

Appendix D

TRANSPORT REVIEW NOTE



Memo

Ref:31270/ML

Date: 5th May 2021

From: Mike Lewin

To: Jonathan Hollingshead, Murphy Group

Copies: See email

Project: Site 1HS, Leyland Green Road, Garswood, St Helens

Subject: Transport Review EIP Background Note

**1.0 Introduction**

This note provides a strategic transport review of the land at Leyland Green Road in Garswood, St Helens, Site 1HS in the St Helens Borough Local Plan 2020 to 2035 Submission Draft. The site is currently proposed to be safeguarded for residential development of 291 residential units. The Draft Local plan is being considered at EIP in May 2021.

The note includes a review of local amenities including schools and shops, access to public transport and accessibility by walking and cycling. In addition the most appropriate locations for vehicle and pedestrian access to the site are considered together with the type of access junction. Highway capacity and safety for Site 1HS on its own and the cumulative impacts when combined with the adjacent Site 1HA are also reviewed. Site 1HA is currently allocated for 216 residential units in the Submission Draft Local Plan.

The strategic location of Site 1HS is shown on figure1.

2.0 Site Location

Site 1HS is located on the north western edge of Garswood and would provide a natural infill between Birch Grove and Billinge Road as shown on figure 2. Garswood does not have a particular town centre but there are a number of shops, restaurants, pubs, and hot food takeaways in various locations in the town. There are also two primary schools, a medical centre, community buildings and a railway station all within reasonable walking distance of the site. Billinge Road, Birch Grove and Leyland Green Road, which are adjacent to the site, are all on bus routes.

Ashton-In-Makerfield, which is approximately 3km from the site, provides a wider range of shops and other facilities. The nearest large towns are Wigan and St Helens, these are both accessible by rail from Garswood and approximately 7.5km from the site. There are also a number of industrial parks nearby and other areas providing employment.

With regard to road access the site is bordered by Billinge Road (B5207), Garswood Road and Leyland Green Road.

3.0 Walking

The site is within walking distance of a range of shops, schools and other local facilities in Garswood as shown on figure 3 and summarised below in Table 1. In addition Bryn is approximately 2km from the site and has range of shops including a butchers, florists, beauty salon, hairdressers, Boots Pharmacy and a Coop food store. In addition there are also a range of takeaways and café's, dentist and a veterinary centre.

The walking distances outlined in Table 1 are from the closest point of the site and walking times are based on speeds of 80-100m per minute.

Table 1 Local facilities within walking distance of Site 1HS

Amenity	Facility	Distance	Walking time
Schools	Rectory C of E school and nursery, Rectory Road	400m	4 to 5 minutes
	Garswood Primary School, Hamilton Road	600m	6 to 8 minutes
	Cansfield High School, Bryn	2.3km	23 to 30 minutes
Public transport	Nearest bus stop	50m	1 minute
	Garswood Station	1km	10 to 12 minutes
Healthcare	Garswood Medical Centre	300m	3 to 4 minutes
	Pharmacy	300m	3 to 4 minutes
Shops, cafes and restaurants	Public house / restaurant/ cafe	50m	1 minute
	Local shops including convenience store, barbers, takeaway	600m	6 to 8 minutes
Other amenities	Sports fields	50m	1 minute
	Church of the Holy Trinity	400m	4 to 5 minutes
	Garswood Community Buildings	300m	3 to 4 minutes
	Garswood Football Club	50m	1 minute
	Garswood Sports and Social Club	700m	7 to 9 minutes
Bryn	Shops and other amenities	2km	20 to 25 minutes
Ashton-In-Makerfield	Town centre	3km	30 to 35 minutes

It is apparent from Table 1 that Site 1HS is well located for education trips and both primary schools are within a short walking distance of the proposed development. Rectory C of E school and nursery is approximately 400m from the site at its closest point and Garswood Primary School is 600m to the south of the site with access onto Hamilton Road. The Church of the Holy Trinity is located adjacent to Rectory School. The closest secondary school, Cansfield High School, is a 2.3km walk which would take about 23 to 30 minutes. However this could also be reached by cycling and on nearby bus services. It would take about 5 to 7 minutes to cycle this distance.

The site is also located on the opposite side of the sports fields from Garswood Medical Centre which also includes a pharmacy, community buildings and children's play area. The distance to the medical centre could be reduced with the provision of a footpath across the existing sports fields which include football pitches and a tennis court. This footpath would also provide increased permeability for the existing population and access to the countryside and footpath to the north of Leyland Green Road. An indicative pedestrian/ cycle route is shown on figure 2 which also shows the existing footpath through the development and playing fields which could be improved as part of any development on Site 1HS. The development of Site 1HS could also allow for pedestrian footpaths to be provided along the site frontages onto Billinge Road, Leyland Green Road and Garswood Road further improving the pedestrian network in the area.

There are a number of shops located in various locations around the town. The nearest convenience store is approximately 600m to the east of the site on Rectory Road where there is also a beauty salon, barbers, and Chinese takeaway. The nearest pub/restaurant is located about 50m from the sites southwest corner on Garswood Road.

The closest bus stops are located on Billinge Road on the sites southern boundary and there are a number of other bus stops within walking distance as set out in section 5.0 below. Garswood Station is located about 10 to 15 minute walk from the site.

In summary the site has good access to local schools, public transport and the other facilities that are available in Garswood. Further it also provides opportunities to significantly improve the pedestrian and cycle networks in Garswood.

