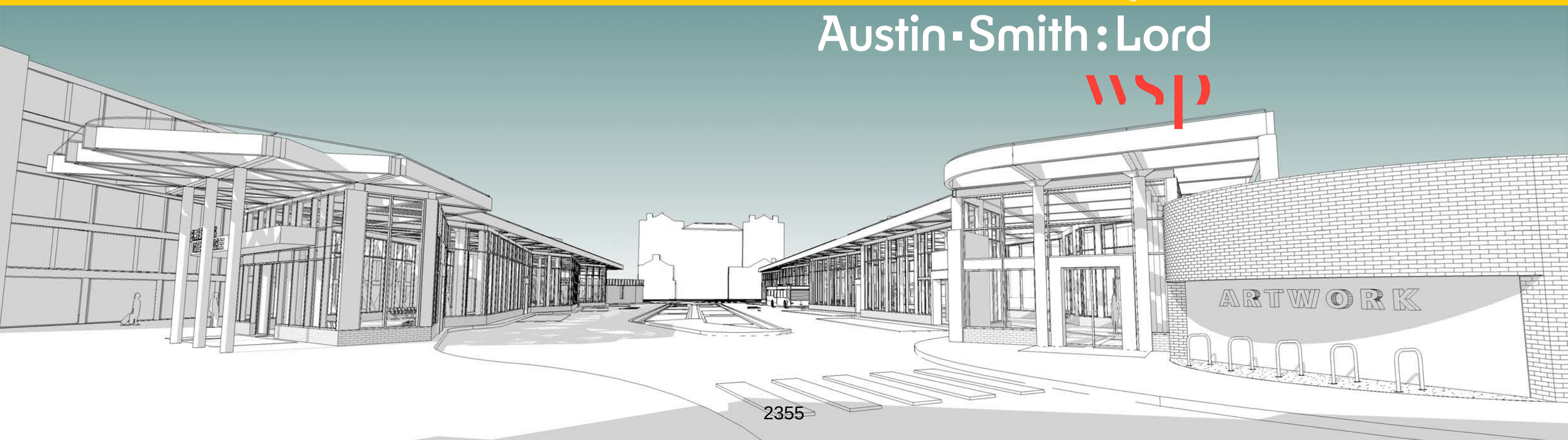


# St Helens Town Centre Multi-Modal Interchange

RIBA Stage 3 Report  
St Helens Borough Council

Austin-Smith:Lord

wsp



# Quality Control

| Issue/revision | First issue                                                                                                               | Revision 1                                                                                                                                           |
|----------------|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| Remarks        | Draft for Client Comment                                                                                                  | Final following client comments                                                                                                                      |
| Date           | Wednesday 14 <sup>th</sup> September 2022                                                                                 | Wednesday 19 <sup>th</sup> October 2022                                                                                                              |
| Prepared by    | Philip Morton,<br>Richard Cronin<br>(ASL)<br><br>Adam Leary, Craig Smith, Becky Vout, Ben Taylor, Ania Mierzejewska (WSP) | Philip Morton,<br>Richard Cronin<br>(ASL)<br><br>Adam Leary, Craig Smith, Becky Vout, Ben Taylor, Ania Mierzejewska, Rosie Mead, Libby Hopkins (WSP) |
| Checked by     | Alexandra McGlinn                                                                                                         | AM                                                                                                                                                   |
| Authorised by  | Adam Leary                                                                                                                | Adam Leary                                                                                                                                           |
| Signature      |                                      |                                                                 |
| Project number | 70088997                                                                                                                  | 70088997                                                                                                                                             |





# Contents

- 01 Overview
- 02 Response to Brief & Client's Requirements
- 03 Access & Movement
- 04 Site Context
- 05 Site Landscape Proposals
- 06 Architectural Design Proposals
- 07 Mechanical and Engineering Design Proposals
- 08 Drainage
- 09 Structural Proposals
- 10 Planning & Building Control
- 11 Outline Maintenance Strategy
- 12 Key Construction Elements
- 13 Conclusions & Recommendations
- 14 Appendices (see overleaf)

ASL Job Number: 121029  
Document Number: 121029-ASL-XX-XX-RP-A-0001  
Suitability Code: S3  
Revision Number: P.1  
Issue Date: 14.September.2022  
Author / Check: EK / PM  
Revision Notes: Revision 1

