miles to the north of the site, beyond a desirable distance by foot. Connectivity to the site by rail would therefore likely necessitate a multi-model journey. Furthermore, the urban area of Garswood is separated from Haydock and the proposed site by agricultural land and green fields, in addition to the A580 East

Lancashire Road, and the route between the areas is characterised by limited footways and high vehicular speeds, reducing the propensity to travel by active modes.

There is a shared use cycle / footway adjacent to the East Lancashire Road (separated by a grass verge), along the full stretch of the northern boundary of the site, extending for a significant distance in both directions. This path has the potential to provide access to the site for pedestrians and cycle users dependant on what access points are provided, although the isolated nature of the route may limit usage.

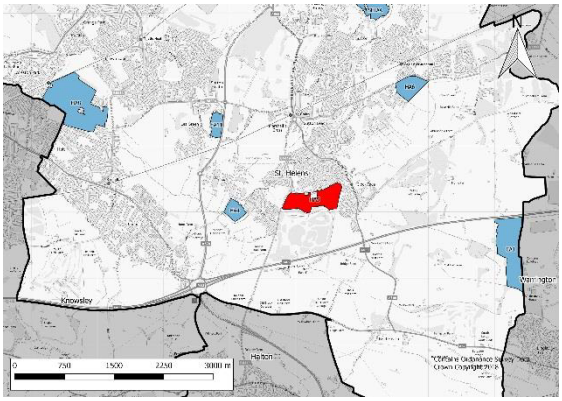
NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is anticipated to have an approximate yield of 502 dwellings, and is well located in regards to local facilities and sustainable transport links. However, it will be crucial for the site to maximise the potential for active and sustainable travel through positive design and integration with the wider environment.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	008
Subject:	**Site HA5:** Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Anticipated Yield: 446 dwellings

Proposed Use: Housing

The site is located within the village of Clock Face, one of the most southerly areas in the Borough of St Helens. The site is bordered by residential properties to the north, east, and west, while Sutton Manor Woodland lies to the south.

STRATEGIC ACCESS:

The site is well located for access to the local and strategic road networks; Junction 7 of the M62 sits approximately 1 mile south west of the site, providing strategic connections to Warrington, Liverpool and Manchester, while St Helens town centre is approximately 4 miles north of the site. St Helens Linkway, located approximately 1 mile west of the site, provides a direct vehicular access route into the town centre.

IMMEDIATE ISSUES AND ACCESS

The site benefits from boundaries with the local road network on three of four sides; footways and street lighting are provided on both sides of the highways, while all the local roads are restricted to 30mph.

An advisory cycle route and associated signage is provided on Jubilee Lane to the east of the site.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

Along the B5419 there is an advisory cycle lane, heading both north and south, adjacent to the site. The cycle lane terminates when it reaches Sutton Manor Woodland. Cyclists can use Sutton Manor Woodland or carry on along the B5419, however the speed limit of the road increases from 30mph to 50mph. There are cycle network

signs placed sporadically along the route, with directions towards Widnes, Rainhill and the town centre.

At present, there are a number of footpaths through Sutton Manor Woodland providing links south to Widnes and east to Clock Face. There are also informal access points through the site itself; pedestrians were observed using these routes during the site visit. These formal and informal routes can provide a traffic-free pedestrian routes from the site, however the lack of lighting and surveillance would significantly decrease usage in darkness, and the surface would be less conducive to travel in inclement weather.

The current housing north of Gartons Lane offers quiet roads within a 20mph zone that could provide a safe walking route to the retail facilities along Four Acre Lane.

There are a number of bus stops surrounding the site, the majority of which are shelters.

The railway station within closest proximity to the site is Lea Green, approximately 1 mile north of the site. Lea Green offers connections between Warrington, Liverpool and Manchester. The advisory cycle lane along the B5419 helps connect the site to the railway station.

NATURE & LIKELY IMPACT OF DEVELOPMENT

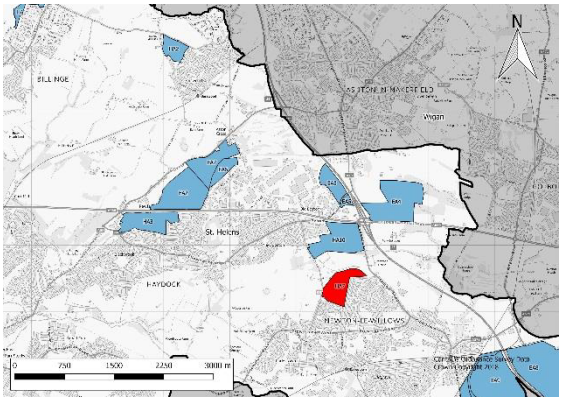
The site is anticipated to have an approximate yield of 446 dwellings, and is considered to be a strategic location. The site is well placed in relation to local facilities and sustainable transport links, and will need to maximise the potential for active and sustainable travel through positive design, integrating with the existing urban area. There is further potential for routes through the site to benefit the surrounding area, providing more direct routes between residential areas and local facilities.

While the site is well located to take advantage of the employment potential of the OMEGA site and anticipated expansion, it is likely that the majority of these trips will impact the local highway network, as despite the proximity, there are no desirable or practicable active or sustainable transport options to the site.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	009
Subject:	**Site HA7:** Land between Vista Road and Ashton Road, Earlestown		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Anticipated Yield: 350 dwellings

Proposed Use: Housing

The site is located to the east of the borough, to the north of the town of Newton-le-Willows. The site is currently greenbelt, and is in close proximity to Strategic Housing Site HA10 (to the south of Haydock), as well as Strategic Employment Allocation EA4.

The southern edge of the site is adjacent to the existing residential area to the north of Newton-le-Willows, offering opportunity to tie-in to the existing area, while the northern edge is surrounded by agricultural land. The Lyme and Wood Landfill site lies to the east; landfill at the site has now ceased, while remediation works are ongoing to create a country park

STRATEGIC ACCESS:

The site is located less than 1km from junction 23 of the M6 / A580 East Lancashire Road, providing strategic connectivity to the SRN and long-distance road network.

The primary points of access are anticipated to be from Ashton Road, to the east, and Vista Road, to the west, both of which run in a north–south alignment to the western and eastern boundaries; Ashton Road is the south-western arm of Junction 23, and would be the primary point of access to the SRN for the development.

To the north of the site, Ashton Road is subject to a 40 mph limit, with footways and street lighting on either side. Within the urban area of Newton-le-Willows, a 30 mph restriction is in place. Vista road has similar restrictions, while both benefit from footways and street lighting on either side. Vista Road also has an advisory cycle lane, providing a measure of connectivity with Haydock to the north.

IMMEDIATE ISSUES AND ACCESS

The Lyme and Wood landfill site to the east was observed to generate a number of LGV / HGV movements across the private access road, although these movements are likely to cease once remediation is complete. The northern edge of the site is also currently severed by the access road from Haydock and proposed Strategic Site Allocation HA10, although it is anticipated that Sites HA7 and HA10 will work in cooperation to deliver a realigned public link road in place of the defunct access road, while creating additional NMU facilities as part of a ‘green gap’ between the sites.

While in close proximity to the site, access to the proposed Strategic Employment Site EA4 is constrained by junction 23, which can be particularly difficult to cross for pedestrians and cycle users. There are tactile paving and dropped kerbs at each crossing to help accommodate the specific needs of some pedestrians; however, most of the crossings are uncontrolled, including across three lane approaches. Only the eastern arm of the junction has signal controlled crossings. The lack of control at the crossings creates an intimidating environment for pedestrians and is very difficult to cross for vulnerable road users. There are also a number of non-strategic allocations that could also necessitate crossing of this junction.

To the south, the local road network though the existing residential areas serves the potential desire lines into Newton-le-Willows, although there is no cycle specific provision.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

There is a shared use foot / cycle way along the southern side of the A580 East Lancashire Road to the north of the site, as well as along the approaches to junction 23 on Lodge Lane, which could be extended to enhance connectivity between the various strategic and non-strategic allocations.

There is also an advisory cycle lane along the full extent of Vista Road which could provide access to Earlestown to the south, as well as to Haydock to the north.

In regards to walking, there is potential for access routes through the existing housing estate to the south of the site. The quiet roads and 20mph zone create a greater perception of safety for pedestrians. The route is also well-lit by street lighting and the existing homes provide natural surveillance. This would facilitate walking connections to the retail and community services located along Crow Lane, as well as further afield in the centre of Newton-le-Willows.

The location of junction 23 of the M6 and A580 East Lancashire Road to the north east was observed to create significant demand along both Vista Road and particularly Ashton Road, potentially creating issues for pedestrians and vulnerable road users, although a signalised crossing is available at the access with the Selwyn Jones Sport Centre and Hope Academy.

Bus stops are located at frequent intervals along Vista Road, as well as Belvedere Road. These stops are predominantly poles, although some shelters are available on Crow Lane and Queens Drive.

Earlestown rail station lies approximately 1.5km to the south of the site (Euclidean distance), providing long distance sustainable connections to Manchester and Liverpool. The walking route to the station is along the desire line and through residential streets, increasing the propensity for use.

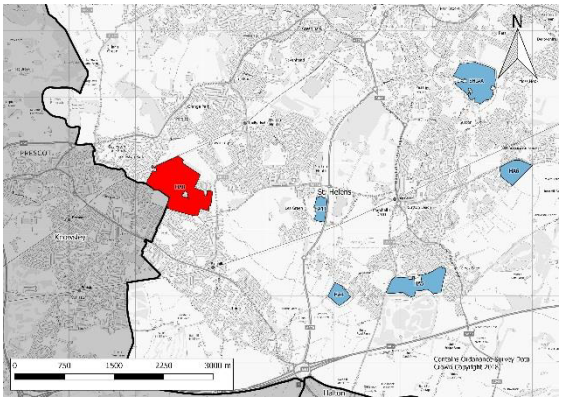
NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is anticipated to have an approximate yield of 350 dwellings, and is well located in regards to local facilities and sustainable transport links. However, it will be crucial for the site to maximise the potential for active and sustainable travel through positive design and integration with the wider environment.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	010
Subject:	**Site HA8**: Land at Eccleston Park Golf Club, Rainhill Road, Eccleston		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Anticipated yield: 585 dwellings, plus a further 383 dwellings beyond the plan period;

Proposed Use: Housing

The proposed Strategic Site allocation is located in Rainhill, approximately 4 miles south west of St Helens town centre. The site is located on the western boundary of St Helen's borough, and is part of a larger and dense urban area shared with Prescot, a town in the neighbouring borough of Knowsley.

The site is bordered by residential properties to the south, east, and west, with open land to the north, including the grounds of Portico Vine rugby club.

The Liverpool to Wigan railway line runs along part of the northern border.

STRATEGIC ACCESS:

The site is well located for access to the local and strategic road network, being approximately 2 miles from Junction 7 of the M62 and Junction 2 of the M57 with direct routes to either along the A57 Warrington Road.

Rainhill Road and Portico Road are subject to a 30mph speed limit, while the surrounding residential areas have a 20mph restriction along the majority of the routes. Street lighting and footways are present along all local roads, although there is no cycle specific infrastructure in the vicinity.

IMMEDIATE ISSUES AND ACCESS

The site is currently a private golf course, with no existing public rights of way across the land. There are limited vehicular access points, with the primary access taken from a priority junction

onto Rainhill Road. The site is likely to require at least two vehicular access points, and the boundaries with Two Butts Lane and Portico Lane provide opportunity for further NMU provision.

However, the Liverpool to Wigan railway line is likely to cause severance issues to the north in regards to future access.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

The site is located directly next to Eccleston Park railway station, which lies to the north west of the site across Portico Lane. Rainhill railway station is also approximately 1 km south of the existing site access. Eccleston railway station has two platforms that provide regular connections between Wigan and Liverpool, while Rainhill railway station provides regular connections between Liverpool and Manchester. The location of the site between the two railway stations provides significant opportunity for onward rail connections for commuters working out of the local area.

Rainhill bus interchange is a collection of stops located on the roads surrounding Rainhill railway station. There are a high number and frequency of services that connect to St Helens, Liverpool and Widnes. The majority of these stops are shelters, and are generally well overlooked. The closest bus stops to the site are located to the north-west along Portico Lane, and to the south-east on Rainhill Road. These stops are also all poles rather than shelters.

The closest retail and employment locations to the site are located in Rainhill and Thatto Heath. It is noted that the potential walking routes around the south of the site near to Rainhill rail station are not particularly attractive, with vandalism, litter, and graffiti noted during the site visit. Some segregated walking routes around housing estates are less overlooked, increasing security concerns, particularly during periods of low light. However, pedestrian routes near the adjacent residential areas were much more conducive to pedestrian movement, being well overlooked and more attractive.

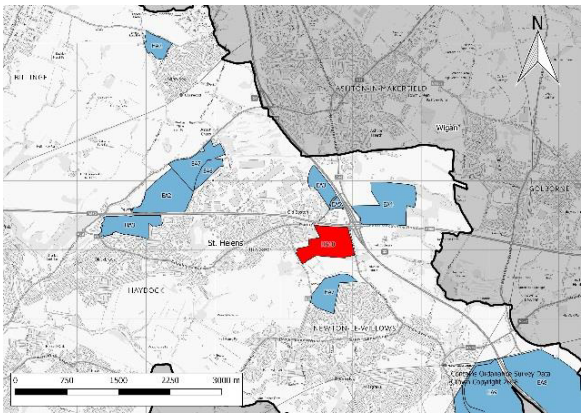
NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is anticipated to have an approximate yield of 585 dwellings, with further expansion planned beyond the plan period. The site is well placed in relation to local facilities and sustainable transport links, and will need to maximise the potential for active and sustainable travel through positive design, integrating with the existing urban area. There is further potential for routes through the site to benefit the surrounding area, providing more direct routes between residential areas and local facilities.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	011
Subject:	**Site HA10:** Land south west of M6 J23 between Vista Road and Lodge Lane, Haydock		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Anticipated Yield: 520 dwellings

Proposed Use: Housing

The site is located to the east of the borough, to the south of the village of Haydock. The site is currently greenbelt, and is in close proximity to Strategic Housing Site HA7 (to the north of Newton-le-Willows), as well as Strategic Employment Allocation EA4.

The north-western edge of the site is adjacent to the existing residential area to the east of Haydock, offering opportunity to tie-in to the existing area, as well as the Aimia Foods business site, while the southern edge is surrounded by agricultural land. The Lyme and Wood Landfill site lies to the east; landfill at the site has now ceased, while remediation works are ongoing to create a country park.

STRATEGIC ACCESS:

The north-eastern corner of the site is located next to junction 23 of the M6 / A580 East Lancashire Road (although access is likely to be from Ashton Road, rather than directly onto junction 23), providing strategic connectivity to the SRN and long-distance road network.

The primary points of access are anticipated to be from Ashton Road, to the east, and Vista Road, to the west, both of which run in a north–south alignment to the western and eastern boundaries.

To the east of the site, Ashton Road is subject to a 40 mph limit, with footways and street lighting on either side. To the south, within the urban area of Newton-le-Willows, a 30 mph restriction is in place. Vista road has similar restrictions, while both benefit from footways and street lighting on

either side. Vista Road also has an advisory cycle lane, providing a measure of connectivity with Newton-le-Willows to the south.

IMMEDIATE ISSUES AND ACCESS

The Lyme and Wood landfill site to the east was observed to generate a number of LGV / HGV movements across the private access road, although these movements are likely to cease once remediation is complete. The southern edge of the site is also currently severed by the access road from Newton-le-Willows and proposed Strategic Site Allocation HA7, although it is anticipated that Sites HA10 and HA7 will work in cooperation to deliver a realigned public link road in place of the defunct access road, while creating additional NMU facilities as part of a 'green gap' between the sites.

While in close proximity to the site, access to the proposed Strategic Employment Site EA4 is constrained by junction 23, which can be particularly difficult to cross for pedestrians and cycle users. There are tactile paving and dropped kerbs at each crossing to help accommodate the specific needs of some pedestrians; however, most of the crossings are uncontrolled, including across three lane approaches. Only the eastern arm of the junction has signal controlled crossings. The lack of control at the crossings creates an intimidating environment for pedestrians and is very difficult to cross for vulnerable road users. There are also a number of non-strategic allocations that could also necessitate crossing of this junction.

To the north, the local road network though the existing residential areas serves the potential desire lines into Haydock, while the advisory cycle route on Vista Road could enhance cycle access to both Haydock and Newton-le-Willows. It is noted that the recreation area between the proposed site allocation and the existing residential area appears to be retained; these may lie on important NMU desire lines, potentially necessitating improved links.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

There is a shared use foot / cycle way along the southern side of the A580 East Lancashire Road to the north of the site, as well as along the approaches to junction 23 on Lodge Lane, which could be extended to enhance connectivity between the various strategic and non-strategic allocations.