4.0 Cycling

There are a number of nearby towns and large employment areas within cycling distance of the site. These provide a greater range of shopping and employment opportunities in addition to those available in Garswood. Figure 1 shows the 5km and 10km direct line distances from the site.

The towns, employment areas and other key local facilities within a 10km cycle ride, about 25 to 30 minutes at a cycling speed of 20 to 25kph, are summarised in Table 2 below. The distances given in table 2 are the actual cycling distances which are generally longer than the direct line distance. In addition the destinations within walking distance in Table 1 above are also within cycling distance of the site.

Table 2 Local destinations within cycling distance

Destination	Distance	Cycling time
Garswood Station	1.0km	2 to 3 minutes
Bryn (Town Centre)	2.0km	5 to 6 minutes
Cansfield High School, Bryn	2.3km	5 to 7 minutes
South Lancs Industrial Estate	2.6km	6 to 8 minutes
Billinge	2.9km	7 to 9 minutes
Ashton-In-Makerfield	3.0km	7 to 9 minutes
Haydock Cross industrial estate	3.0km	7 to 9 minutes
Haydock	4.1km	10 to 12 minutes
New Boston	4.5km	11 to 14 minutes
Haydock Park Race Course	4.6km	11 to 14 minutes
Orrell	6.2km	15 to 19 minutes
Wigan	7.4km	18 to 22 minutes
St Helens	7.9km	19 to 24 minutes
Rainford	9.3km	22 to 28 minutes
Skelmersdale	10km	24 to 30 minutes

It is apparent from Table 2 that there are a range of destinations within a 10km cycle ride (25 to 30 minute) from the site. These destinations include larger towns such as Ashton-In-Makerfield, Wigan and St Helens. Ashton in Makerfield is about 3km from the site a cycle ride of 7 to 10 minutes, Wigan is 7.4km (18 to 22 minutes) and St Helens is 7.9km (19 to 24 minutes). These towns provide access to a greater range of shopping and employment opportunities.

There are also a number of smaller towns and industrial estates within cycling distance of the site. With regard to industrial estates these include the South Lancs Industrial Estate 2.6km (6 to 8 minutes) and Haydock Cross Industrial Estate 3.0km (7 to 9 minutes). Golbourne and Stone Cross where Murphy Group have offices and other employment premises in both locations are approximately 20 minutes from the site. With regard to smaller towns these include Bryn, Billinge, Haydock, New Boston, Orrell, Rainford and Skelmersdale. These again provide access to a range of shopping and employment opportunities.

In summary it is apparent that there are a wide range of shops, employment opportunities and community facilities within cycling distance of the site.

5.0 Public transport

5.1 Buses

There are regular bus services that run along Billinge Road and the closest bus stop is adjacent to the site close to the junction of Billinge Road with Garswood Road. This bus stop is served by bus routes 156, 157, 657, 961 and 963. There are also a number of other bus stops within walking distance of the site as shown on figure 2. These include stops on.

- Garswood Road within 100m of the site, to the south of the junction of Billinge Road with Garswood Road. This is served by additional bus routes, the 600, 656 and 782.
- A further bus stop on Leyland Green Road, 300m to the east of the site, is served by bus routes 157, 600, 652, 663, 664 and 665.
- Rectory Road 400m to the east of the site is served by bus route 22, 156 and 652.
- The bus stop on Downall Green Road which would be 550m to the east of the site with a new pedestrian route through the playing fields is served by routes 156, 600, 652, 656, 657, 742, 961 and 963.

The bus routes that are accessible from the site, their hourly frequency, destinations and journey times are shown in Table 3 below.

Table 3 Bus services

Route	Hourly Frequency	Destinations and journey times
22	1	Haydock Industrial Estate – Earlstown Train Station – Warrington Interchange (Approx. 74 minutes)
	1	Ashton-In-Makerfield (Approx. 15 minutes)
156	1	Heydock Industrial Estate – St Helens Bus Station – St Helens Hospital – Waterside Village (Approx. 40 minutes)
	1	Ashton-In-Makerfield (Approx. 15 minutes)
157	1	Ashton-In-Makerfield (Approx. 15 minutes)
	1	Kings Moss – Rainford High Technology College – Rainford Train Station (Approx. 40 minutes)
600	Twice a day	Gathurst – Tyldesley (Approx. 65 minutes)
652	Twice a day	Ashton-in-Makerfield – Garswood – Newton (Approx. 37 minutes)
656	Once a day	Gathurst – Garswood Road – Leigh Bus Station (Approx. 50 minutes)
657	Twice a day	Gathurst – Garswood – Ashton-in-Makerfield – Skelmersdale (Approx. 52 minutes)
663	Twice a day	Gathurst – Lowton – Atherton (Approx. 60 minutes)
664	Twice a day	Winstanley College – Westleigh Lane (Approx. 40 minutes)
665	Twice a day	Winstanley College – Lowton (Approx. 30 minutes)
742	Twice a day	Warrington Road – Freckleton Road (Approx. 78 minutes)
782	Twice a day	Muncaster – Haydock (Approx. 40 minutes)
961	Once a day	Winstanley College – Hindley (Approx. 53 minutes)
963	Once a day	St John Rigby College – Whitley (Approx. 39 minutes)

Table 3 shows that the site is close to 14 bus routes, 3 of which provide a regular service, with the remaining bus routes providing one/two services a day including college buses. Notwithstanding this there are a minimum of six bus services an hour available close to the site at peak times or 1 every 10 minutes.