# Appendices

|                   |                                                                                   |
|-------------------|-----------------------------------------------------------------------------------|
| <b>Appendix A</b> | <b>Stand Allocation &amp; Capacity Technical Note</b>                             |
| <b>Appendix B</b> | <b>Merseytravel Specification &amp; Operational Requirements</b>                  |
| <b>Appendix C</b> | <b>Access &amp; Movement Report</b>                                               |
| <b>Appendix D</b> | <b>Stage 1 Road Safety Audit</b>                                                  |
| <b>Appendix E</b> | <b>Public Realm &amp; Landscape Proposals</b>                                     |
| <b>Appendix F</b> | <b>Architectural Design Images</b>                                                |
| <b>Appendix G</b> | <b>Mechanical &amp; Electrical Engineering Report &amp; Technical Information</b> |
| <b>Appendix H</b> | <b>Drainage Report &amp; Technical Information</b>                                |
| <b>Appendix I</b> | <b>Geotechnical Report &amp; Technical Information</b>                            |
| <b>Appendix J</b> | <b>Structural Engineering Report &amp; Technical Information</b>                  |
| <b>Appendix K</b> | <b>Preliminary Cost Report</b>                                                    |

# 01 Overview



# 01.1 Overview

This report has been produced to support the emerging design for the St Helens Multimodal Interchange project, specifically a new bus station on the site of the existing in the town centre.

The proposed reconfiguration of the bus station forms part of SHBC ambitious vision to transform the town centre, building on one of the six core projects mentioned in the Town Investment Plan “Connected Places”.

The WSP / Austin Smith Lord team responded to a brief set out by SHBC in the summer of 2021 for a commission comprised of the following three main elements:

- 1. Bus station improvements – building on concept layout designs commissioned by the English Cities Fund partnership, development of more detailed design drawings (agreed with the client to be equivalent to RIBA Stage 3) and costings for a new bus station in St Helens town centre
- 2. Place making improvements – enhanced permeability, way-finding and public realm improvements across the town centre. To include improved active travel connections to the Glass Futures and Totally Wicked Stadium site to encourage connectivity to the town centre
- 3. Strategic walking and cycling connections, including providing connections to reduce severance of journeys into the town centre caused by the town centre ring road.

This report focusses on the first element referenced in the brief. Elements 2 and 3 for this commission have been reported within separate documents, issued in August 2022.

WSP were appointed as transport consultants to the English Cities Fund in early 2020 and were part of the team bringing forward

a transformational masterplan for St Helens town centre. The masterplan set out ambitious regeneration plans which facilitated mixed-use development within the town centre, replacing the existing offer which is centred around two 1960s shopping centres (Hardshaw Centre and St Mary’s Centre) with associated multi-storey car parks. The masterplan proposals included a new covered market, residential dwellings, a new hotel, a new office building and other, more contemporary and flexible retail/food and beverage space beyond that seen on the traditional town centre high street. The planning application was approved by SHBC in September 2022.

High quality transport and access were also key to the masterplan, and concentrated on an upgrade of the existing town centre transport hubs. St Helens Central Station, to the north east of the masterplan area, is proposed to benefit from an improved public realm scheme outside the main station entrance, rationalising the parking and the road infrastructure and making the environment more welcoming for visitors to the town arriving by train, and generally more permeable for those on non-motorised transport, such as pedestrians and cyclists. These proposals will also help to create a more seamless link between Central Station and the Bus Interchange.

An important part of the town centre masterplan, and the focus of this report, is a new bus station for St Helens. This report will document the rationale and the design for the reconfigured facility. The report will outline the optioneering process that has been undertaken since WSP’s initial involvement, the consideration of alternative locations to the existing, the wider enhancements and benefits that can be realised beyond simply an improvement in operational capacity and an improved passenger experience. The route on Bickerstaffe Street between Central Station is included within the Site and Landscape Proposals section of this report.

Once the narrative behind the development of the preferred option has been described, this report will summarise the various technical team inputs underpinning the designs. This includes the following:

- Transport and Access;
- Bus Service Timetabling and Stand Allocation
- Landscape design;
- Architectural design;
- Mechanical and Engineering (MEP);
- Ground Conditions;
- Flood Risk and Drainage; and
- Structural Engineering

Appended to this report there is a more detailed series of supporting technical reports, covering Drainage, Mechanical & Electrical and Structures.



St Helens Bus Station

# 02 Response to Brief & Client's Requirements



# 02.1 Response to Brief & Client's Requirements

## Development Rationale

St Helens bus station is the main bus interchange in St Helens and is located between Corporation Street and Bickerstaffe Street, adjacent to the Hardshaw Centre retail complex. The redevelopment of the existing bus station was identified in the St Helens Town Centre Strategy 2017-27 as a priority and that in its current layout, the bus station has issues with capacity which is limiting the growth of existing services and will inhibit growth opportunities for new / improved services into the future.