There is also an advisory cycle lane along the full extent of Vista Road which could provide access to Earlestown to the south, as well as to Haydock to the north.

In regards to walking, the nearby residential developments within Haydock offer opportunity for walking and cycling routes to various destinations in Haydock, with footways and street-lighting, natural surveillance from residential properties, and narrow carriageways inducing lower vehicular speeds. However, it is noted that the cul-de-sac layout severely restricts pedestrian and cycle desire lines, creating circuitous routes in places.

To the south, there is potential for access routes through the existing housing estate in Netwon-le-Willows in order to access a number of local facilities and Earlestown rail station. The quiet roads and 20mph zone in this area creates a greater perception of safety for pedestrians. The route is also well-lit by street lighting and the existing homes provide natural surveillance.

The location of junction 23 of the M6 and A580 East Lancashire Road to the north east was observed to create significant demand along both Vista Road and particularly Ashton Road, potentially creating issues for pedestrians and vulnerable road users, although a signalised crossing is available at the access with the Selwyn Jones Sport Centre and Hope Academy. Bus stops are located at frequent intervals along Vista Road, as well as Penny Lane. A shelter is available on Vista Road to the north-east of the site, and adjacent to the junction of Vista Road / Penny Lane.

Earlestown rail station lies approximately 2km to the south of the site (Euclidean distance), providing long distance sustainable connections to Manchester and Liverpool. The walking route to the station is along the expected desire line and through residential streets, increasing the propensity for use. However, the route is currently severed by the access road for the Lyme and Woods Landfill, restricting NMU access until site HA7 and the anticipated ‘green gap’ are delivered. Even so, without adequate security related enhancements the route is likely to be less appealing during times of darkness.

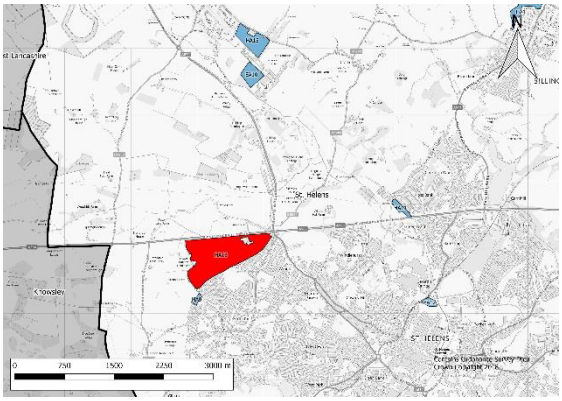
NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is anticipated to have an approximate yield of 520 dwellings, and is well located in regards to local facilities and sustainable transport links. However, it will be crucial for the site to maximise the potential for active and sustainable travel through positive design and integration with the wider environment.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	012
Subject:	**HA16**: Land south of A580 between Houghton's Lane and Crantock Grove, Windle		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Anticipated Yield: 585 dwellings, plus a further 392 dwellings beyond the plan period.

Proposed Use: Housing

The site is located in the suburb of Windle, situated to the north of the town of St Helens. The southern edge of the triangular shaped site is adjacent to an existing residential area, while the northern and western edge are bounded by Houghton's Lane and the A580 East Lancashire Road, with agricultural and undeveloped land on the opposite sites.

STRATEGIC ACCESS:

This site is located a significant distance from the SRN, being approximately 7km from Junction 4 of the M57 and 9km from Junction 23 of the M6. However, the site is located adjacent to the A580 East Lancashire Road, providing a direct high-speed connection to either of these junctions, at approximately 10 minutes' journey time.

To the north east of the site lies Windle Island, which is a major junction between the A580 East Lancashire Road and the A570 Rainford Road. To the north-west, Houghton's Lane meets the A580 East Lancashire Road at a priority junction.

The surrounding residential streets are more conducive to sustainable travel, featuring wide footways and narrow carriageways, some with no centre markings. Street lights are present along either side, while some roads feature grass verges and tree planting.

Local roads are all subject to a 30mph zone, although the northern extent of Houghton's Lane past the residential dwellings is de-restricted, and lacks footways and street lighting.

IMMEDIATE ISSUES AND ACCESS

The A580 East Lancashire Road acts as a physical barrier between the site and areas to the north of the road, potentially limiting sustainable connections to employment within the industrial areas of Rainford, approximately 2.5km north of the site; however, the majority of destinations are likely to be to the south of the site toward the town of St Helens.

The approach to Windle Island could also be a potential barrier to a local facility, particularly at peak times, with no controlled crossing across Rainford Road to the Tesco Express.

There are a number of opportunities to tie the site in to the local highway network, or provide NMU routes through where vehicular access or impracticable or undesirable. Windle Brook may create severance issues if close attention is not paid to desire lines.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

There are no signalised crossings on the Windle Island junction, although drop kerbs, tactile paving, and refuge islands are provided; this could create difficulties for anyone wanting to access locations north of the A580 East Lancashire Road from the site, particularly the elderly or disabled.

There are a number of local shops within the nearby residential areas, including a small local centre at Walmesley Road. The current layout of the housing estate south of the site creates an environment that is conducive to walking and cycling, with wide footpaths, well-lit streets, and existing dwellings providing a means of natural surveillance. The narrow carriageways and circuitous street network induces lower vehicular streets, but despite a number of footways between cul-de-sacs, not all desire lines are catered for.

The carriageway of the A580 East Lancashire Road to the north of the site is not conducive to cycle users, due to the high vehicular speeds and demand; however, there is a shared use cycle/footway running along the southern side of the highway, providing links between the site and potential employment destinations at Haydock. The site is well placed for direct access this route.

The cycle network also extends to the north, along Rainford Road, via a shared use cycle / footway, providing connections to the village of Rainford. To the south of the site, Bleak Hill Road is also part of St Helen's cycle network, albeit a 'suggested' route.

Bus stops are provided in a number of nearby locations, along Bleak Hill Road, Walmesley Road, Springfield Road, and Rainford Road. Provision of shelters depends on location.

The closest railway station is St Helens Central, located approximately 2.5 miles away, beyond an acceptable walking distance and necessitating a multi-modal trip. St Helens Central provides regular rail connections between Wigan and Liverpool.

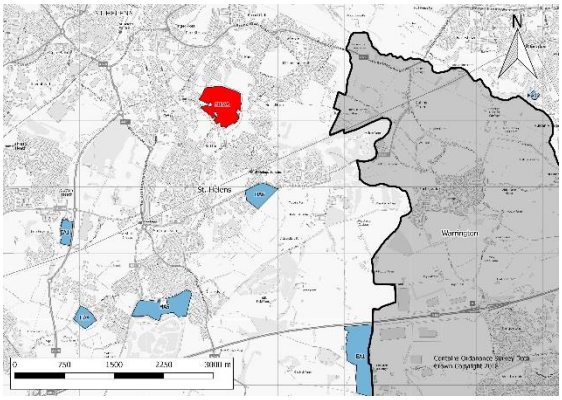
NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is anticipated to have an approximate yield of 585 dwellings, plus an additional 392 dwellings beyond the plan period. The site is well located in regards to local facilities and sustainable transport links, and will need to maximise the potential for active and sustainable travel through positive design.

SITE ASSESSMENT PROFORMA

Project:	St Helens Local Plan Transport Impact Assessment	**Date:**	June 2018
		TN Ref:	013
Subject:	**SHLAA Site 9:** Moss Nook Urban Village		
Author:	HK	**Project Ref:**	70038483
Reviewed:	AF		

LOCATION DESCRIPTION:



Anticipated Yield: 820 dwellings

Proposed Use: Housing

The site is located approximately 2 miles south east of St Helens town centre, in Sutton. The site is predominantly brownfield, and surrounded by residential and commercial properties.

Planning permission for the site was granted in 2007 following a public inquiry, but the site stalled during the recession of 2008/09, and remains undeveloped following some remediation works.

STRATEGIC ACCESS:

The site is located equidistant from junctions 7 and 8 of the M62, approximately 4 miles, and approximately 3 miles south of the East Lancashire Road. The site is bounded by a various local roads; Sutton Road and Watery Lane run immediately adjacent to the south west and south east boundaries.

Both Sutton Road and Watery Lane have footways and street lighting on either side, with vehicular speeds restricted to 30mph.

IMMEDIATE ISSUES AND ACCESS

It is anticipated that access points to the site will be located to the south west, off Sutton Road, or to the south east, off Watery Lane. This is due to the constraints caused primarily by the grounds of the neighbouring high school, Sutton Brook, and public open space, which limits the location of vehicular access from the north and east sides of the site.

There are a number of potential destinations to the north and east, including local shops and

schools. Without NMU provision in these directions, the route would likely become unnecessarily circuitous and undesirable.

There are a number of wide 'bell mouth' junctions with watery lane (a wide kerb radius, likely to facilitate HGV movements) which can create issues for pedestrian movements. It is also noted that the compact style roundabout junction of Sutton Road / Baxters Lane has uncontrolled crossings, potentially restricting access for pedestrians, particularly for vulnerable road users.

SUSTAINABLE AND ACTIVE ACCESSIBILITY

The closest bus stops are situated on Sutton Road which runs adjacent to the site. These stops are all poles; a shelter is available outside the nearby Morrisons supermarket, although this only serves a single direction.

The closest railway station is St Helens Junction which is approximately 1km south of the site, while St Helens Central is approximately 2km north (Euclidean distance).

The site could be considered as being located in a sustainable location, as it is within close proximity to St Helens town centre, with other local facilities in the nearby area. Connections to the wider area are good, with wide footways and street lighting, and a shared use cycle / footway along part of Baxter's Lane and Sutton Road. Tactile paving and dropped kerbs are available along key desire lines.

However, the urban environment surrounding the site is predominantly made up of industrial and business uses, with areas of brownfield land and open space. This land use pattern decreases natural surveillance and local activity, and results in a less pleasant walking environment, increasing fear of crime and negative perceptions of public safety.

NATURE & LIKELY IMPACT OF DEVELOPMENT

The site is anticipated to have an approximate yield of 820 dwellings, and can therefore be considered to be a large strategic site. The site is surrounded by local facilities and sustainable transport links, and will need to maximise the potential for active and sustainable travel through positive design.

Furthermore, offsite improvements are likely to be required in order to integrate the site with nearby cycling and walking infrastructure, improve bus facilities, and provide access from the north.

Appendix B

TRACCS BASEMAP ACCESSIBILITY MAPPING

THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

• Walk Speed	4.8km/h
• Walk Variance	1.2
• Interchange Penalty	5 minutes
• Max External Connection Distance	800m
• Max Internal Connection Distance	500m
• Min Stop Frequency	2 buses/h

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin 4 hrs
(summer only)

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title: St Helens Public Transport Accessibility Analysis

Drawing Title: Scenario 1 Isochrone (Tuesday 07:00 - 09:00) Destination: Employment Zones Bus Only

Scale at A3: 1:300,000

Drawn			
AD			
Stage 1 check HK	Stage 2 check -	Originated HK	Date 27/11/2017

0 2 4 6 8 10
Kilometres

wsp
Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

Figure 6: Scenario 1 - Bus

Rev -

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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

• Walk Speed	4.8km/h
• Walk Variance	1.2
• Interchange Penalty	5 minutes
• Max External Connection Distance	800m
• Max Internal Connection Distance	500m
• Min Stop Frequency	N/A

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin (summer only) 4 hrs

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title
St Helens Public Transport Accessibility Analysis

Drawing Title
Scenario 1 Isochrone (Tuesday 07:00 - 09:00) Destination: Employment Zones Bus & National Rail

Scale at A3	1:300,000		
Drawn	AD		
Stage 1 check	Stage 2 check	Originated	Date
HK	-	HK	27/11/2017

0 2 4 6 8 10
Kilometres

wsp
Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

Figure 7: Scenario 1 - Bus & Rail

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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

• Walk Speed	4.8km/h
• Walk Variance	1.2
• Interchange Penalty	5 minutes
• Max External Connection Distance	800m
• Max Internal Connection Distance	500m
• Min Stop Frequency	2 buses/h

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin 4 hrs
(summer only)

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title: St Helens Public Transport Accessibility Analysis

Drawing Title: Scenario 2 Isochrone (Tuesday 17:00 - 19:00) Destination: Housing Zones Bus Only

Scale at A3: 1:300,000

Drawn			
AD			
Stage 1 check: HK	Stage 2 check: -	Originated: HK	Date: 27/11/2017

0 2 4 6 8 10
Kilometres

Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

Figure 8: Scenario 2 - Bus

Rev -

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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin 4 hrs
(summer only)

- Walk Speed 4.8km/h
- Walk Variance 1.2
- Interchange Penalty 5 minutes
- Max External Connection Distance 800m
- Max Internal Connection Distance 500m
- Min Stop Frequency N/A

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title: St Helens Public Transport Accessibility Analysis

Drawing Title: Scenario 2 Isochrone (Tuesday 17:00 - 19:00) Destination: Housing Zones Bus & National Rail

Scale at A3: 1:300,000

Drawn		
AD		

Stage 1 check	Stage 2 check	Originated	Date
HK	-	HK	27/11/2017

0 2 4 6 8 10
Kilometres

Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

Figure 9: Scenario 2 - Bus & Rail

Rev -

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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

• Walk Speed	4.8km/h
• Walk Variance	1.2
• Interchange Penalty	5 minutes
• Max External Connection Distance	800m
• Max Internal Connection Distance	500m
• Min Stop Frequency	2 buses/h

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin 4 hrs
(summer only)

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title: St Helens Public Transport Accessibility Analysis

Drawing Title: Scenario 3 Isochrone (Saturday 10:00 - 12:00) Destination: Employment Zones Bus Only

Scale at A3			
1:300,000			
Drawn: AD			
Stage 1 check: HK	Stage 2 check: -	Originated: HK	Date: 27/11/2017

0 2 4 6 8 10
Kilometres

wsp
Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

Figure 10: Scenario 3 - Bus

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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

• Walk Speed	4.8km/h
• Walk Variance	1.2
• Interchange Penalty	5 minutes
• Max External Connection Distance	800m
• Max Internal Connection Distance	500m
• Min Stop Frequency	N/A

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin 4 hrs
(summer only)

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title: St Helens Public Transport Accessibility Analysis

Drawing Title: Scenario 3 Isochrone (Saturday 10:00 - 12:00) Destination: Employment Zones Bus & National Rail

Scale at A3: 1:300,000

Drawn		
AD		
Stage 1 check: HK	Stage 2 check: -	Originated: HK	Date: 27/11/2017

0 2 4 6 8 10
Kilometres

wsp
Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

Figure 11: Scenario 3 - Bus & Rail

Rev: -

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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

• Walk Speed	4.8km/h
• Walk Variance	1.2
• Interchange Penalty	5 minutes
• Max External Connection Distance	800m
• Max Internal Connection Distance	500m
• Min Stop Frequency	2 buses/h

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin (summer only) 4 hrs

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title: St Helens Public Transport Accessibility Analysis

Drawing Title: Scenario 4 Isochrone (Saturday 15:00 - 17:00) Destination: Housing Zones Bus Only

Scale at A3: 1:300,000

Drawn			
AD			
Stage 1 check: HK	Stage 2 check: -	Originated: HK	Date: 27/11/2017

0 2 4 6 8 10
Kilometres

Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

Figure 12: Scenario 4 - Bus

Rev -

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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

Notes

- Proposed Employment Site
- Proposed Housing Site
- Bus/Rail Stop

Travel Time (mins)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- >60 (Inaccessible)

BIRKENHEAD to
Belfast 8 hrs
Dublin 8 hrs

LIVERPOOL to
Dublin 8 hrs
Douglas 3 hrs
Dublin 4 hrs
(summer only)

- Walk Speed 4.8km/h
- Walk Variance 1.2
- Interchange Penalty 5 minutes
- Max External Connection Distance 800m
- Max Internal Connection Distance 500m
- Min Stop Frequency N/A

Revision Details	By / Check	Date	Suffix

Drawing Status: FINAL

Job Title: St Helens Public Transport Accessibility Analysis

Drawing Title: Scenario 4 Isochrone (Saturday 15:00 - 17:00) Destination: Housing Zones Bus & National Rail