The regular bus services provide 3 buses per hour each way to Ashton-In-Makerfield which has a wide range of shops and other facilities, the quickest journey time is approximately 15 minutes. The services also provide access to Warrington Interchange, Waterside Village, Rainford Train Station, Haydock Industrial Estate and other destinations.

5.2 Rail services

Garswood Railway Station is located approximately 1km or a 10 to 12 minute walk to the south of the site and provides access to Northern Rail services on the Liverpool to Wigan line. These services provide access to Liverpool Lime Street and Wigan North Western and stations in between such as Bryn, St Helens Central, Thatto Heath, Ecclestone Park, Prescot, Huyton, Roby, Broad Green, Waver Green Technology Park and Edge Hill. Blackpool North can be accessed by changing at Wigan North Western on a weekday and directly on Sundays.

Table 4 below outlines the Northern Rail services available from Garswood Railway Station and their current frequency. Pre Covid-19 we understand that services were more frequent and these frequencies are shown in brackets.

Table 4 Rail services

Destination	Journey time	Hourly frequency
Eastbound Bryn Wigan North Western	3 minutes 12 minutes	1 (2)
Westbound St Helens Central Prescot Huyton Waver Green Technology Park Edge Hill Liverpool Lime Street	6 minutes 15 minutes 20 minutes 29 minutes 32 minutes 38 minutes	1 (2)

Table 4 shows that Garswood Station provides a regular rail service to Liverpool Lime Street and Wigan North Western Monday to Sunday. No car parking is provided at Garswood Station but it is accessible from the development by walking, cycling and bus. There are 6 cycle parking spaces provided at the station and a ramp is provided for disabled access.

In summary the site has good access to local bus services and rail services at Garswood Station. These provide access to towns in the surrounding area greatly increasing the shopping, employment opportunities and community facilities available to residents.

6.0 Pedestrian, Cycle and Vehicle Access

6.1 Pedestrian and cycle access

The development would look to provide as much pedestrian and cycle permeability for residents and the local population as possible. To achieve this access points are proposed onto Billinge Road, Leyland Green Road and Garswood Road as shown on figure 2.

There is an existing public footpath between Birch Grove and Billinge Road running through the site and the adjacent playing fields which could be improved as part of development. In addition to this a new route could be provided through the playing fields between the development site and the Medical Centre for pedestrians and cyclists. This route would continue through the development and provide a link to Leyland Green Road, the existing public rights of way and the countryside beyond as shown on figure 2. The new pedestrian/ cycle link could be a dedicated footpath/ cycleway or make use of the roads that are proposed within residential area. This would provide benefits for both existing and future residents.

With regard to offsite pedestrian provision the existing footpaths on Billinge Road are incomplete and there are currently no footpaths on the development side of Leyland Green Road. The development would look to provide footways adjacent to or parallel with the boundary to complete the existing pedestrian network on this part of Billinge Road and Leyland Green Road. In addition there is the potential to improve the pedestrian network to the north of Leyland Green Road with the provision of new footways on land controlled by Murphy Group. The possible footway and cycle improvements are shown on figure 2.

6.2 Vehicle access

Vehicle access points are proposed onto both Billinge Road and Leyland Green Road as shown on Figure 2. These accesses would provide visibility splays in accordance with the required design standards to ensure vehicle and pedestrian safety.

Providing two access points at this stage would allow increased flexibility and options for emergency access. However the development would avoid creating a through route for cars which could encourage rat running.

In summary the site has the potential to provide significant improvements to the existing pedestrian and cycle networks in Garswood. Also safe access for all road users can be provided onto Billinge Road and Leyland Green Road which would in addition provide for emergency vehicle access.

7.0 Comparison with Local Plan Site 1HA

Site 1HA has been allocated for residential development of approximately 219 homes in the Submission Draft version of the Local Plan. This site is located on the opposite side of Billinge Road adjacent to the Leyland Green Road site. We have compared the accessibility of this site with the land at Leyland Green Road Site 1HS. In summary our conclusions from a transport perspective are as follows.

Both sites are equally well located for education trips being within a short walking distance of the Rectory C of E school and Garswood Primary School and a similar distance from Cansfield High School which could also be reached by cycling and on nearby bus services. The two sites are also located about 300m from Garswood Medical Centre which also includes a pharmacy, community buildings and children's play area.

There are a number of shops located in various locations around the town. The nearest convenience store to 1HS is approximately 600m to the east of the site on Rectory Road where there is also a barbers, and Chinese takeaway and the closest foodstore to 1HA is the Londis on Garwood Road. The nearest pub/restaurant is the Simms Road located about 50m from both sites on Garswood Road.

Site 1HS has slightly better access to local bus services and Site 1HA is located slightly closer to Garswood Station. However both sites have good accessibility to local public transport services. Although the sites are very similar in terms of accessibility one advantage of Site 1HS as set out above is that it also provides opportunities to significantly improve the pedestrian and cycle networks in Garswood.

In summary both 1HS and 1HA have good access to local schools, public transport and the other facilities that are available in Garswood. Therefore from an accessibility viewpoint there is no reason why Site 1HS, land South of Leyland Green Road, could not be allocated in the current St Helens Local Plan when it is brought forward.

8.0 Trip Generation and Highway Capacity

8.1 Site 1HS

A development of 291 homes at site 1HS could be expected to generate around 160 vehicle trips at peak times two way. In the morning peak hour this would equate to approximately 52 vehicles entering and 108 vehicles exiting the site. With two access points, one onto Billinge Road and the other onto Leyland Green Road, there would be say 80 vehicle movements at each access which is about 1.3 vehicles per minute. This level of traffic can be expected to be accommodated by the proposed access points in terms of both capacity and safety.