The Strategy recommended that a feasibility study be undertaken to fully understand the implications of the relocation/redevelopment of the bus station and what impact this may have on bus patronage and the operation of the existing bus routes that serve the town centre. This feasibility study was undertaken by St Helens Borough Council and Merseytravel, and the analysis has subsequently been revisited and developed since 2020 by WSP, through the emerging Town Centre Masterplan, a hybrid planning application for which was approved in September 2022.



St Helens Town Centre Masterplan

St Helens has a high level of deprivation with wards close to the town centre classified as being within the 10% most deprived areas with the UK. This coupled with a high number of areas which have limited access to a private car means that access to good, reliable public transport services is essential for many residents to access key employment and educational destinations and to facilitate future economic growth within the Town Centre.

From a Bus Operation perspective, St Helens bus station is the terminus for Liverpool City Region's busiest bus service, the 10A. The Liverpool City Region is making a significant investment in the infrastructure on this route corridor, which runs to and from Liverpool on a high frequency.



The 10A Bus Service

## Existing Bus Station

The existing bus concourse has nine internal stands with three and four external stops located on Bickerstaffe Street and Corporation Street respectively. The station has circa 160 services arriving / departing during both the AM and PM peak hours and has limited capacity to cater for future growth in bus services in its current layout.

The services utilising the bus station are operated by multiple bus operators offering local and regional services to destinations including Liverpool, Warrington, Rainford and Lea Green.

The bus station sits within a one-way traffic gyratory, which has traffic routing clockwise. This presents some challenges in terms of allowing pedestrians safe and efficient access into the bus station, as they have to navigate across a number of live traffic lanes.

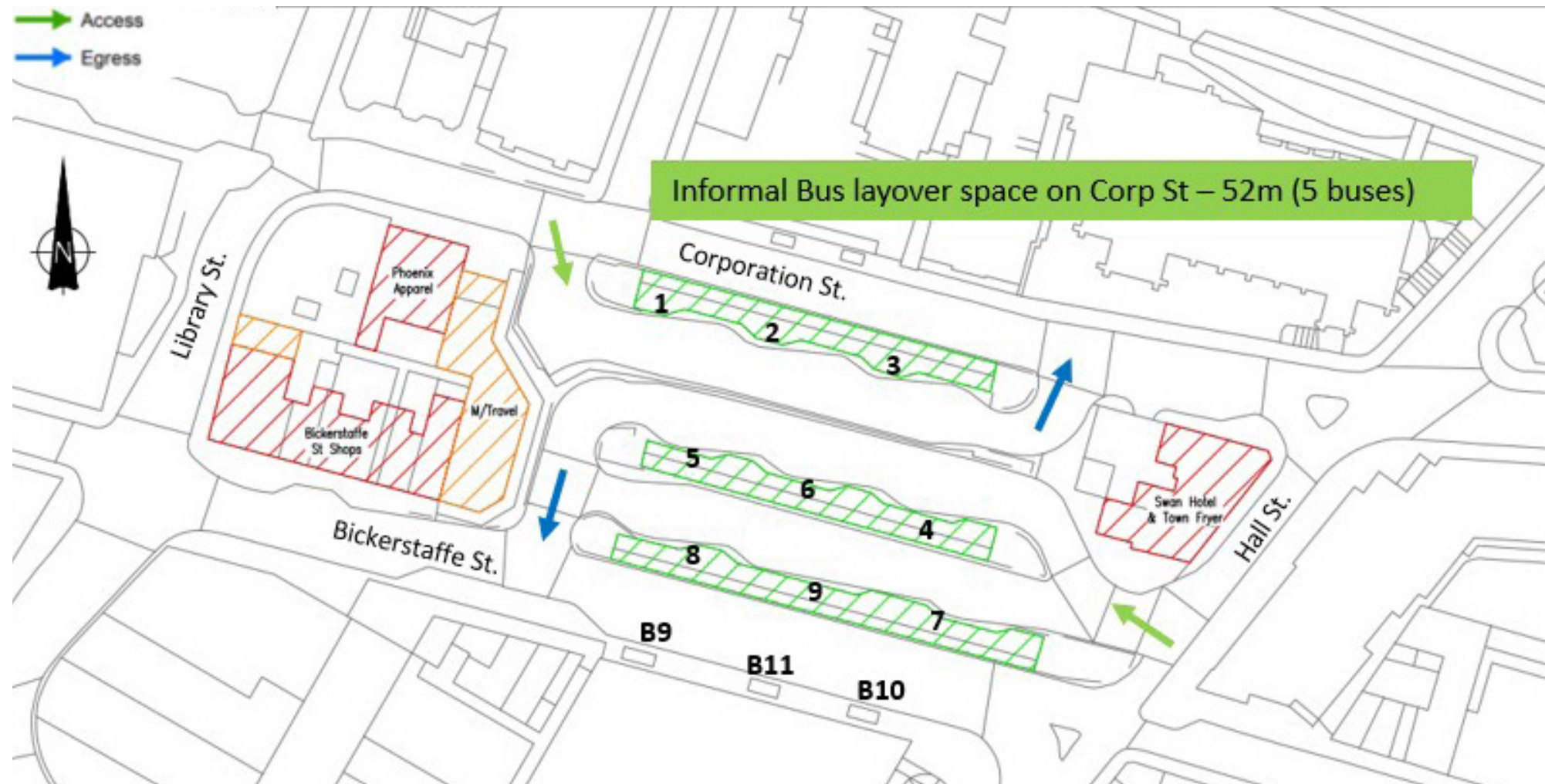
Appendix A Bus Stand Allocation and Capacity Advice, offers further information on the existing bus station operation, timetabling and services. A schematic plan showing the stops, access and egress for the existing bus station, is shown in the figure on the next page:



