

Sustainable Transport Impact Assessment (2019)
Appendix D: Technical Note

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TECHNICAL NOTE

Project:	St Helens Local Plan TIA	Date:	May 2018
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Subject:	Stakeholder Engagement Meeting with Merseytravel		
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INTRODUCTION

St Helens BC attended a stakeholder engagement meeting with Merseytravel on the 22nd February 2018 in order to 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	<p>Small site, served by:</p> <ul style="list-style-type: none"> • 137 (infrequent, no peak service), and • 157 (infrequent, orbital service). <p>On the extent of St Helens with little real opportunity for enhancement. Potential improvements to shelters / infrastructure.</p>
HA2	Land South of Billinge Road, east of Garswood Road and west of Smock Lane, Garswood	9.58	179	<p>A small site, served by:</p> <ul style="list-style-type: none"> • 157 (above); and • 156 (infrequent, hourly, circuitous route via Haydock). <p>Potential for connections to Garswood rail station—site could contribute towards improvements.</p>
HA3	Land at Florida Farm (south of A580), Slag Lane, Blackbrook	22.29	502	<p>Served by:</p> <ul style="list-style-type: none"> • 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) <p>Nearby stop on West End Road served by:</p> <ul style="list-style-type: none"> • 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) <p>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.</p>

HA4	Land East of Chapel Lane and south of Walkers Lane, Sutton Manor	4.25	95	<p>Served by:</p> <ul style="list-style-type: none"> • 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	<p>Served by 17, 30, 32, 920 on Gartons Lane (adjacent) (as detailed above)</p> <p>Also served by 32a and 140 (v infrequent service) to the east through existing estate.</p> <p>Ease of access through design and layout will be important to maximise connections via bus / rail.</p> <p>Potential for access to Lea Green rail station to the north, although outside of desirable walking distance (potential cycle access – nearby route)</p> <p>Potential for expansion to Park and Ride facility here.</p>
HA6	Land south of Reginald Road / Bold Road - Northern Section (Phase 1), Bold	10.50	197	<p>May come forward as Bold Urban village (with HS03—1,500 to 2,000 dwellings over plan period and beyond)</p> <p>Site will require new highway infrastructure. Spine road? Extension of bus service or new service?</p> <p>Contributions could be sought for both infrastructure and services.</p> <p>Site is currently served by:</p> <ul style="list-style-type: none"> • 140 (evening / Sunday only); • 920 (2 rtn journeys per day to Haydock industrial estate); and • 141 (infrequent with varied route). <p>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.</p> <p>These stops are likely to be a significant distance away from much of the internal layout.</p>
HA7	Land between Vista Road and Ashton Road, Newton -le-Willows	17.00	350	<p>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.</p> <p>Integration with existing site crucial.</p>

HA8	Eccleston Park Golf Club, Rainhill Road, Eccleston	49.67	585	<p>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.</p> <p>10a is part of Merseyside’s quality bus network and v. frequent / service all week.</p> <p>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.</p> <p>Potential to provide by layby at strategic points, and improve signage to nearby stops.</p> <p>Potential for a diversion into the site?</p> <p>Access improvements could be made to Eccleston Park station, including step-free (lift?). Could present engineering difficulties.</p>
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	<p>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.</p> <p>May need further discussion.</p>
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	<p>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)</p> <p>Sites could contribute to improvements to bus stops, including shelters (although sites are small and proportional contributions likely to also be).</p> <p>Rail: site has no existing parking, but potential for Park and Ride site.</p>
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	<p>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.</p> <p>*Further discussion needed*</p> <p>Potential for site to contribute toward additional services, but difficulty obtaining revenue funding as opposed to infrastructure improvements.</p> <p>Difficulty to justify as sustainable under existing conditions?</p>