A preliminary assignment of the 1HS vehicle traffic has been undertaken as shown on figure 4. This shows how the traffic disperses quickly onto the road network and that the increases in traffic are very low with a maximum of around 35 vehicles per hour or approximately 1 vehicle every 2 minutes in any direction on the roads adjacent to the site and much lower beyond this. Any development on the site would be subject to a Transport Assessment however this level of traffic would not be expected to have a noticeable effect on the local road network.

8.2 Site 1HS and 1HA combined

As indicated above there are no transport reasons why site 1HS could not be allocated in the current St Helens Local Plan. Therefore we have considered the combined impacts of both Site 1HS and the adjacent 1HA being developed. Site 1HA is allocated for 216 homes this could be expected to generate around 120 vehicle trips at peak times two way in the morning peak hour this would equate to approximately 40 vehicles entering and 80 vehicles exiting the site.

A preliminary assignment of the combined 1HS and 1HA vehicle traffic has been undertaken as shown on figure 5. This shows again how the traffic disperses quickly onto the road network and that the increases in traffic are very low. There is a maximum increase of around 60 vehicles per hour or 1 vehicle per minute in any direction on the roads adjacent to the site and much lower beyond this. The traffic impact of development would be considered as part of a Transport Assessment however this level of traffic would not be expected to have a noticeable effect on the local road network.

9.0 Highway Safety

We have reviewed the accident data on local roads for the last 5 years and this is summarised on figure 6. This shows that there have only been a very small number of accidents in the area, none adjacent to the site and five on the roads close to the site of which four were slight and one was serious. The serious accident involved one vehicle, a motorbike, where the rider appears to have crashed due to ice or high winds. Therefore the development of Site 1HS is not likely to have adverse safety impacts particularly given the low levels of traffic that would be added to the road network. Indeed there are likely to be some safety benefits because the development can be expected to provide improvements for pedestrians on Billinge Road and Leyland Green Road with the proposed provision of new footways along the site frontage.

If both 1HS and 1HA were to be developed there are again not likely to be adverse safety impacts given the levels of traffic that would be added to the road network.

10.0 Summary and conclusions

This note provides a strategic transport review of the land at Leyland Green Road, Site 1HS in the St Helens Borough Local Plan 2020 to 2035 Submission Draft. The site is currently proposed to be safeguarded for residential development of 291 residential units. The note includes a review of local amenities and their accessibility by walking, cycling and public transport. Highway capacity and safety for Site 1HS on its own and the cumulative impacts when combined with the adjacent Site 1HA are also reviewed. Site 1HA is currently allocated for 216 residential units in the Submission Draft Local Plan.

Walking

Site 1HS is well located for access to the local facilities available in Garswood. Both primary schools in Garswood are within a short walking distance of the proposed development and the closest secondary school, Cansfield High School, is a 2.3km walk which would take about 23 to 30 minutes. However this could also be reached by cycling and on nearby bus services. It would take about 5 to 7 minutes to cycle this distance.

The site is also located about 300m from Garswood Medical Centre which also includes a pharmacy, community buildings and children's play area. There are a number of shops located in various locations around the town and the closest convenience store is approximately 600m to the east on Rectory Road where there is also a barbers, and Chinese takeaway. The nearest pub/restaurant is located about 50m from the sites southwest corner on Garswood Road.

Cycling

There are a range of destinations within a 10km cycle ride (25 to 30 minute) from the site. These destinations include larger towns such as Ashton-In-Makerfield, Wigan and St Helens. Ashton in Makerfield is about 3km from the site a cycle ride of 7 to 10 minutes, Wigan is 7.4km and St Helens is 7.9km. There are also a number of smaller towns and industrial estates within cycling distance of the site including the South Lancs Industrial Estate 2.6km and Haydock Cross Industrial Estate 3.0km. Combined these provide access to a wide range of shopping and employment opportunities within cycling distance.

Public transport

The site has good access to public transport services. The closest bus stops are located on Billinge Road on the sites southern boundary and there are a number of other bus stops within walking distance. These provide access to 14 bus routes close to the site, 3 of which provide a regular service with a minimum of six bus services an hour available at peak times or 1 every 10 minutes.

Garswood Railway Station is located approximately 1km or a 10 to 12 minute walk to the south of the site and provides access to Northern Rail services on the Liverpool to Wigan line.

Pedestrian and cycle improvements

The development of Site 1HS would look to provide as much pedestrian and cycle permeability for residents and the local population as possible. To achieve this access points are proposed onto Billinge Road, Leyland Green Road and Garswood Road.

There is an existing public footpath between Birch Grove and Billinge Road running through the site which could be improved as part of development. In addition to this a new route could be provided through the playing fields between the development site and the Medical Centre for pedestrians and cyclists. This route would continue through the development and provide a link to Leyland Green Road, the existing public rights of way and the countryside beyond. This would provide benefits for both existing and future residents.

With regard to offsite pedestrian provision the existing footpaths on Billinge Road are incomplete and there are currently no footpaths on the development side of Leyland Green Road. The development would look to provide footways adjacent to or parallel with the boundary to complete the existing pedestrian network on this part of Billinge Road and Leyland Green Road further improving the pedestrian network in the area. In addition there is the potential to improve the pedestrian network to the north of Leyland Green Road with the provision of new footways on land controlled by Murphy Group, these improvements are shown on figure 2.