New Market Street Proposal (Jon Matthews Architects)



## 02.2 Response to Brief & Client's Requirements



Source: LCRC drawing prepared by Waterman - Existing Bus Station Layout and Configuration

### Bus Station Constraints and Issues

The bus interchange in its current form was built in the mid 1990's and can best be described as functional in design and does not reflect a good sense of place with limited retail / commercial opportunities present. The layout may act as a barrier for future growth as there is limited scope for increasing bus services operating through the station as it already runs at maximum capacity.

St Helens Borough Council has had initial discussions with local bus operators regarding the operation of the bus station. Whilst not exhaustive, the following concerns were raised:

- Arriva confirmed that they could potentially run additional services if capacity at the bus station was increased.
- There are current circulation issues within the bus station.
- There is a preference for stops around the town centre as well as stops at the bus station.
- Layover spaces peripheral to the bus station itself, resulting in inefficiencies.

In addition, to the comments listed above, a number of issues regarding stacking capacity at the bus stops on Corporation Street

and Bickerstaffe Street have been observed during site visits with a number of buses being recorded as dropping passengers off within the live carriageway.

This not only has the potential to lead to highway capacity issues as buses block the carriageway, but could potentially lead road safety issues as visibility for pedestrians crossing the road can be severely inhibited.

The pedestrian infrastructure within the station includes a substantial length of guardrail which inhibits pedestrian movement between bus stands and leads to the movement between stands being convoluted with limited waymarking present. It was observed during a site visit that some pedestrians climb over the railing to access some of the bus stands as opposed to walking round, and the guardrail gets used for informal cycle parking which impacts on the available footway widths.

In the absence of formal layover space within the footprint of the bus station itself, buses layover on the north side of Corporation Street. The sight of buses idling, often with engines running, as bus drivers take their breaks does little to enhance the attractiveness of the footway on the north of Corporation Street for pedestrian use, and also restricts otherwise attractive views of the Theatre Royal and the Holy Cross Catholic Church.

The re-development of the bus station would provide a good opportunity to improve the pedestrian connectivity, access and overall user experience of travelling to St Helens by bus and an attractive and modern community facility could be provided which would assist with the regeneration of the town centre. In combination with the proposed improvements to the area around St Helens Central and the link on Bickerstaffe Street between rail and bus stations, an opportunity exists to provide a high quality multi-modal interchange.