Scale at A3: 1:300,000

Drawn			
AD			
Stage 1 check	Stage 2 check	Originated	Date
HK	-	HK	27/11/2017

0 2 4 6 8 10
Kilometres

Kings Orchard
Queen Street
Bristol, BS2 0HQ
Tel: 0117 930 2000

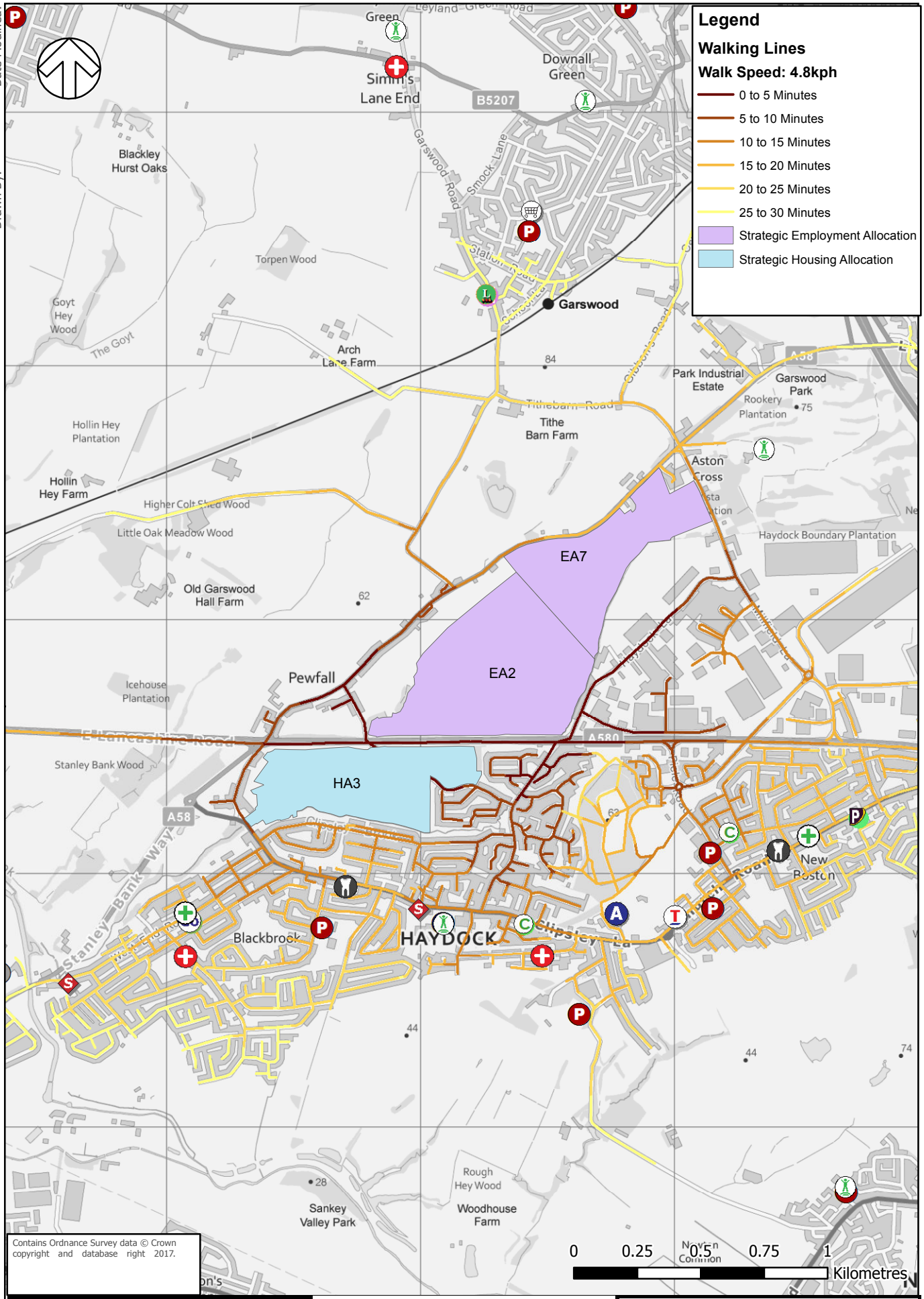
Figure 13: Scenario 4 - Bus/ Rail

Rev -

Path: \\uk.wsgroup.com\central data\Projects\70038xxx\70038493 - St Helens Local Plan TIA\02 WIP\GIS\Mxd\St_Helens_Scenario_04_Bus_Rail.mxd

Appendix C

ISOCHRONE MAPPING



Date Modified:

Drawn By:

File:

wsp

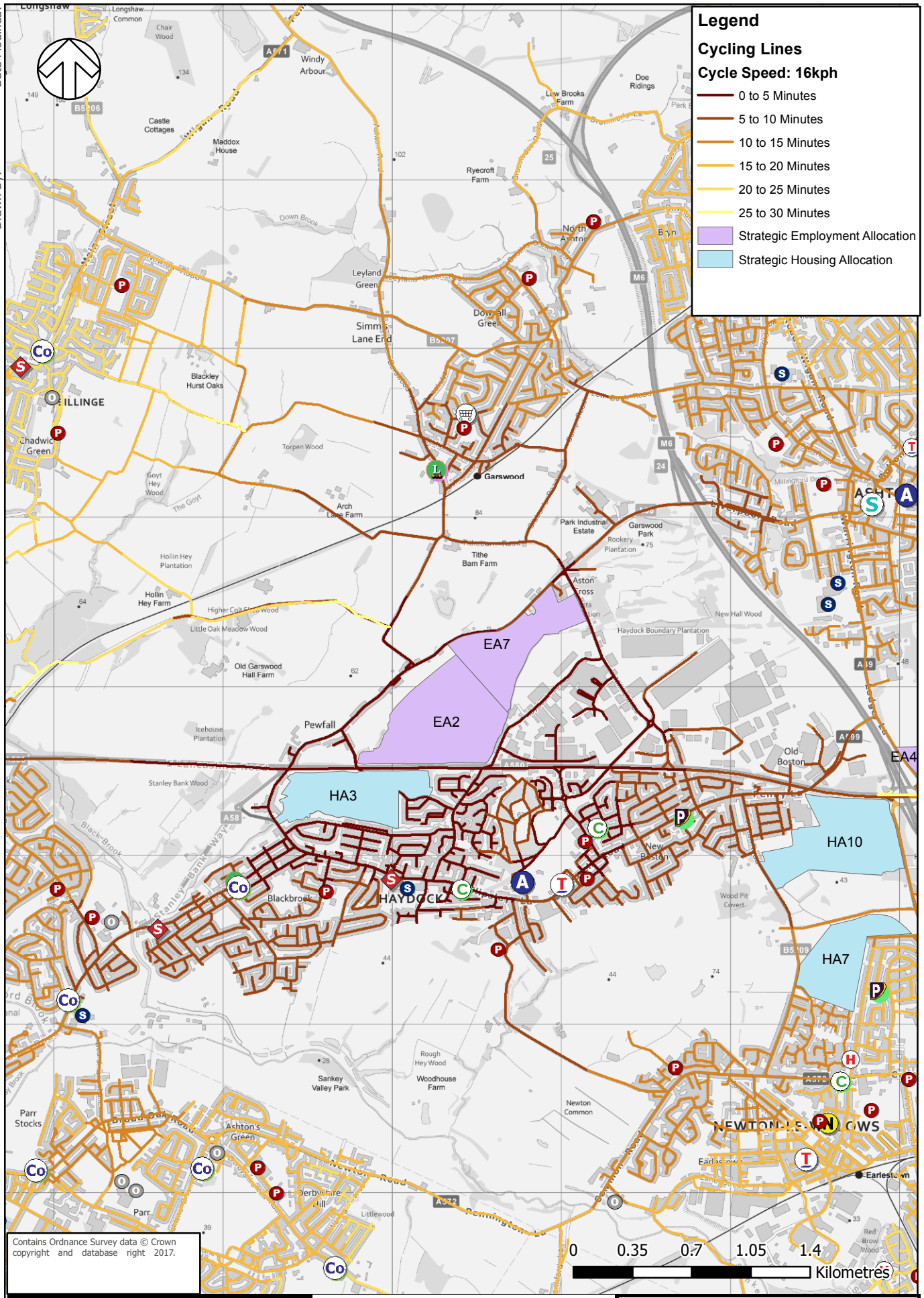
TITLE:

WALKING ACCESSIBILITY

Figure C1: Site EA2

Date Modified:

Drawn By:

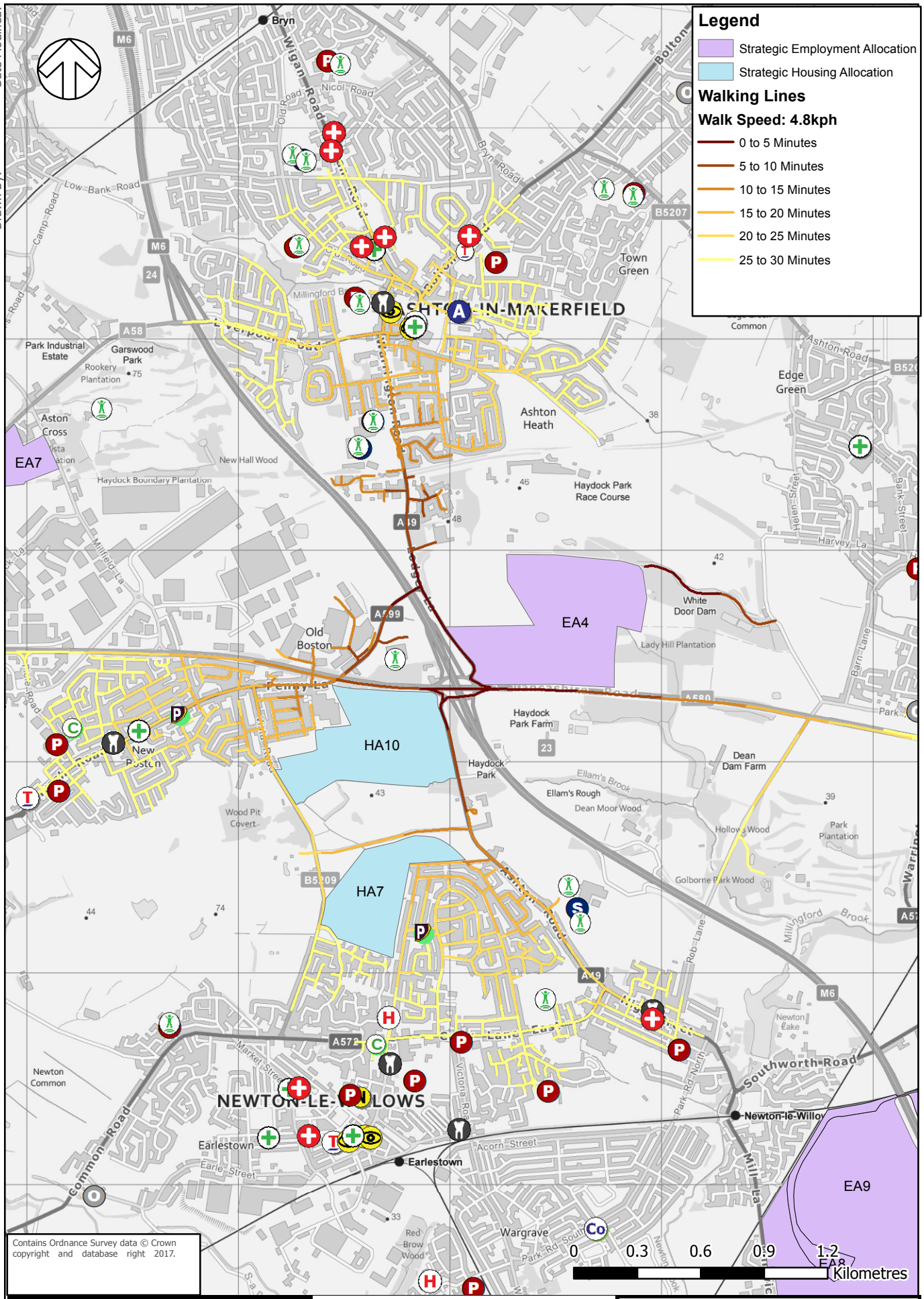


File:

TITLE:

CYCLING ACCESSIBILITY

Figure C2: Site EA2



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WALKING ACCESSIBILITY

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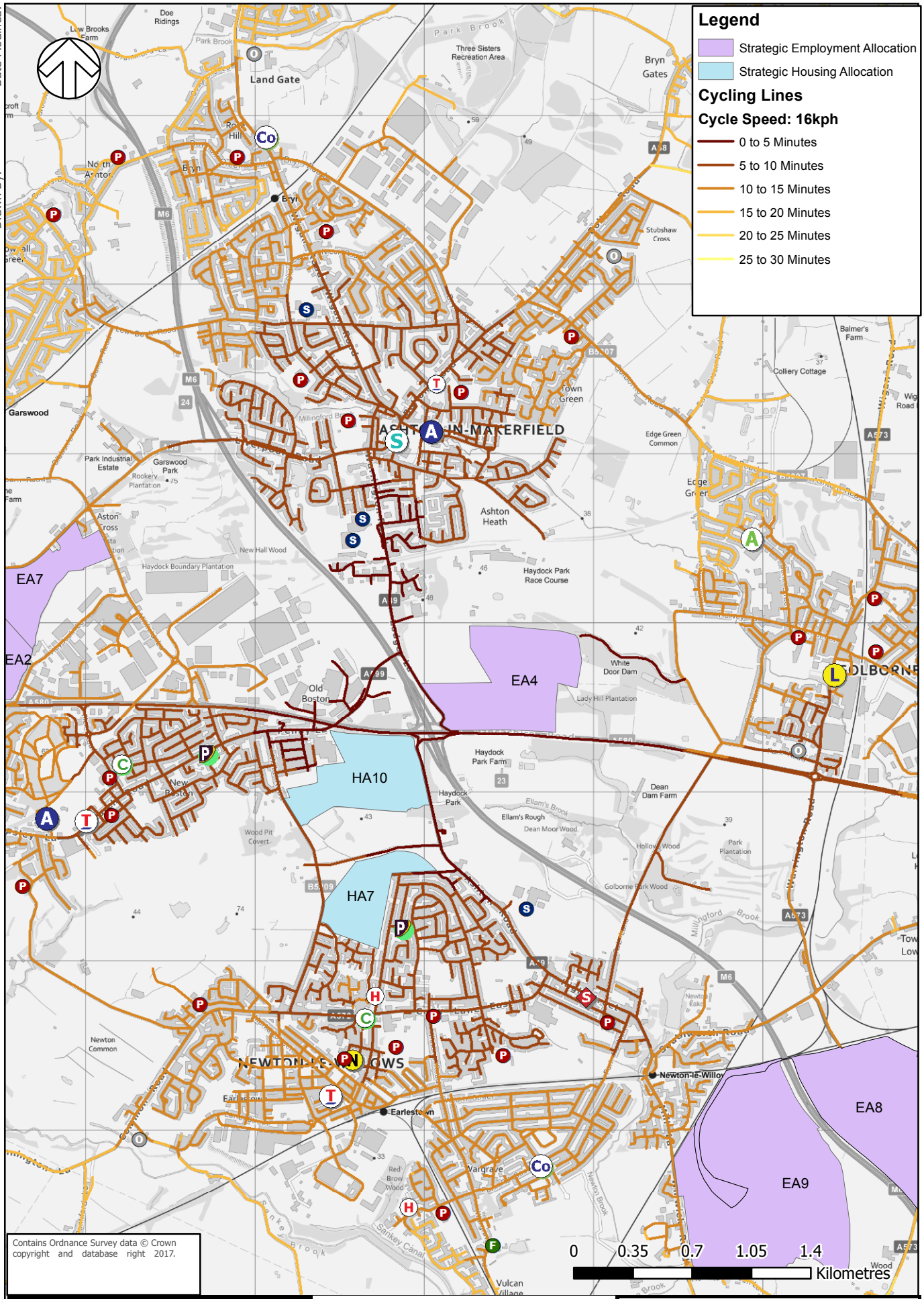