Vehicle access

Vehicle access points are proposed onto Billinge Road and Leyland Green Road. These accesses would be in the form of all movement priority junctions with visibility splays in accordance with the required design standards to ensure vehicle and pedestrian safety. Providing two access points would allow increased flexibility for vehicles travelling to and from the development and options for emergency access. However the development would avoid creating a through route for cars which could encourage rat running.

Comparison with Site 1HA

We have compared the accessibility of Site 1HA, which has been allocated, with the safeguarded land at the Leyland Green Farm, Site 1HS. Both sites have good access to local schools, public transport and the other facilities that are available in Garswood. Therefore from an accessibility viewpoint there is no reason why Site 1HS could not be allocated in the current St Helens Local Plan when it is brought forward.

Traffic impact

A preliminary assignment of the 1HS vehicle traffic shows how the traffic disperses quickly onto the road network and that the increases in traffic are very low with a maximum of around 35 vehicles per hour or approximately 1 vehicle every 2 minutes in any direction on the roads adjacent to the site and much lower beyond this. This level of traffic would not have any noticeable effects on the local road network.

A preliminary assignment of the combined 1HS and 1HA vehicle traffic has also been undertaken. This shows again how the traffic disperses quickly onto the road network and that the increases in traffic are very low. There is a maximum increase of around 60 vehicles per hour or 1 vehicle per minute in any direction on the roads adjacent to the site and much lower beyond this. Again this level of traffic would not have any noticeable effects on the road network.

Safety

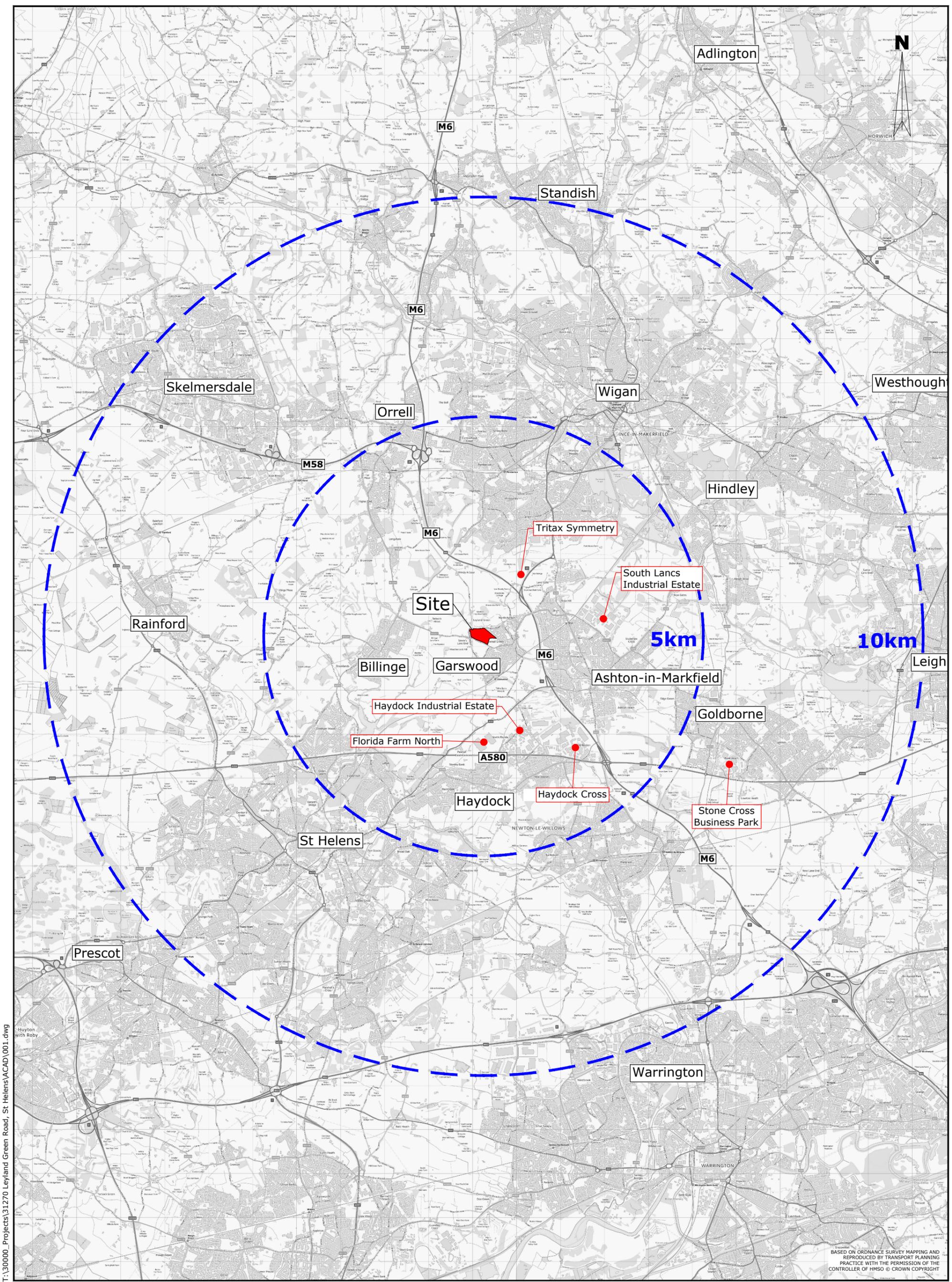
A review of the accident data on local roads for the last 5 years has shown that there have only been a very small number of accidents in the area, just five on the roads adjacent to the site of which 4 were slight and one was serious. The serious accident involved one vehicle, a motorbike, where the rider appears to have crashed due to ice or high winds.