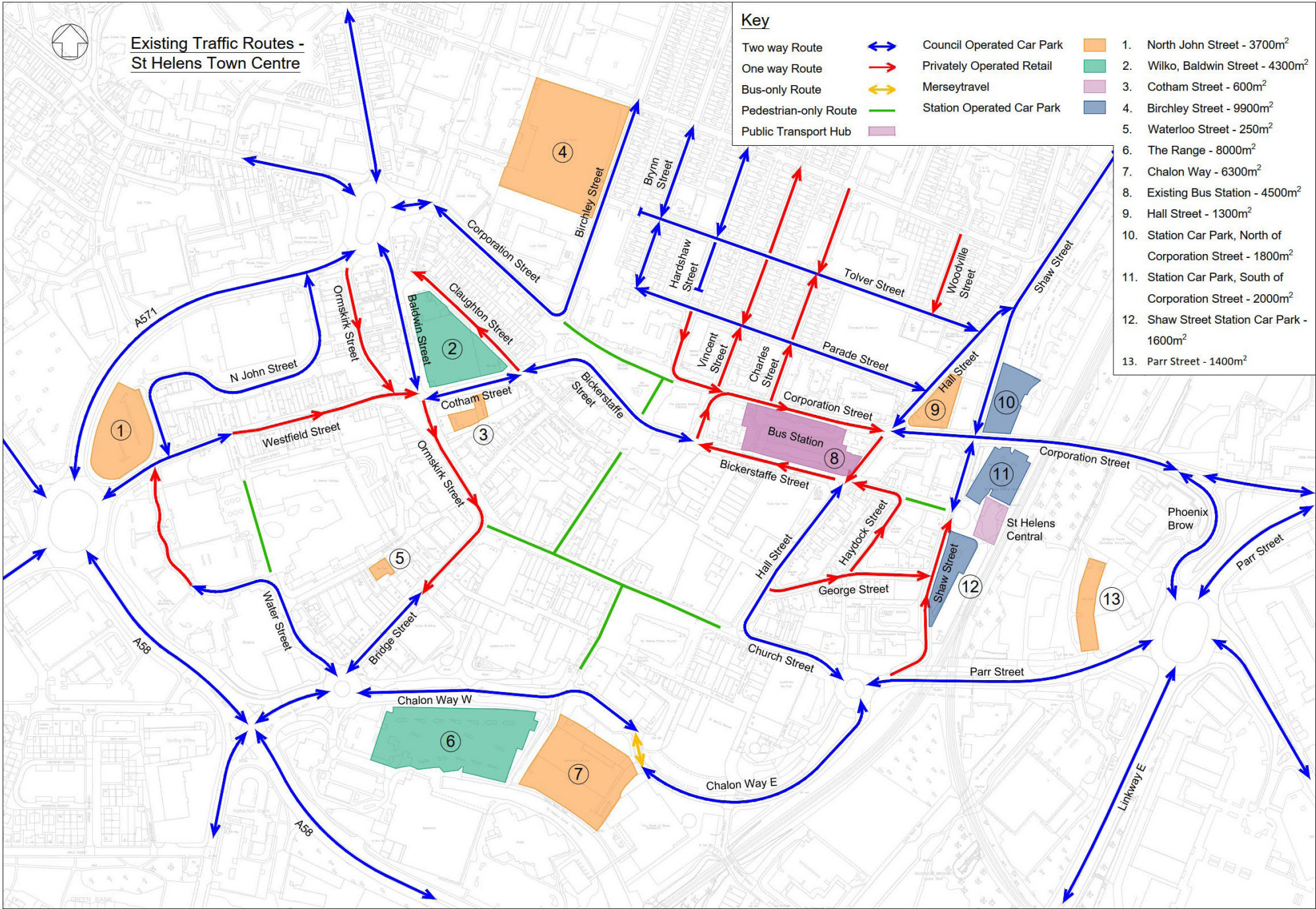
# 02.3 Response to Brief & Client's Requirements

## Potential Locations

Before progressing the design, WSP undertook a high-level review which considered alternative locations within St Helens Town Centre which could be used to accommodate a new bus station.

Sites were selected on the basis of being currently on land used for car parking and therefore assumed to have a degree of availability for development. In terms of search area, sites have only been considered when they fall inside the town centre area bounded by the A571 and A58 roads, on the basis that a site outside of this area would likely be too remote to the main town centre amenity and the masterplan area.

The Wilko site on Baldwin Street was suggested by St Helens Council as a possible location for a Bus Station. On the basis of that representing a large retail site which could be potentially repurposed for a bus station, we have also included The Range on Chalon Way West in this list of alternative locations.



Potential Bus Station Locations



## 02.4 Response to Brief & Client’s Requirements

| Location                                         | Existing Use              | Pros                                                                           | Cons                                                                      | Summary                                                                  |
|--------------------------------------------------|---------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------|--------------------------------------------------------------------------|
| 1 North John Street                              | Council Car Park          | Decent size, on existing routes                                                | Removed from Town Centre                                                  | Not a viable alternative                                                 |
| 2 Wilko, Baldwin Street                          | Privately Operated Retail | Decent size, on existing routes                                                | Private Ownership, awkward shape for layout, removed from rail station    | Would need further investigation                                         |
| 3 Cotham Street                                  | Council Car Park          | On existing routes                                                             | Likely too small                                                          | Could act as layover space for Site 2 – would need further investigation |
| 4 Birchley Street                                | Council Car Park          | Large, regular shape site                                                      | Removed from existing routes and town centre                              | Not a viable alternative                                                 |
| 5 Waterloo Street                                | Council Car Park          | Council ownership                                                              | Too small, hard to access for buses                                       | Not a viable alternative                                                 |
| 6 The Range                                      | Privately Operated Retail | Large site, on some existing routes                                            | Private business, removed from rail station                               | Not a viable alternative                                                 |
| 7 Chalon Way                                     | Council Car Park          | Large site, on some existing routes                                            | Removed from rail station, offers other development opportunity           | Not a viable alternative                                                 |
| 8 Existing Bus Station                           | Merseytravel              | Established site, can be expanded; Integration with the town centre masterplan | Would require a temporary bus station site during demolition/construction | Viable site                                                              |
| 9 Hall Street (Millenium Centre)                 | Council Car Park          | On existing routes                                                             | Likely too small                                                          | Could act as layover space for Site 8 – would need further investigation |
| 10 Station Car Park, North of Corporation Street | Station Operated Car Park | Excellent opportunity for public transport interchange                         | Constrained site, needed for station parking                              | Not a viable alternative                                                 |
| 11 Station Car Park, North of Corporation Street | Station Operated Car Park | Excellent opportunity for public transport interchange                         | Constrained site, needed for station parking                              | Not a viable alternative                                                 |
| 12 Shaw Street Station Car Park                  | Station Operated Car Park | Excellent opportunity for public transport interchange                         | Constrained site, would require traffic flow changes to permit access     | Not a viable alternative                                                 |
| 13 Parr Street                                   | Council Car Park          | Good tie in with masterplan area                                               | Constrained site, would require changes to bus routing                    | Not a viable alternative                                                 |