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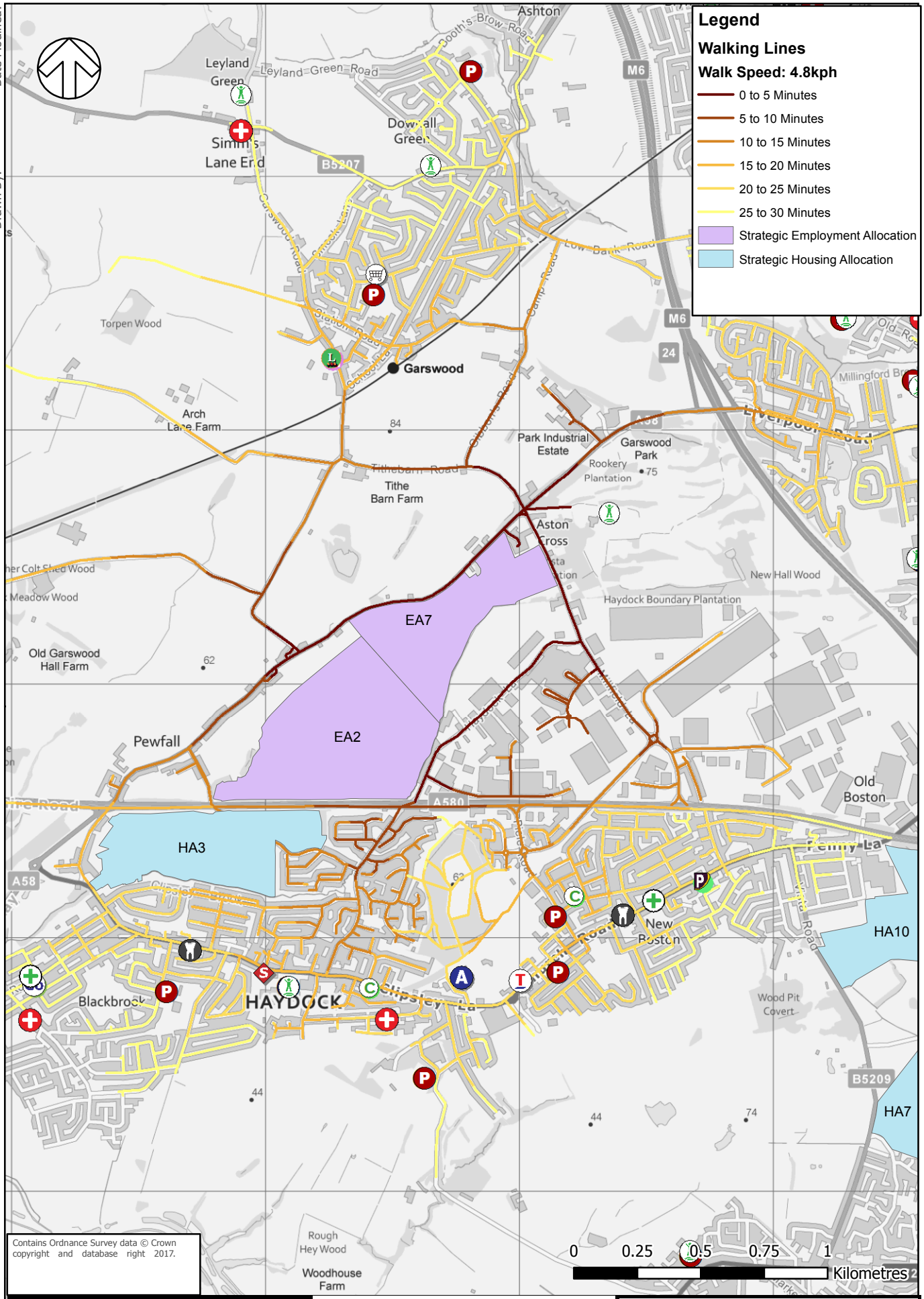

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WALKING ACCESSIBILITY

Figure C5: Site EA7

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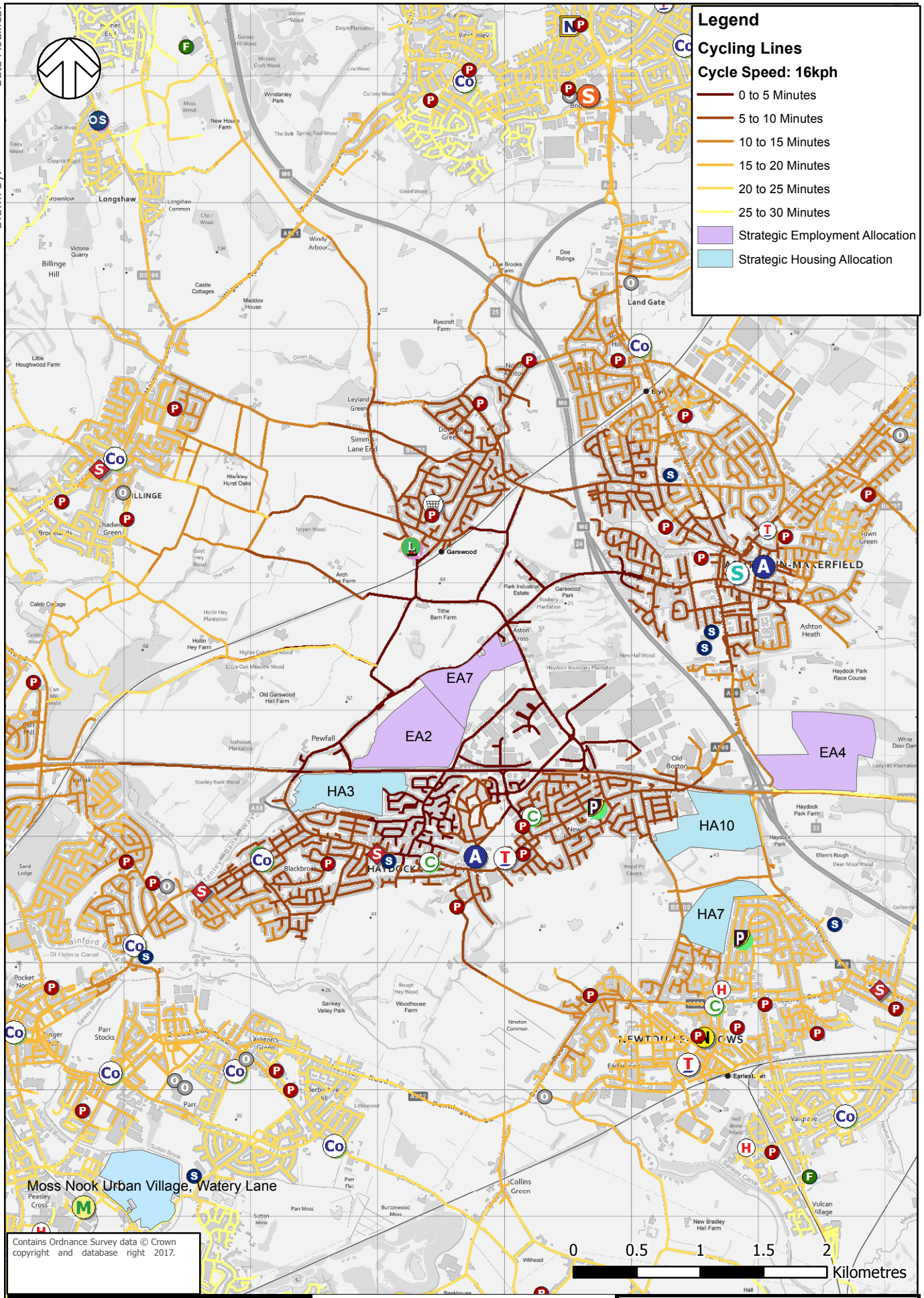

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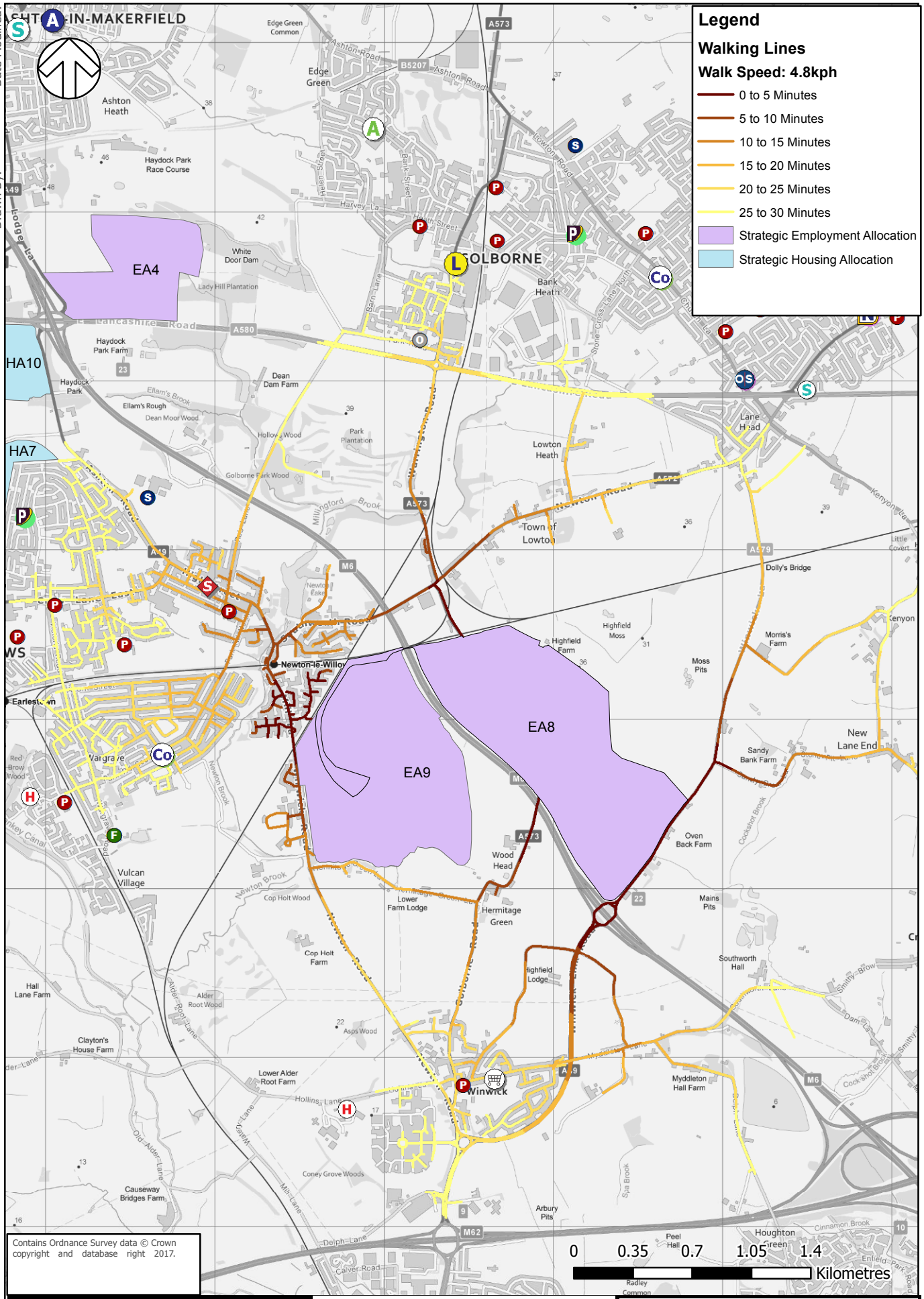

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WALKING ACCESSIBILITY

Figure C7: Site EA8

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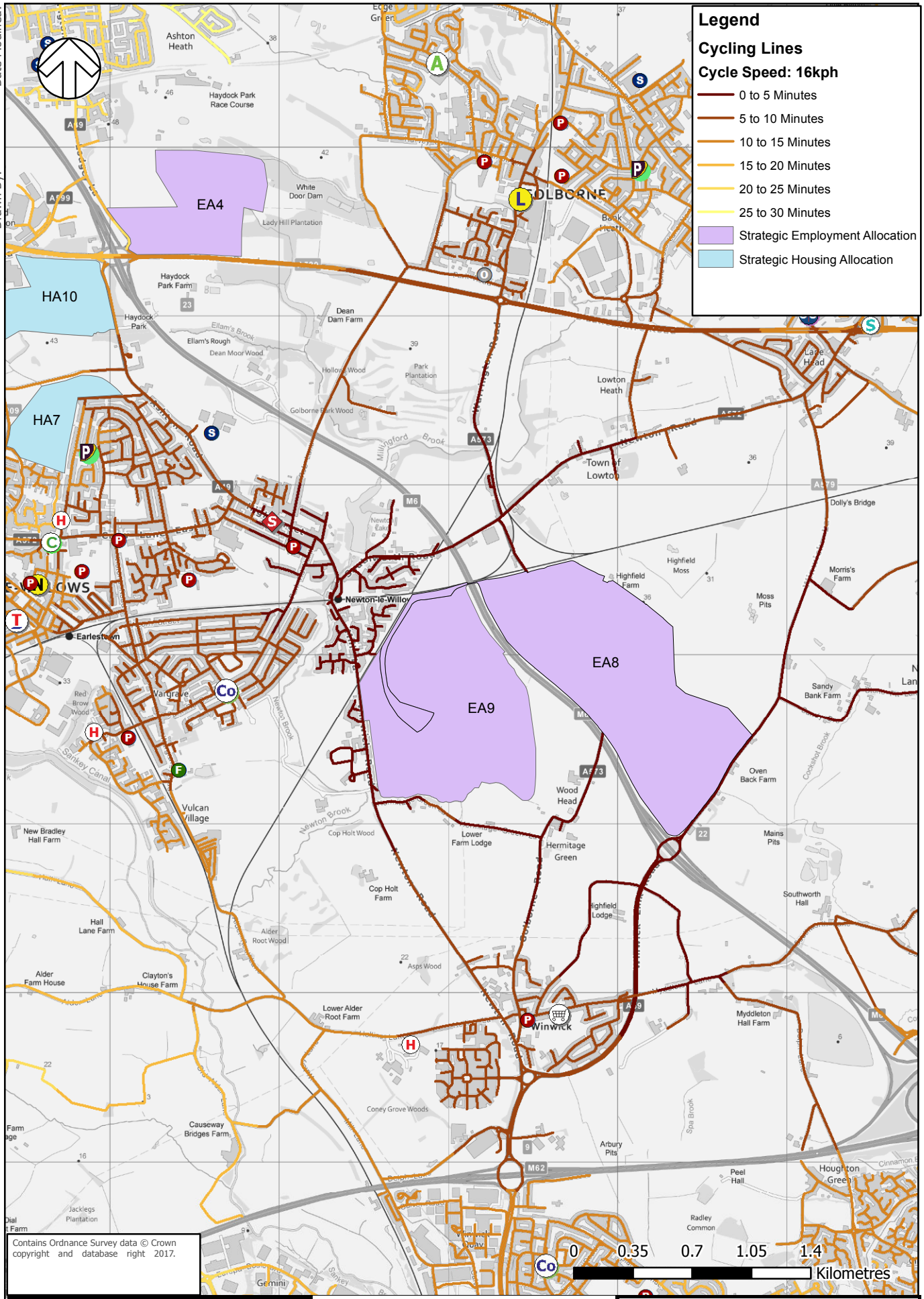

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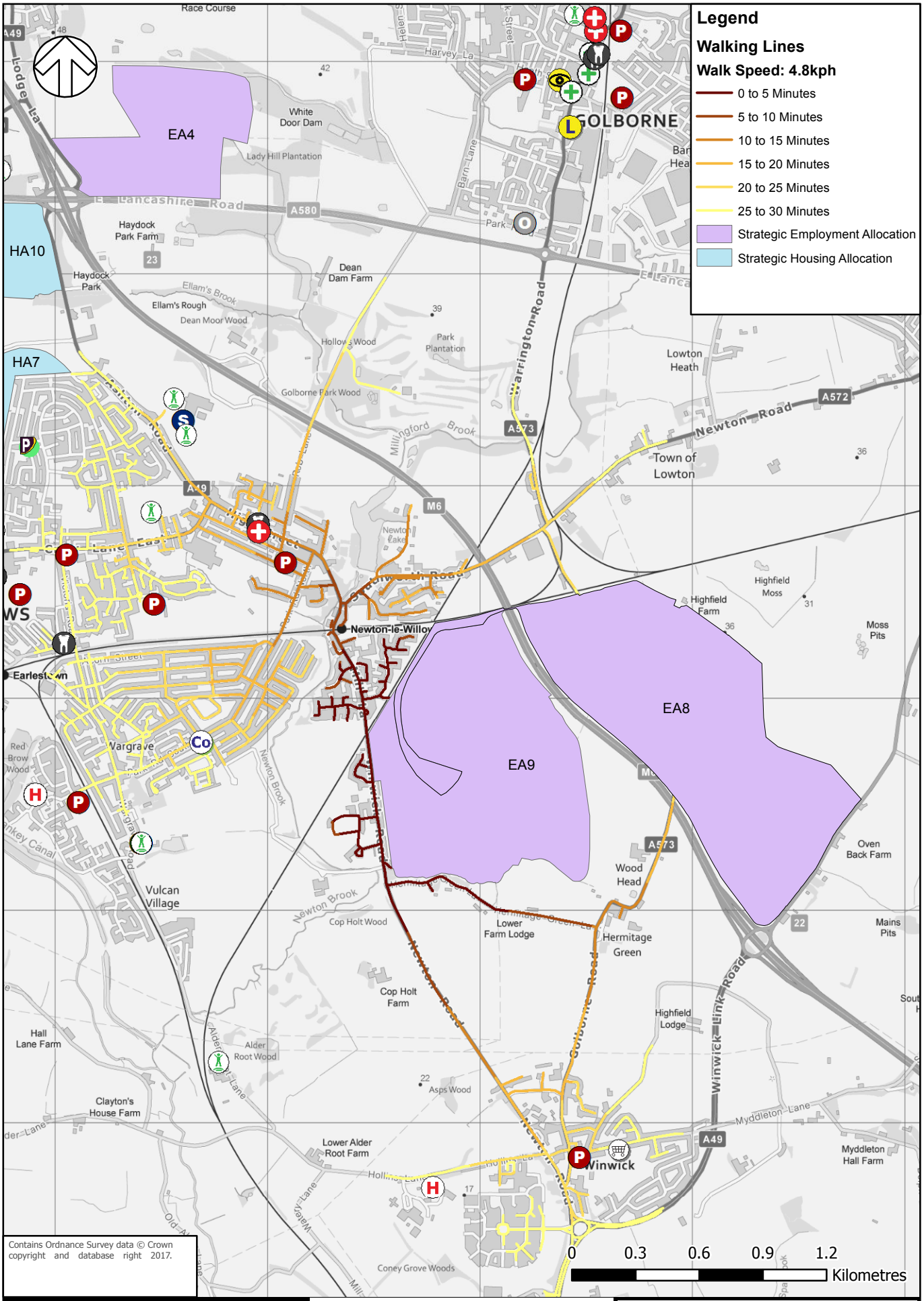