Therefore if Site 1HS was to come forward there are not expected to be adverse safety impacts particularly given the low levels of traffic that would be added to the road network. Indeed there could be safety benefits because the development can be expected to provide improvements for pedestrians on Billinge Road and Leyland Green Road with the proposed provision of new footways along the site frontage.

If both 1HS and 1HA were to be developed again there are not expected to be adverse safety impacts given the levels of traffic that would be added to the road network.

Conclusion

In summary there are good transport reasons why Site 1HS could be allocated in the current St Helens Local Plan.

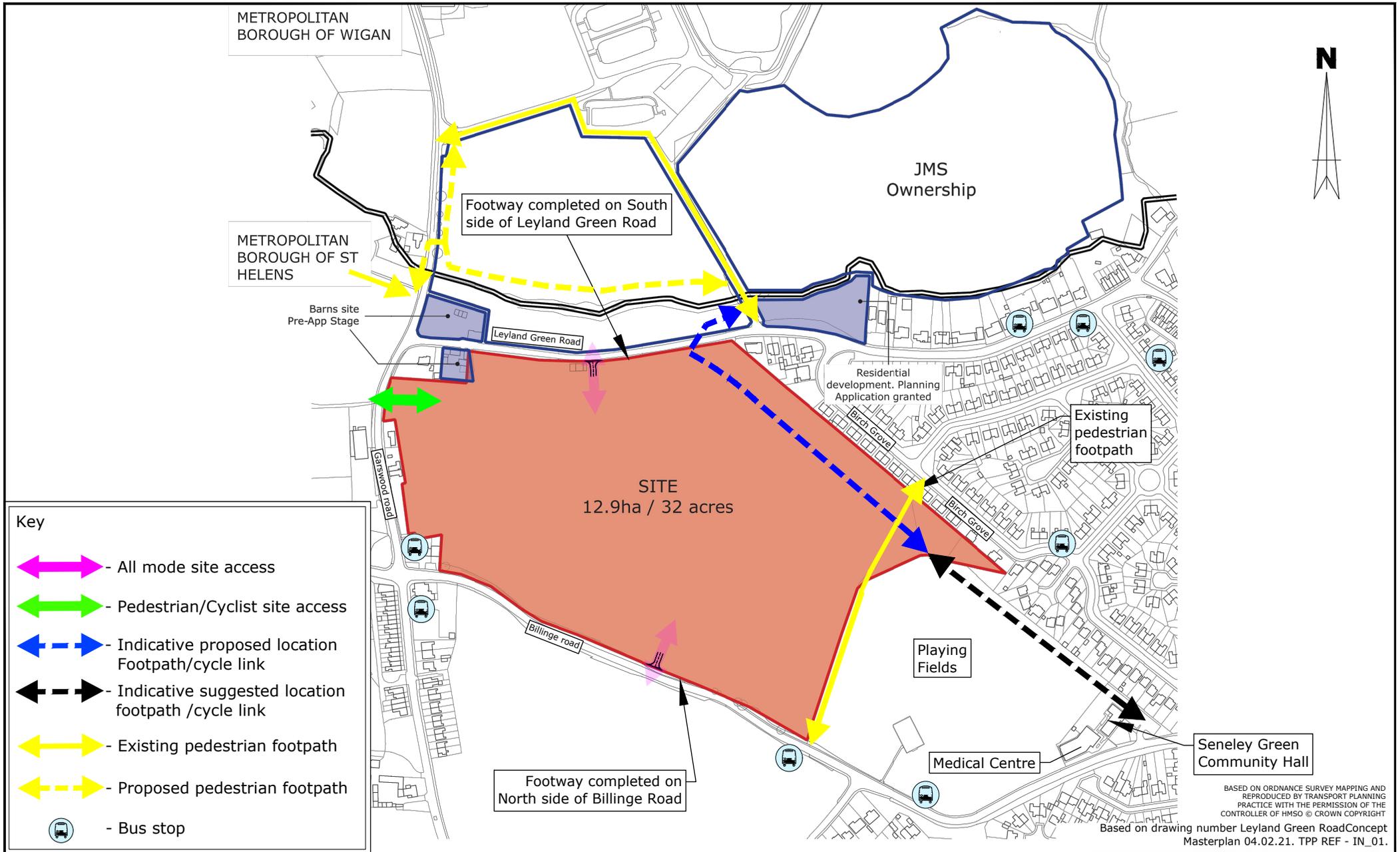


T:\30000_P\Projects\31270 Leyland Green Road, St Helens\ACAD\001.dwg

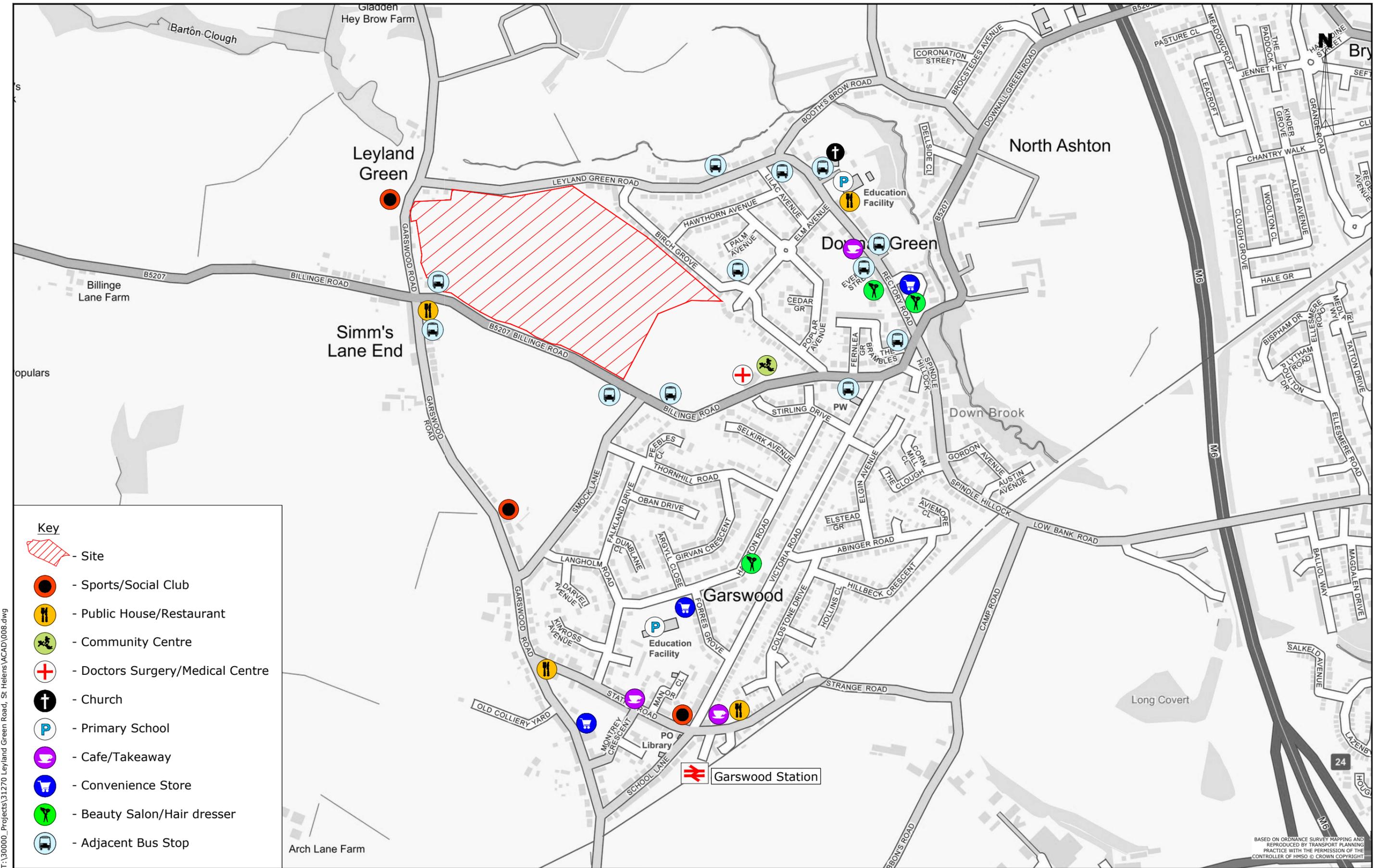
BASED ON ORDNANCE SURVEY MAPPING AND REPRODUCED BY TRANSPORT PLANNING PRACTICE WITH THE PERMISSION OF THE CONTROLLER OF HMSO © CROWN COPYRIGHT