Potential Bus Station Locations

This work aligns with work undertaken on behalf of the Liverpool City Region Combined Authority which identified five primary options for the bus station, as follows:

1. Current Bus Station - This is the existing location of St Helens Bus Station and would include investigating the re-arrangement of the existing layout to make it more efficient. Improvements could be made to the cycle and pedestrian infrastructure and improve permeability through the site.
2. Enlarged current location – Increase the size of the current location. This would include demolishing the existing retail units to the west,
3. Current location and new Hall Street site – Use the current location plus a new site created on Hall Street.
4. New site St Mary’s – new site for the bus station where St Mary’s shopping centre is locatedCurrent bus station with stands / layover facilities at St Helens Central Station – use the current location plus a new site created at St Helens Central Station.
5. Current bus station with stands / layover facilities at land off Parr Street – use the current location plus a new site created on derelict land off Parr Street.

### Design of new bus station – Options Development

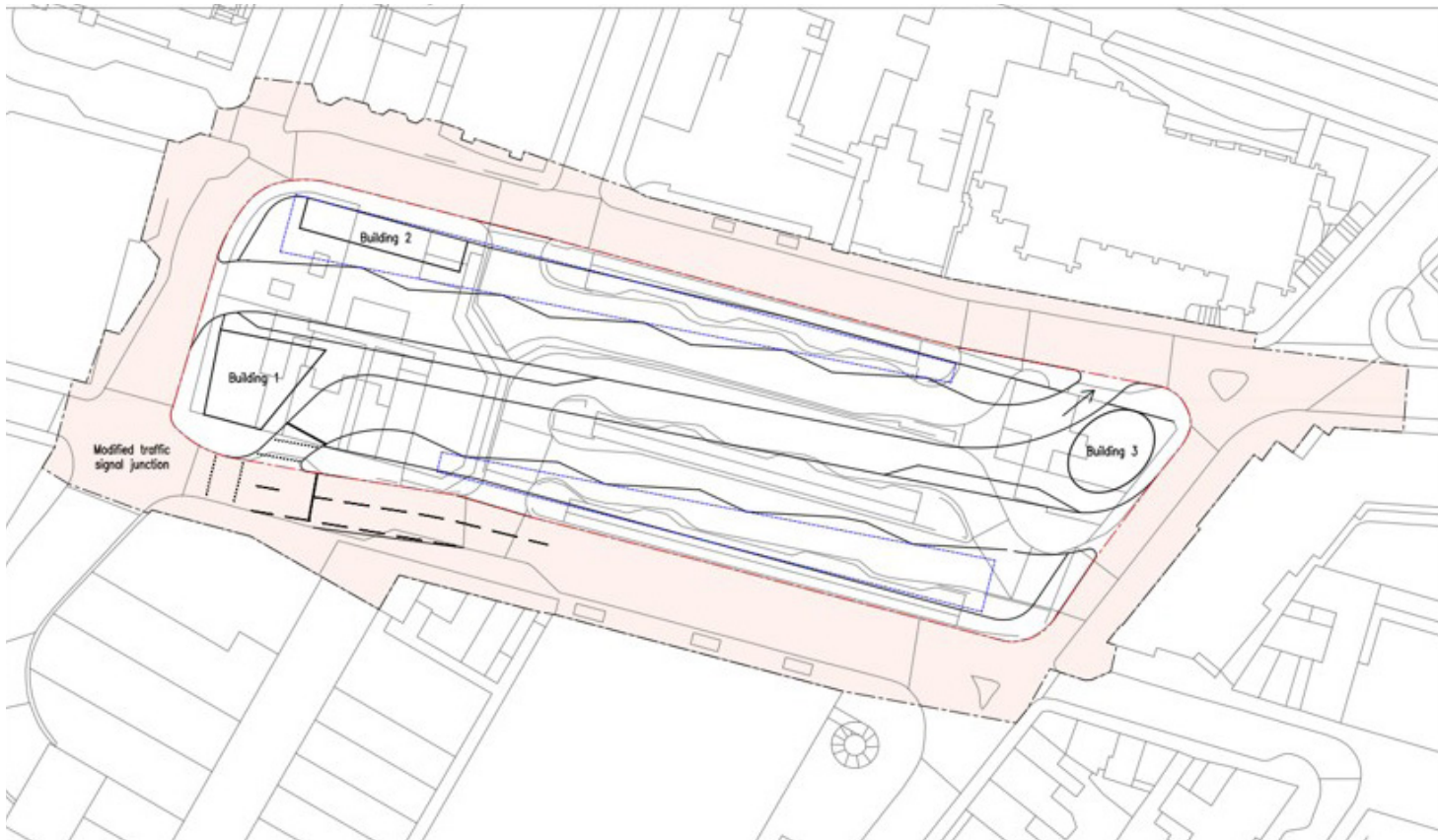
The relocation / redevelopment of the bus station presents an excellent opportunity to provide a modern facility that is of a high quality, utilises up to date technology and can accommodate all users, especially those with particular needs.