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WALKING ACCESSIBILITY

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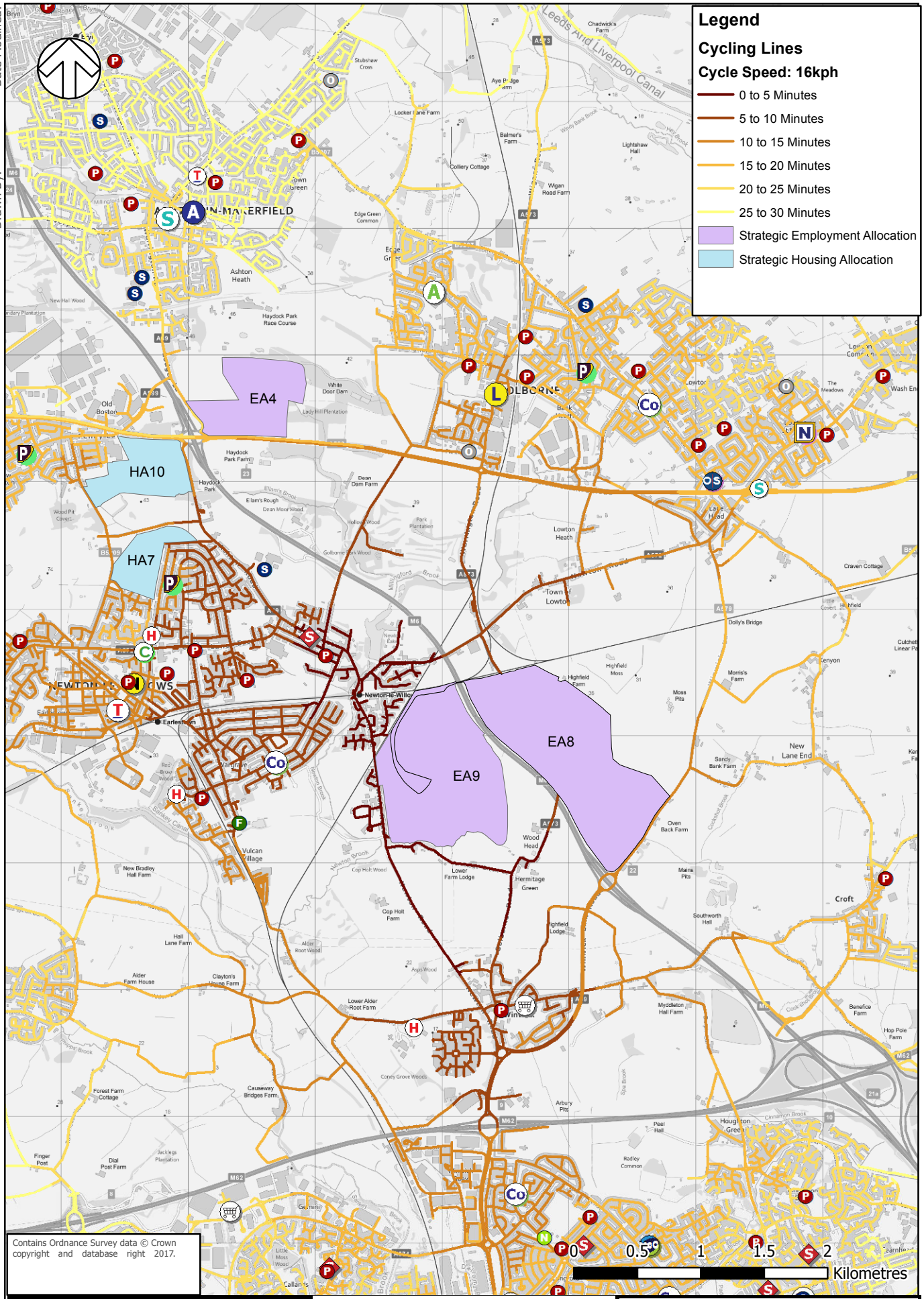

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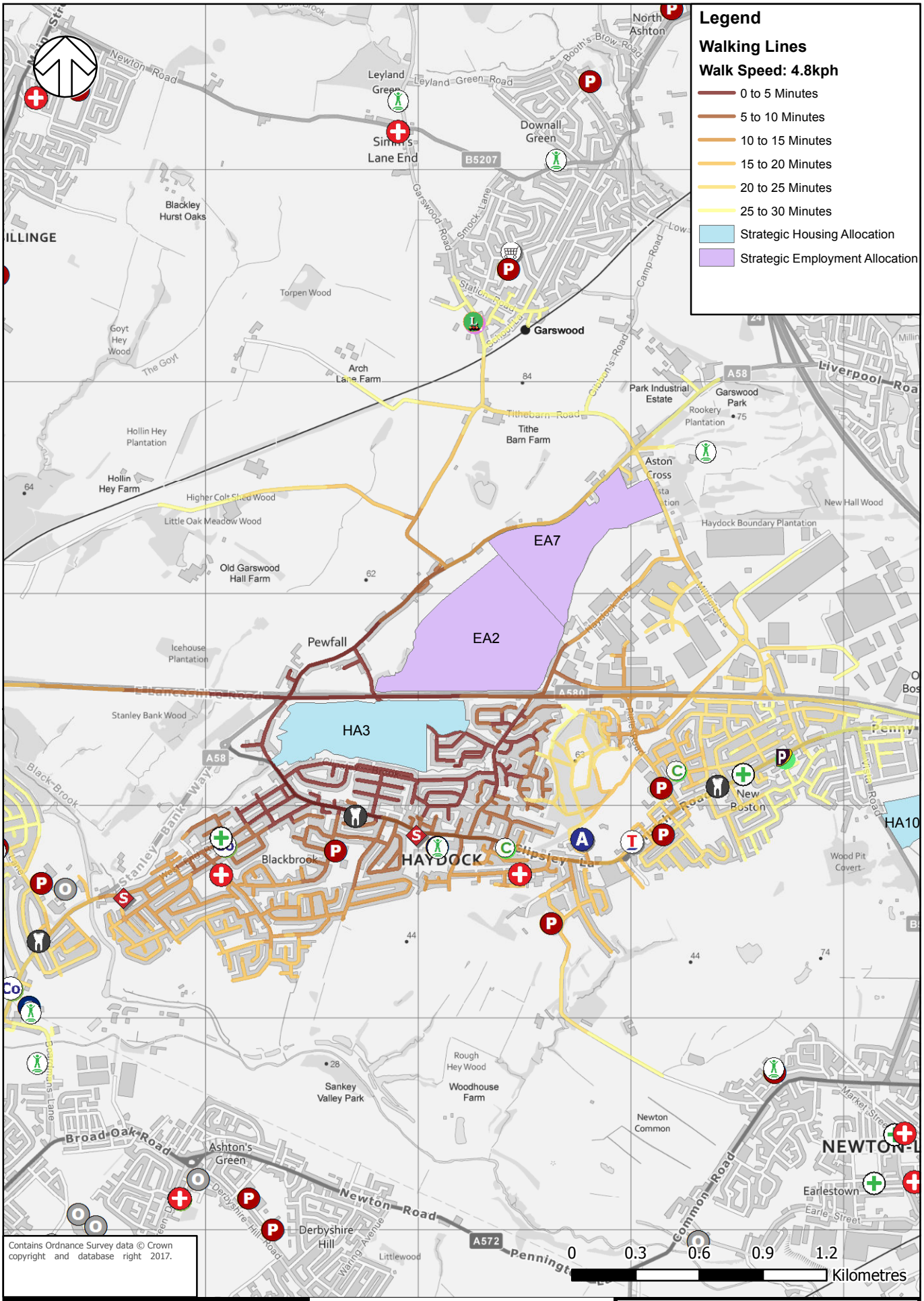

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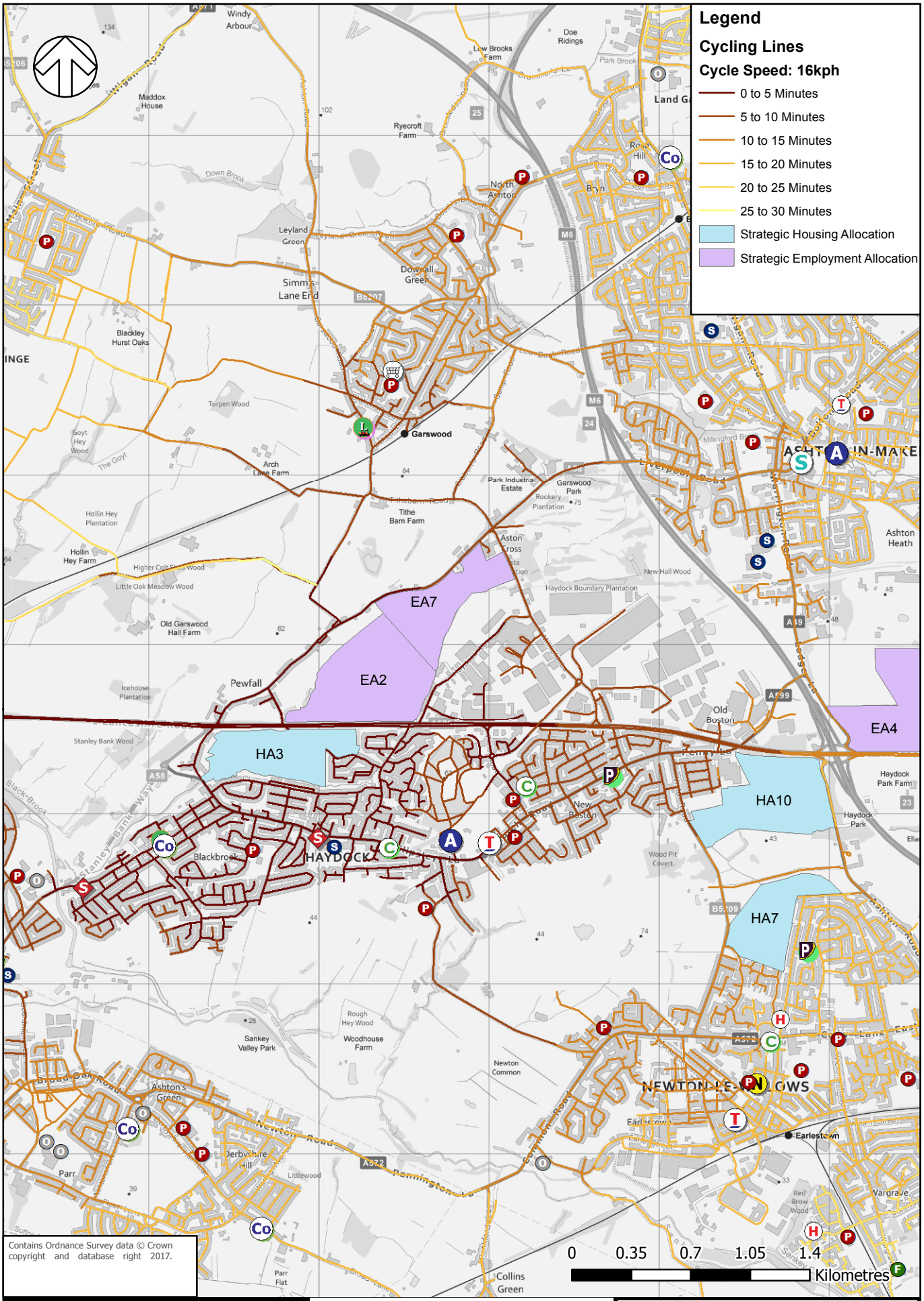

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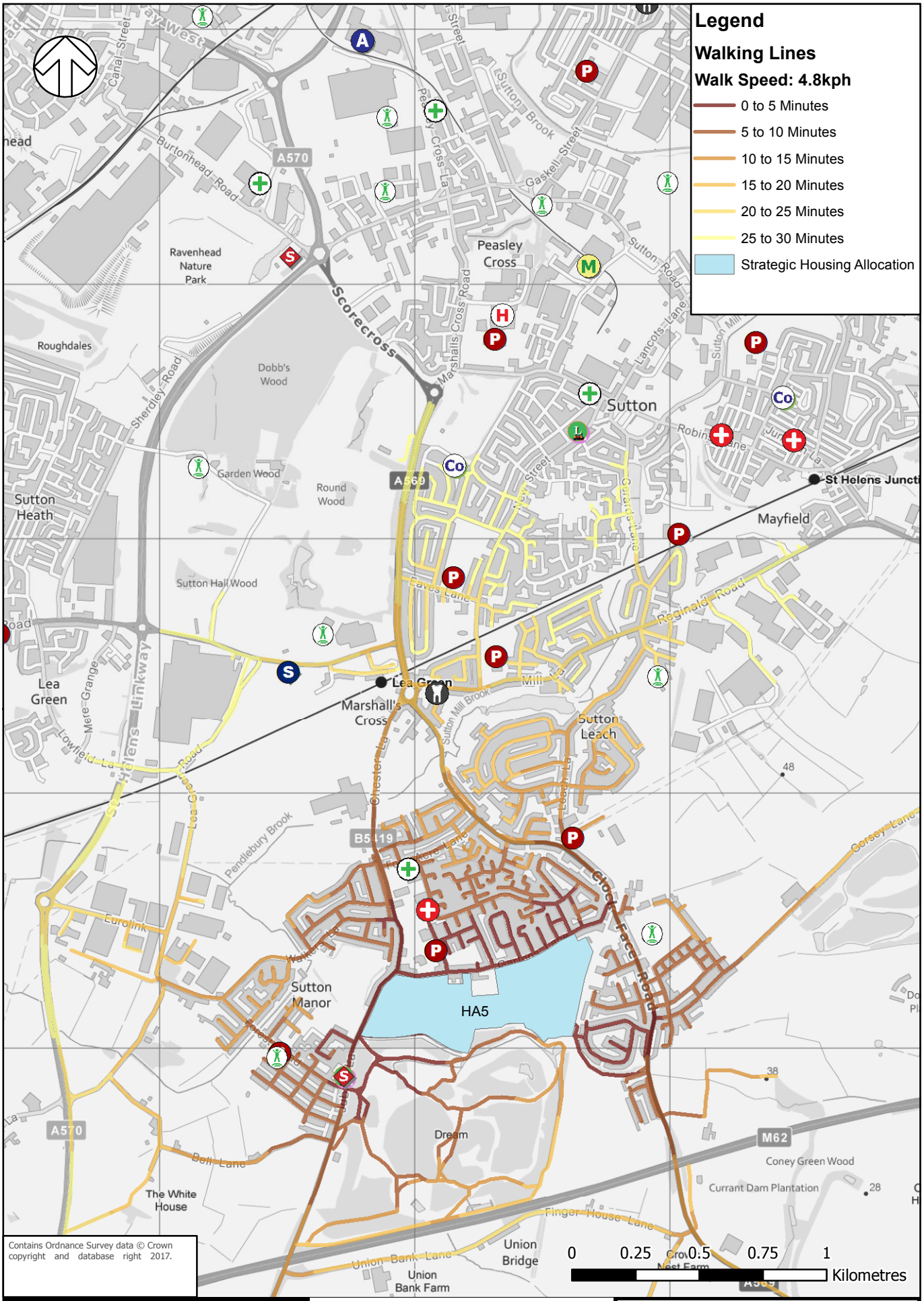