Site location and cycle distance from site

T:\30000_Projects\31270 Leyland Green Road, St Helens\ACAD\004_A.dwg

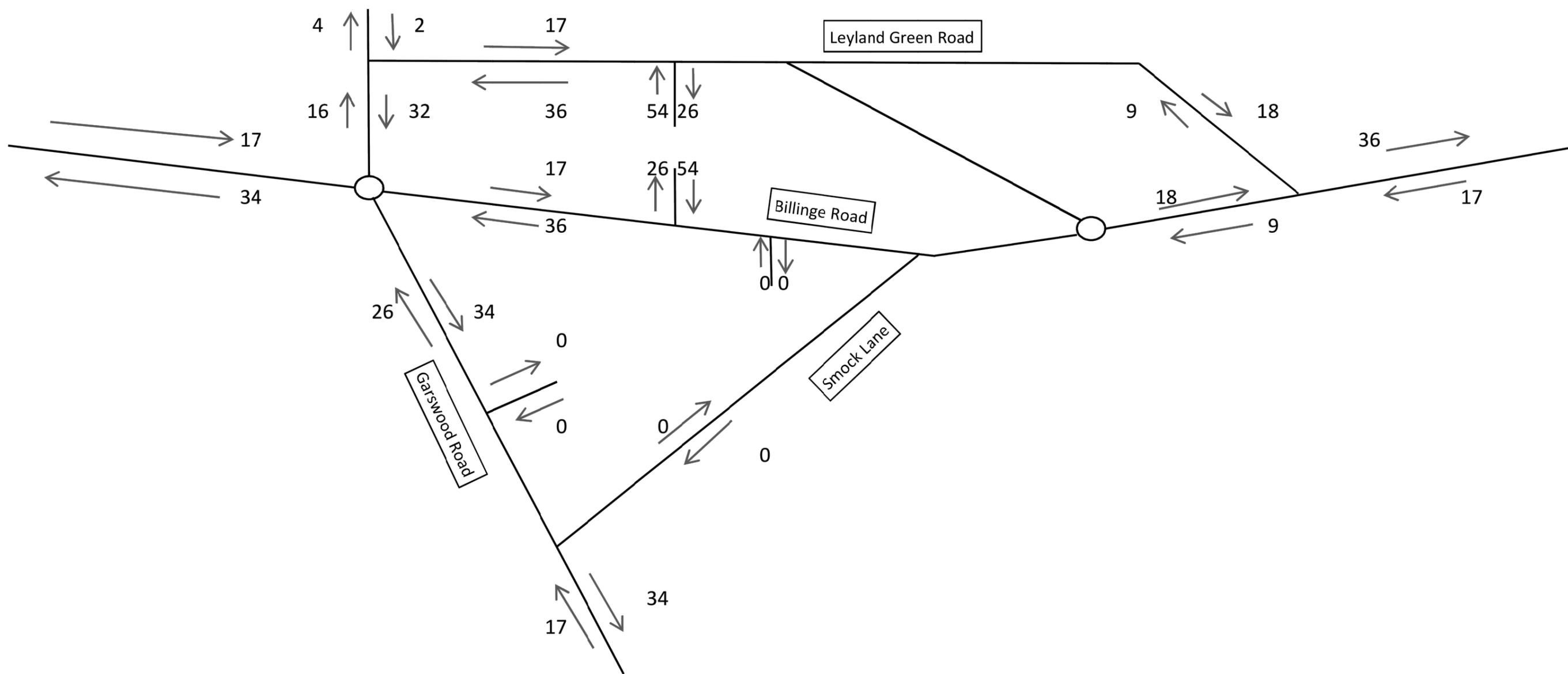


Site context and proposed access arrangements



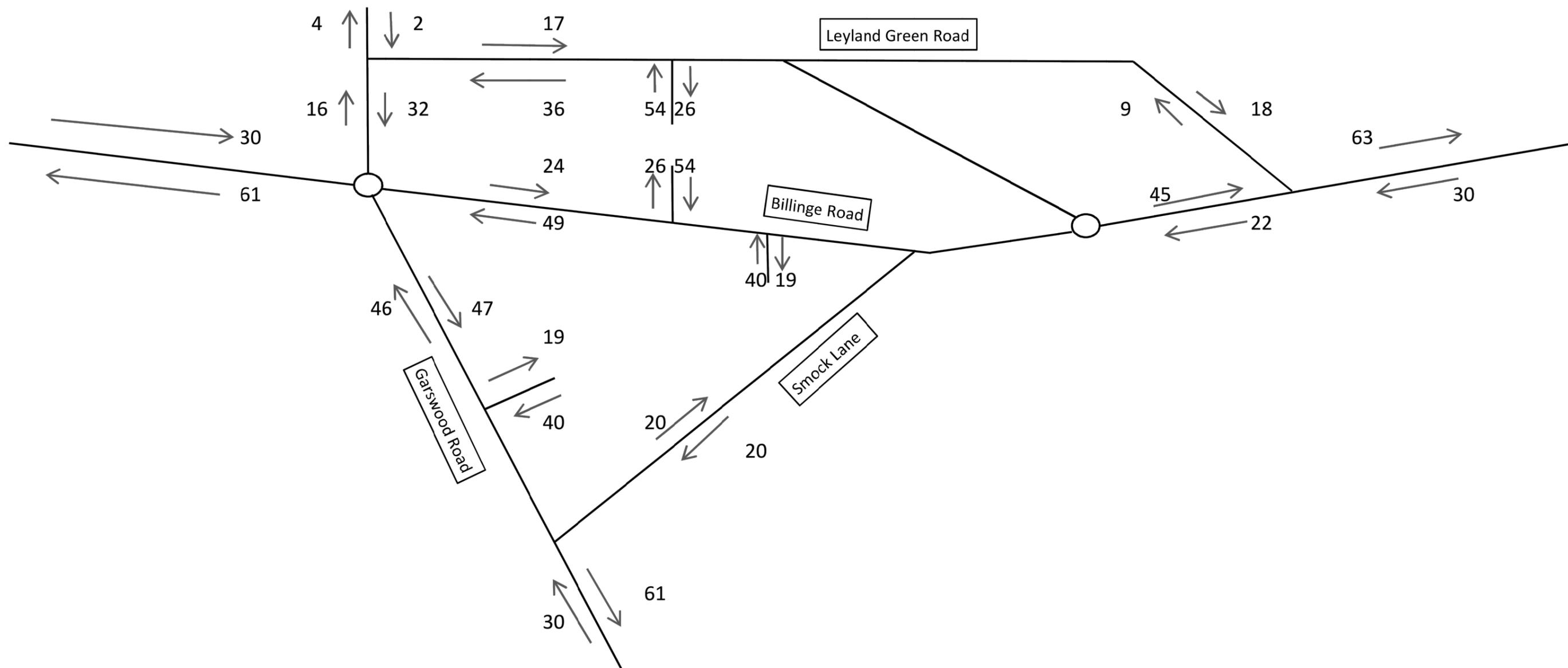
T:\30000 -Projects\31270 Leyland Green Road, St Helens\ACAD\008.dwg

BASED ON ORDNANCE SURVEY MAPPING AND REPRODUCED BY TRANSPORT PLANNING PRACTICE WITH THE PERMISSION OF THE CONTROLLER OF HMSO © CROWN COPYRIGHT



T:\300000_Projects\31270 Leyland Green Road, St Helens\ACAD\005 - 006.dwg

Trip Generation Site 1HS



T:\300000_Projects\31270 Leyland Green Road, St Helens\ACAD\005 - 006.dwg

Trip Generation Combined 1HS and 1HA



T:\30000_Projects\31270 Leyland Green Road, St Helens\ACAD\007.dwg