The following design features are being considered within the new bus station:

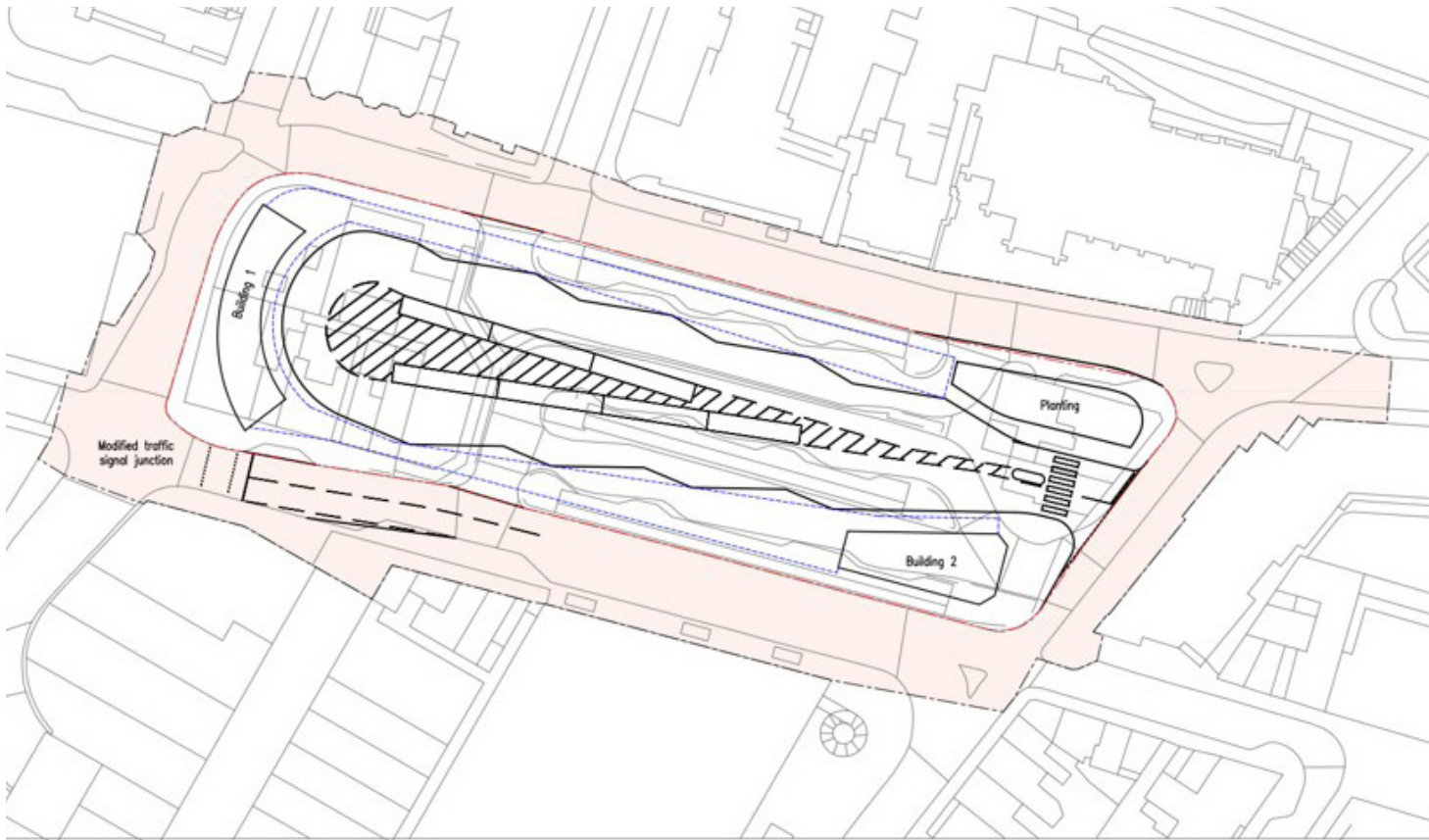
- A passenger building/facility, separated from bus movements, that contains high quality waiting facilities, toilets, and retail space for refreshments.
- Appropriate enclosure and roof for shelter for passengers.
- Closed circuit television system to enhance the perception of, and actual, security.