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WALKING ACCESSIBILITY

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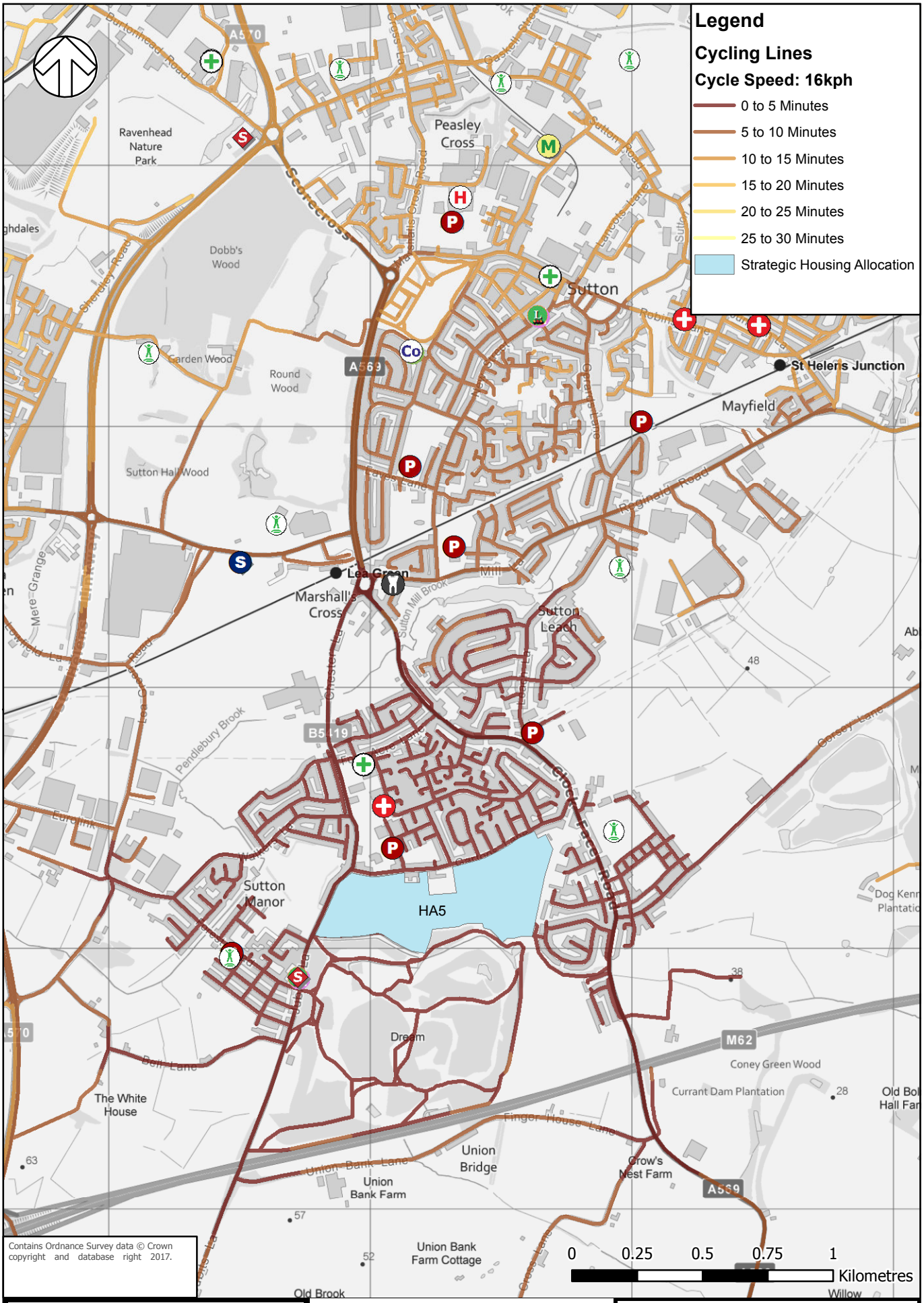

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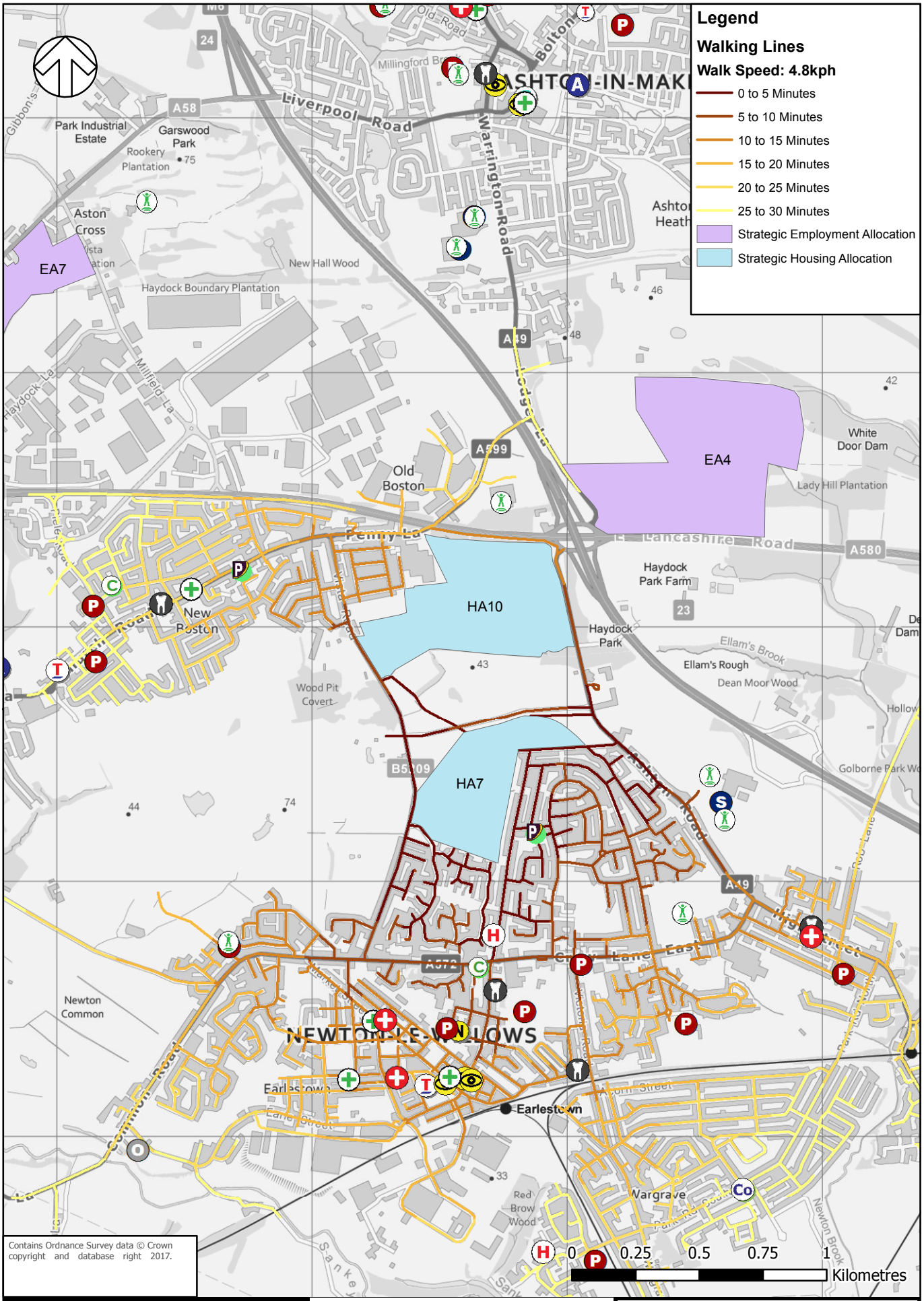

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WALKING ACCESSIBILITY

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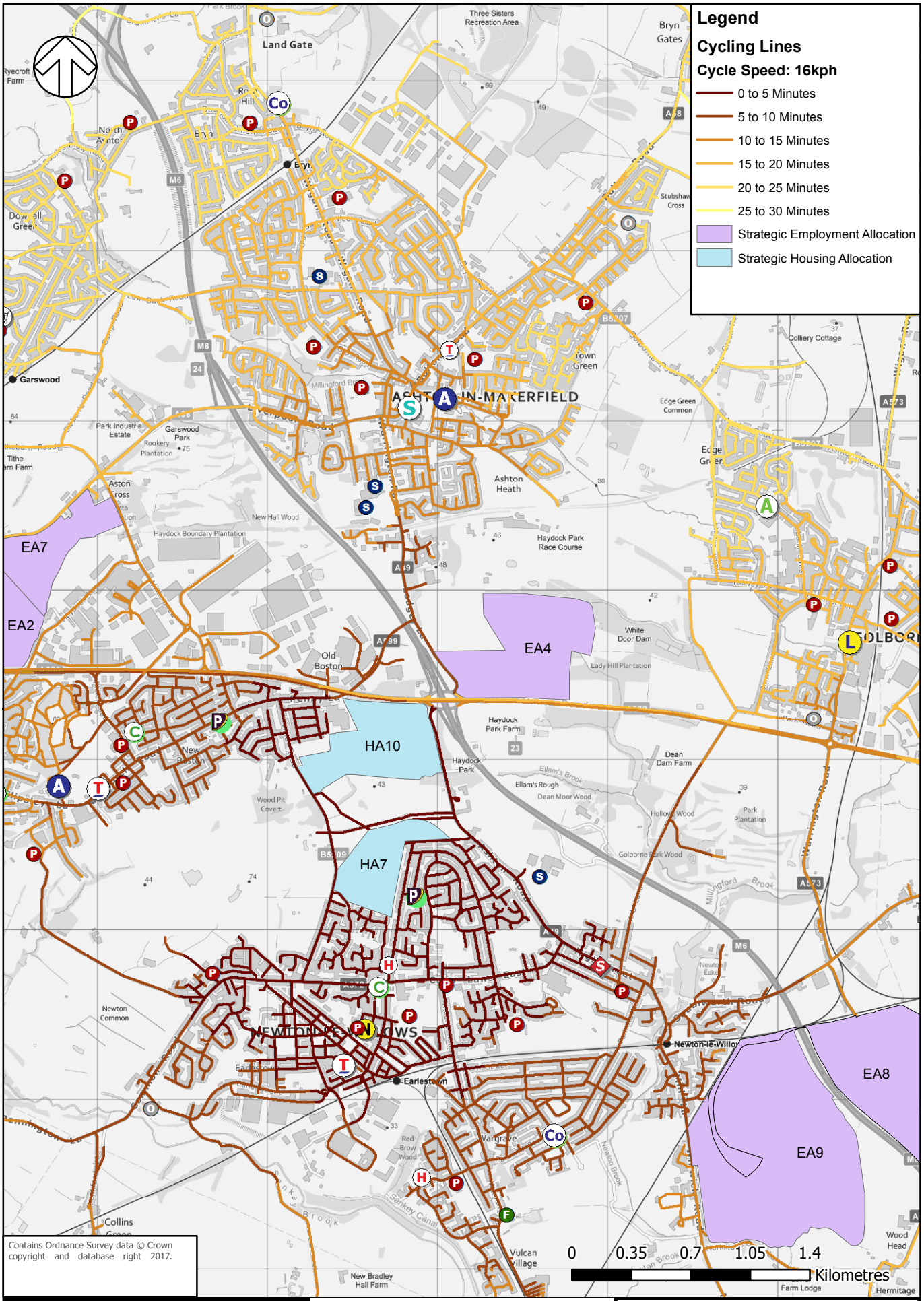

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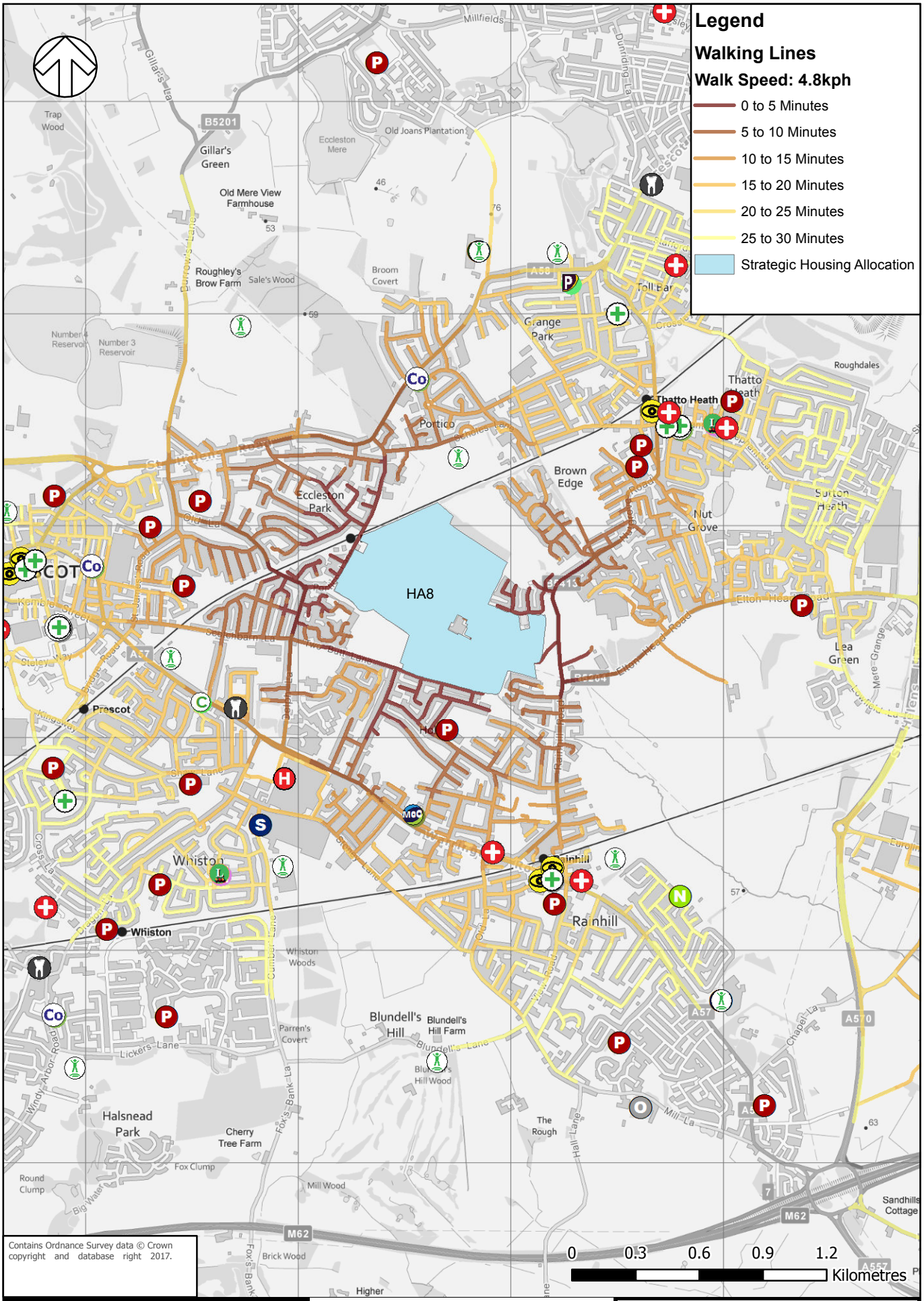

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Figure C17: Site HA8

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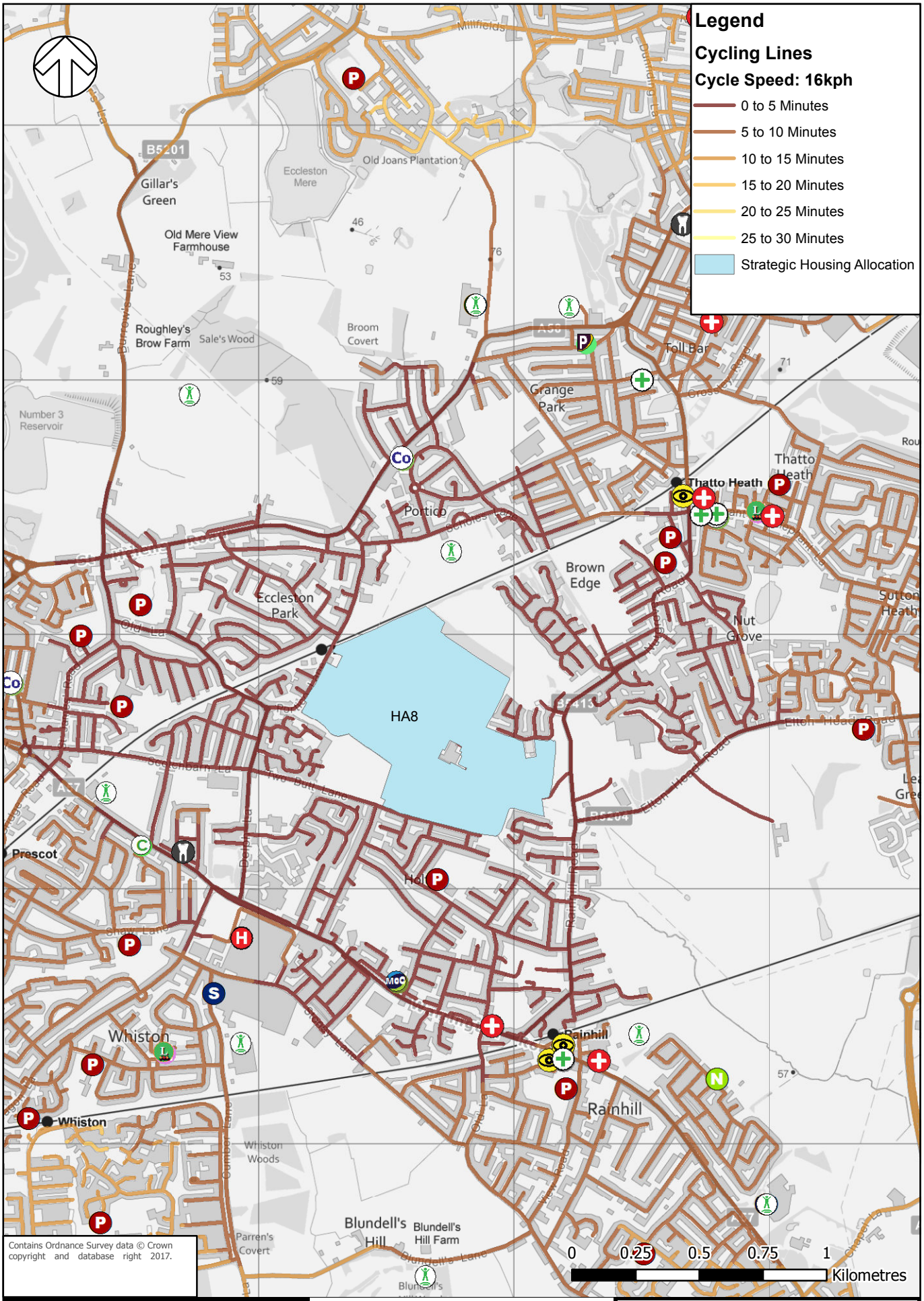

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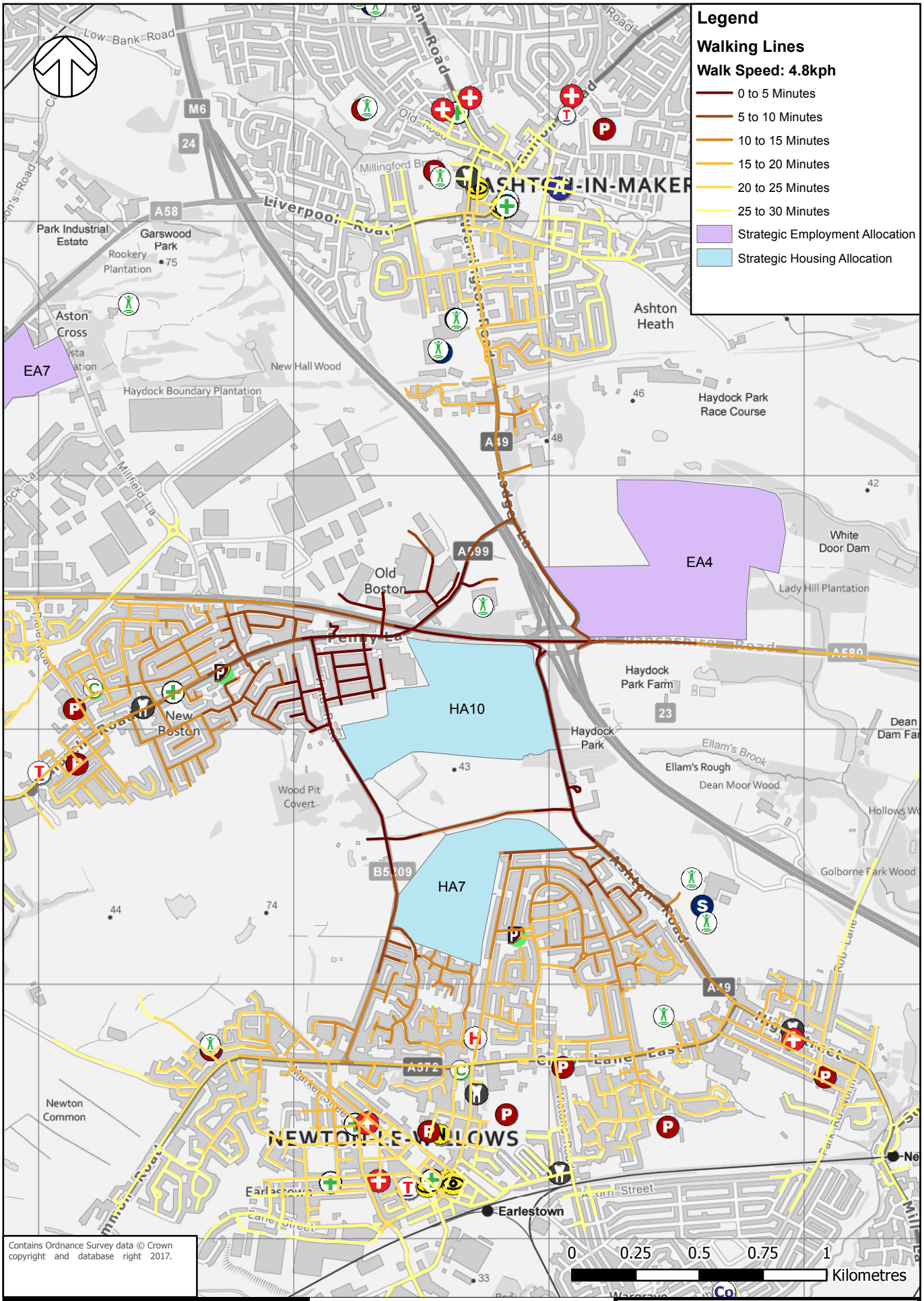

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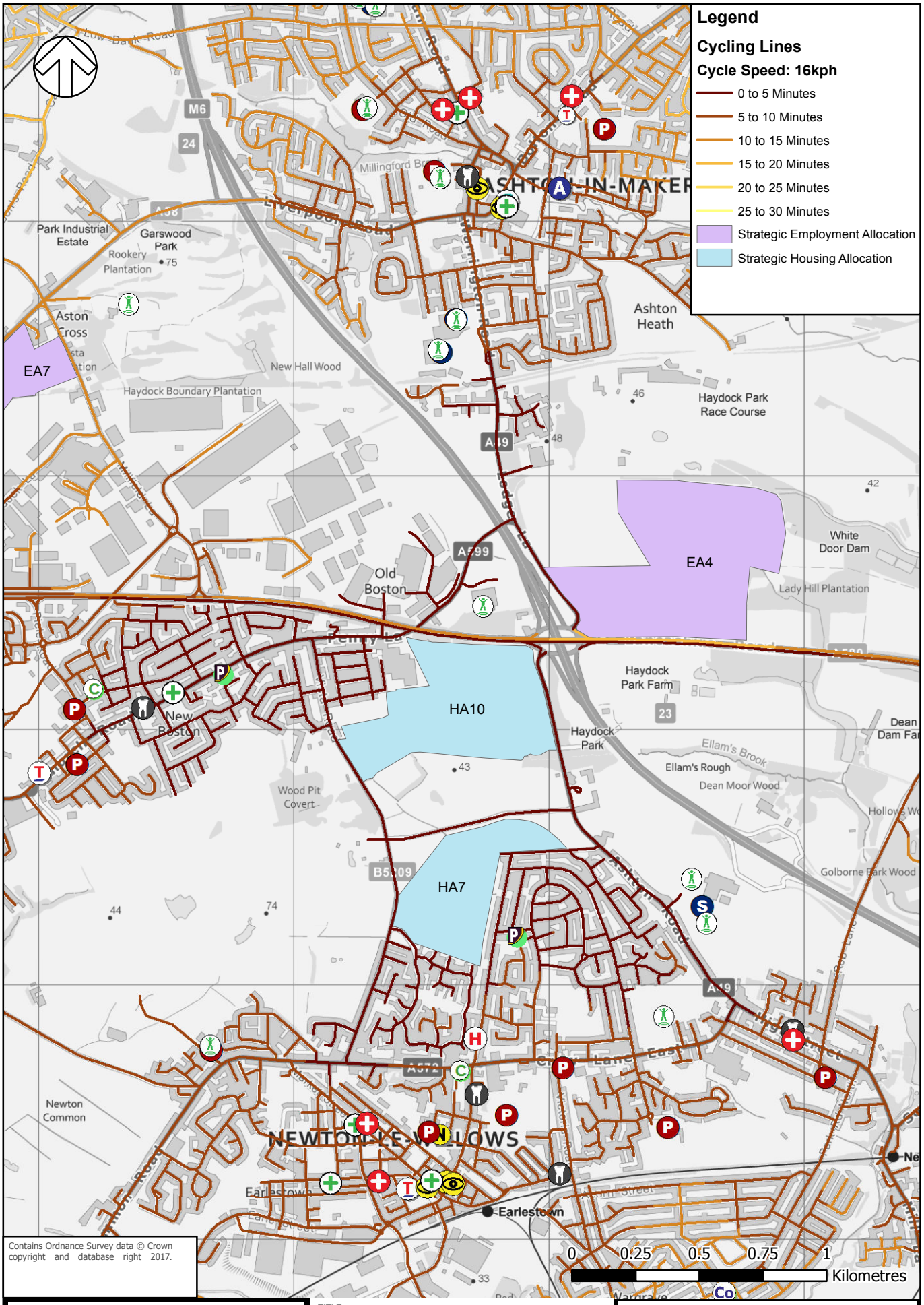

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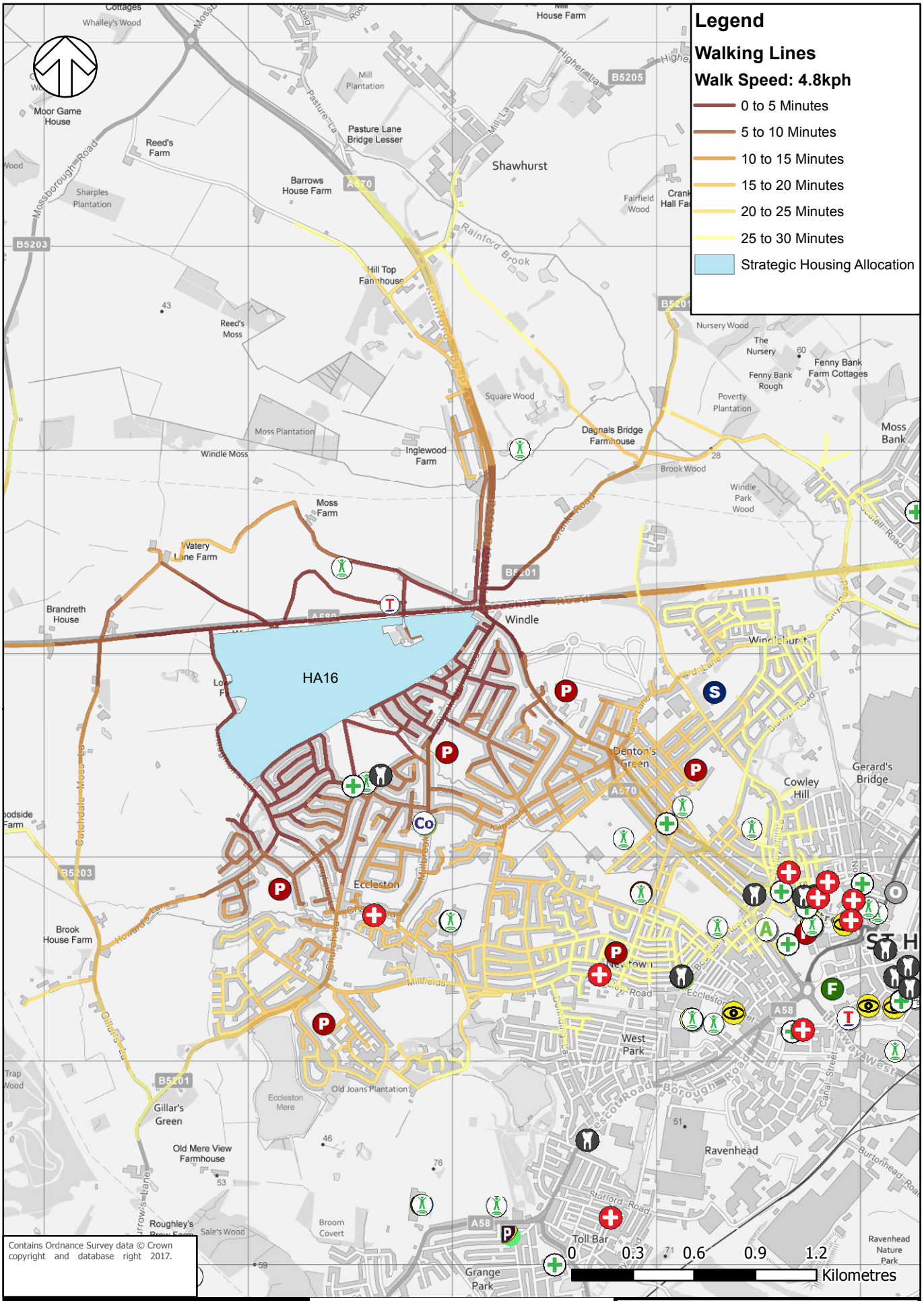

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Figure C21: Site HA16

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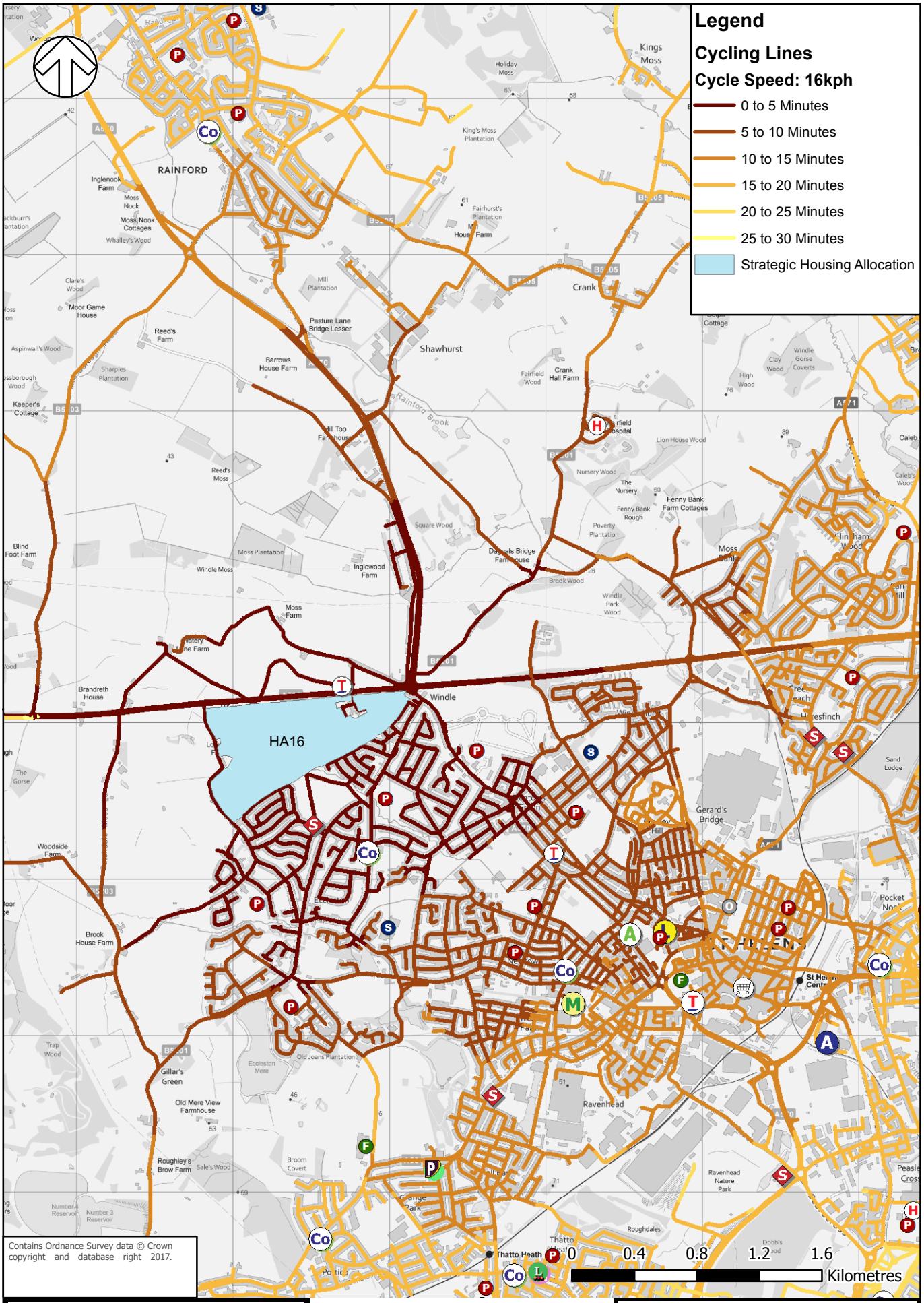

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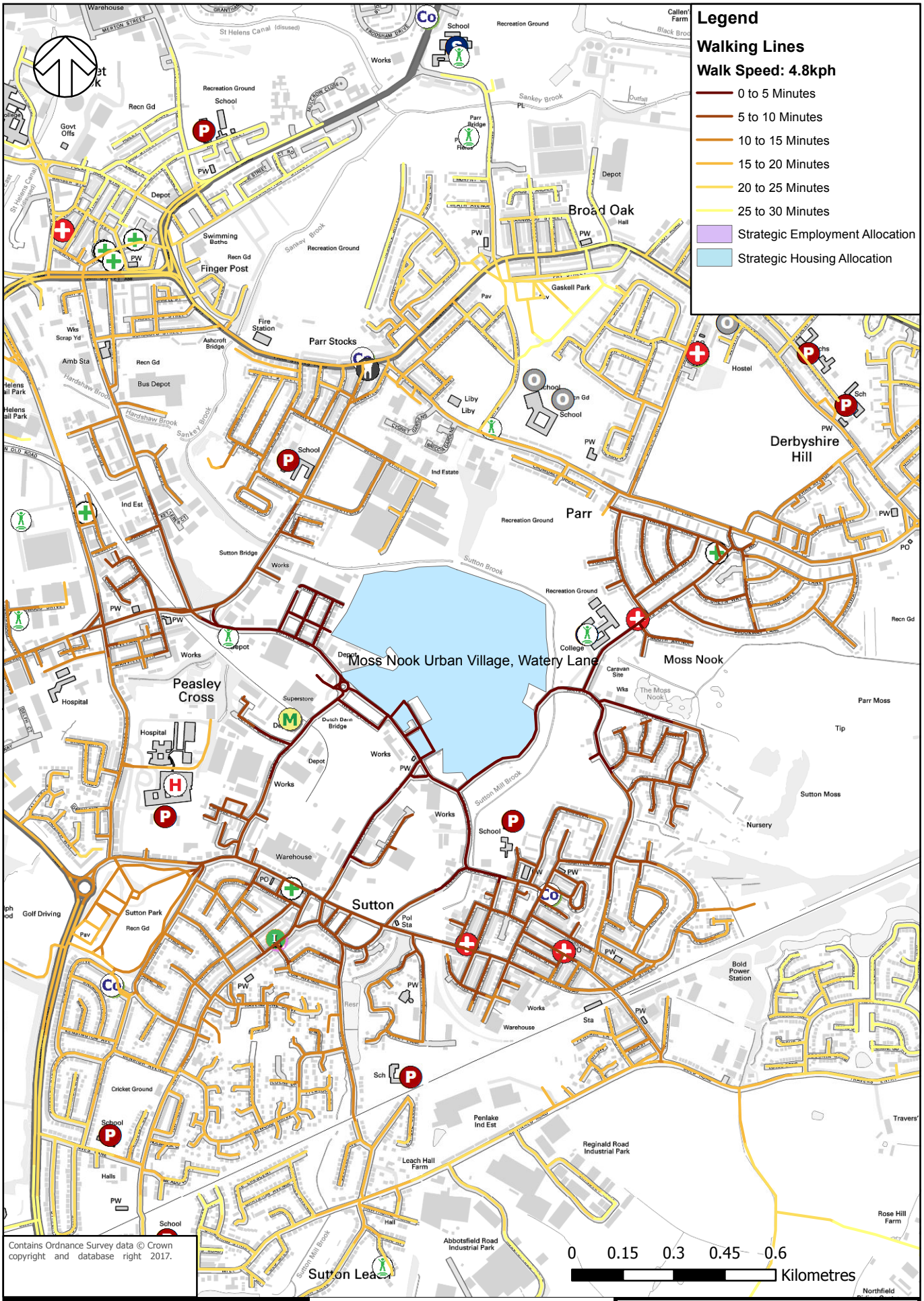

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WALKING ACCESSIBILITY

Figure C23: Site SHLAA Site 09

Date Modified:

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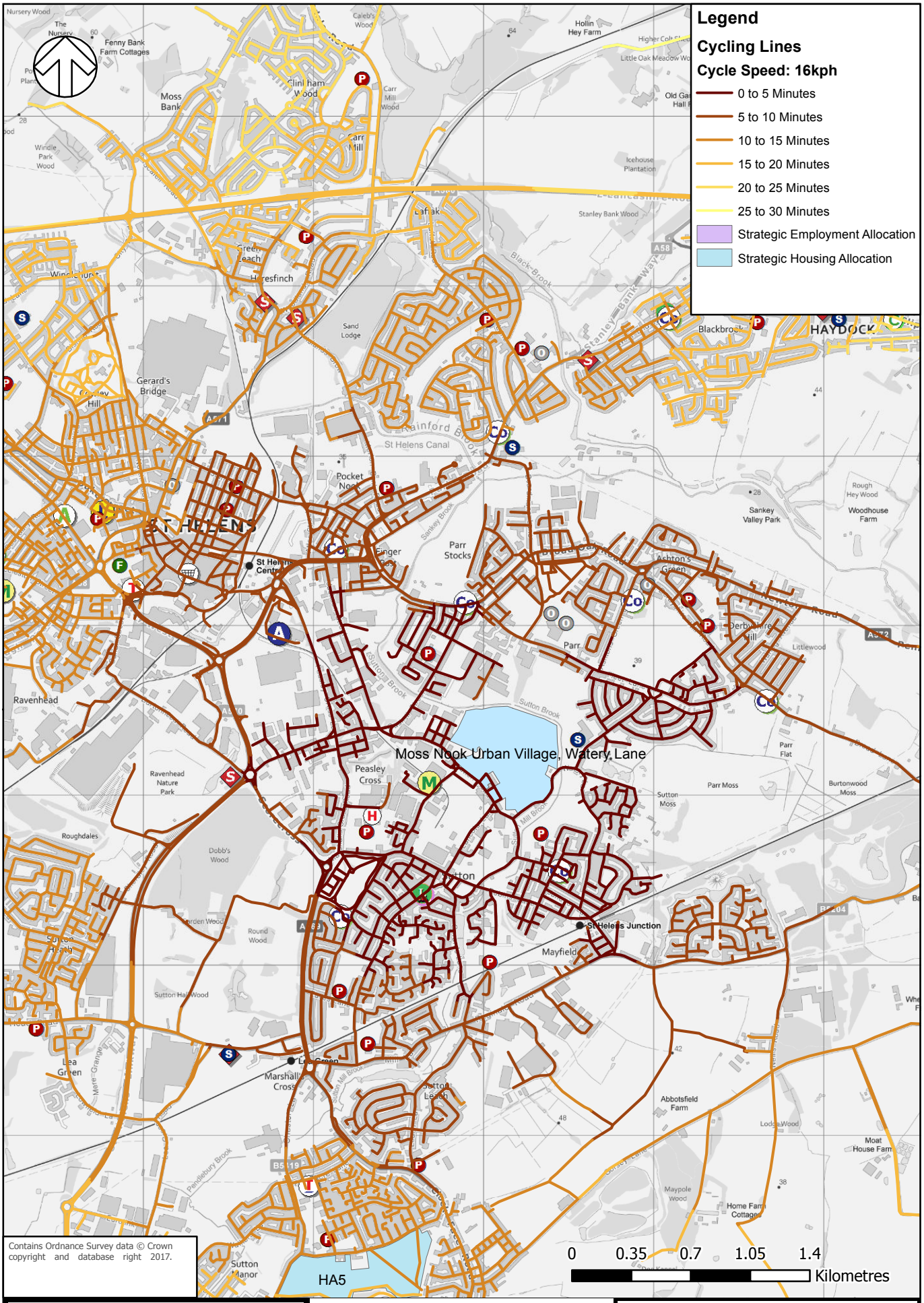

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TITLE:

CYCLING ACCESSIBILITY

Figure C24: Site SHLAA Site 09

TECHNICAL NOTE

Project:	St Helens Local Plan TIA	**Date:**	May 2018
		TN Ref:	001
Subject:	Stakeholder Engagement Meeting with Merseytravel		
Author:	Howard Kinneavy	**Project Ref:**	70038483
Reviewed:	AF		

INTRODUCTION

St Helens BC attended a stakeholder engagement meeting with Merseytravel on the 22nd February 2018 in order discuss the ongoing development of the Transport Impact Assessment; the meeting agenda was:

1. **Introductions**;
2. **Background** – Existing travel conditions in St Helens / feedback;
3. **TIA Brief** - Update Merseytravel on the assessment being done for the Local Plan and approach;
4. **Initial Modelling Outputs** - Brief assessment of the initial outputs;
5. **Discussion** - Key Sites (e.g. Town Centre and Brownfield / release sites) - Local Plan allocations and Transport Interventions;
6. **Design / assessment standards / SPDs**;
7. **Next Steps**; and
8. **A.O.B**

GENERAL COMMENTS

The following general comments were made:

- Any additional parking at rail stations is welcomed. There is potential for Park and Ride facilities at a number of sites.
- Walking and cycling routes to existing stops and facilities is very important. There should be a focus on ensuring the design and layout of sites is conducive to and encourages walking / cycling—there should be easy access to high quality bus / rail infrastructure.
- There have been issues obtaining revenue funding for pump-primed services / extensions etc, although this is preferred.
- It has been much easier to obtain capital funding for infrastructure—this is still an important aspect of mitigation, as services can be more reactive if the infrastructure already exists, makes infrequent services more accessible if shelters provided, etc. *(how will this influence any requests for contributions / obligations?)*

The A580 East Lancashire Road corridor was discussed, including the benefits from the recent upgrades to pedestrian and cycling infrastructure.

The emerging St Helens Town Centre Masterplan was also discussed. The Masterplan is likely to contain a new multi-modal interchange, although the existing bus station will not move. It was noted that there is a protected line for the

railway within the Local Plan, and that approximately a third of journeys to the town centre were currently made by bus.

SITE ALLOCATIONS

The following table captures the discussions about each of the proposed Site Allocations.

Allocation reference	Site Name	Area	Estimated Delivery 2018-33	Notes
HA1	Land adjoining Ash Grove Farm, Beacon Road, Billinge	8.70	163	Small site, served by: • 137 (infrequent, no peak service), and • 157 (infrequent, orbital service). On the extent of St Helens with little real opportunity for enhancement. Potential improvements to shelters / infrastructure.
HA2	Land South of Billinge Road, east of Garswood Road and west of Smock Lane, Garswood	9.58	179	A small site, served by: • 157 (above); and • 156 (infrequent, hourly, circuitous route via Haydock). Potential for connections to Garswood rail station—site could contribute towards improvements.
HA3	Land at Florida Farm (south of A580), Slag Lane, Blackbrook	22.29	502	Served by: • 603 (hourly to Newton hospital – no evening / sun service) on Vicarage Road; and • 156 (hourly Lea Green – St Helens – Ashton Library) on Clipsley Lane (this may be beyond desirable walking distance for much of the site) Nearby stop on West End Road served by: • 20 (2 per hour AM/day but no evening / Sunday service); • 156 (infrequent, hourly, circuitous route via Haydock); • 320 (frequent St Helens – Wigan) and • 920 (2 per day) However, likely too far for a desirable walk. Difficult to serve more directly based on probable connection points and integration Internal design and layout will be important to maximise connections over desire lines – could be issues with integration with existing residential areas.

HA4	Land East of Chapel Lane and south of Walkers Lane, Sutton Manor	4.25	95	Served by: • 30 (part of Merseyside's Quality Bus Network – frequent service between St Helens and Sutton Manor); • 32 (also frequent service); and • 920 nearby (2 rtn journeys per day to Haydock industrial estate). • Potential connections via 17 (also part of Merseyside's Quality Bus Network – frequent service between St Helens and Widnes) on Jubits Lane, but may be beyond desirable walking distance.
HA5	Land South of Gartons Lane and former St.Theresa's Social Club, Gartons Lane, Bold	19.80	446	Served by 17, 30, 32, 920 on Gartons Lane (adjacent) (as detailed above) Also served by 32a and 140 (v infrequent service) to the east through existing estate. Ease of access through design and layout will be important to maximise connections via bus / rail. Potential for access to Lea Green rail station to the north, although outside of desirable walking distance (potential cycle access – nearby route) Potential for expansion to Park and Ride facility here.
HA6	Land south of Reginald Road / Bold Road - Northern Section (Phase 1), Bold	10.50	197	May come forward as Bold Urban village (with HS03—1,500 to 2,000 dwellings over plan period and beyond Site will require new highway infrastructure. Spine road? Extension of bus service or new service? Contributions could be sought for both infrastructure and services. Site is currently served by: • 140 (evening / Sunday only); • 920 (2 rtn journeys per day to Haydock industrial estate); and • 141 (infrequent with varied route). St Helens Junction rail station is nearby to the north, where a number of services stop: 28, 111, 140, 141 and terminate: 28 (pm peak) and 35. These stops are likely to be a significant distance away from much of the internal layout.
HA7	Land between Vista Road and Ashton Road, Newton -le-Willows	17.00	350	Served by no 20 to the west (2 per hour, no evening peak / sun) and 34 (frequent AM / Daytime but infrequent evening) along Belvedere Rd. Also 602/603 (hourly service to Ashton). Access further afield to 22 and 22e (hourly to Warrington), as well as Earlestown rail station. Integration with existing site crucial.

HA8	Eccleston Park Golf Club, Rainhill Road, Eccleston	49.67	585	Site is served by no 89 from west (frequent service) (and 297 – very infrequent) while 289 (v. infrequent) from the south and 10a / 139 (to Liverpool – no PM service) are to the east, although may not be walkable from certain points within the development. 10a is part of Merseyside's quality bus network and v. frequent / service all week. Adjacent to Eccleston Park station, while Rainhill Station and bus interchange are to the south – may be beyond desirable walking distance for much of the site. Potential to provide by layby at strategic points, and improve signage to nearby stops. Potential for a diversion into the site? Access improvements could be made to Eccleston Park station, including step-free (lift?). Could present engineering difficulties.
HA9	Higher Barrowfield Farm, Houghton's Lane, Eccleston	0.78	8	Not discussed.
HA10	Land south west of M6 J23 between Vista Road and Lodge Lane, Haydock	28.46	520	Served by 20/602/603 to the west. Linkages could be provided through to Penny Lane / Church rd to access 320 (frequent service to St Helens, with some services extended to Wigan), or across to HA7 and Belvedere Road for 34. May be beyond desirable distance – design will be important. May need further discussion.
HA11	Land at Moss Bank Farm, Moss Bank Road, Moss Bank	2.68	50	North of A580 East Lancs, served by 32 / 32a / (frequent service between Clinkham wood – St Helens, extends out to Sutton manor and clock face at less frequent intervals) 137 (v. infrequent service).
HA12	Former Newton Community Hospital (Simms Ward), Bradlegh Road, Newton-le-Willows	2.01	20	Not discussed
HA13	Former Red Bank Community Home, Winwick Road, Newton-le-Willows	8.03	150	Not discussed

HA14	Land south east of Lords Fold, Rainford	2.45	55	Rainford is served by the no38, but is on the outer extent of the St Helens bus service. 30 min frequency in peak / weekday, 25 min journey into St Helens. infrequent (hourly) orbital service (157) Sites could contribute to improvements to bus stops, including shelters (although sites are small and proportional contributions likely to also be). Rail: site has no existing parking, but potential for Park and Ride site.
HA15	Land South of Higher Lane and east of Rookery Lane, Rainford	11.62	174	See above.
HA16	Land south of A580 between Houghtons Lane and Crantock Grove, Windle	54.27	585	Currently served by the no 38 and 37 nearby, but most of the site is likely to be beyond a desirable distance to a bus stop. Potential for an extension to no37 service, but difficulty in creating a desirable route with constraints on access points. ***Further discussion needed*** Potential for site to contribute toward additional services, but difficulty obtaining revenue funding as opposed to infrastructure improvements. Difficulty to justify as sustainable under existing conditions?