- A fully accessible interchange layout and information provision, in full accordance with the Equalities Act 2010.
- A high degree of pedestrian legibility including the consistent use of tactile paving, visitor signage and audio announcements.
- Accessible raised kerbs at all boarding points, in order to provide near-level boarding to low-floor buses and easier boarding to step-entry vehicles.
- 24 hour pedestrian access routes, demonstrating legible, signed, safe, and efficient pedestrian links to the rest of the town centre and the railway station with careful consideration of pedestrian desire lines.
- Comprehensive passenger information facilities.
- Secure cycle parking provision with CCTV coverage. This should be located as close as possible to the main pedestrian entrance to the interchange, be easily accessed from all nearby roads and cycle routes.
- The interchange should provide a well-lit, safe and secure environment, and aim to engender a spacious and open atmosphere, thus creating an attractive, safe environment for bus users.
- Where possible the interchange should aim to avoid need for pedestrians to cross the busways.
- Where it is necessary for pedestrians to cross busways and/or roads to access the interchange, clear and efficient pedestrian crossing points should be provided, with careful consideration of pedestrian desire lines.
- An opportunity to provide improved integration with other forms of transport, particularly rail at St Helens Central through the enhanced link on Bickerstaffe Street.
- Retail and leisure opportunities to be incorporated into the design and to assist with the wider regeneration in the town centre.

# 02.5 Response to Brief & Client's Requirements



LCR CA Option 2 (Waterman)



LCR CA Option 5 (Waterman)

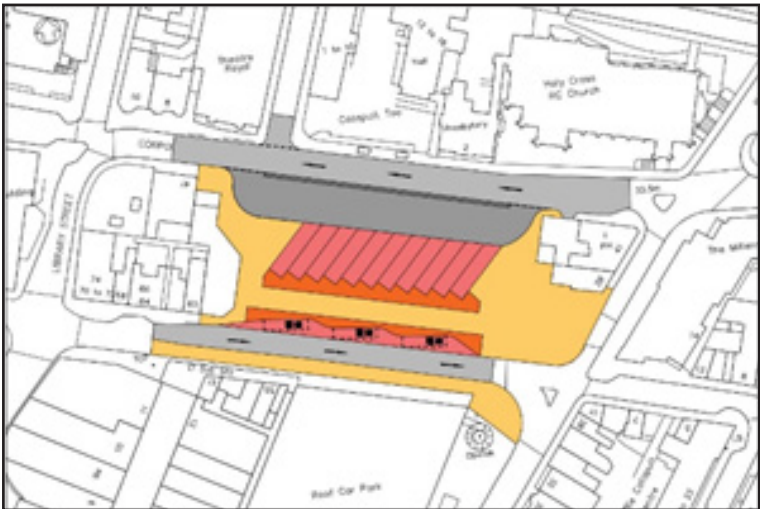
Waterman, on behalf of the Liverpool City Region Combined Authority, produced some initial layouts for a new bus station amenity on the current bus station site. It is understood their remit was to consider an expansion of the bus station, to increase operational capacity in terms of numbers of stands, and to try and accommodate layover space within the bus station footprint.

This study was undertaken prior to the development of the town centre masterplan, which sought to transform the town centre, enhancing the links between the bus station and town centre retail, and create additional public realm space outside of the Gamble building. No changes to vehicular circulation around the bus station were proposed within the Waterman work.

WSP then progressed a number of options for the bus station site, which are summarised over the next pages.



# 02.6 Response to Brief & Client's Requirements



## Option 1

Drive in / Reverse Out, Reverse traffic flow on Corporation St and Bickerstaffe St.



## Option 1A

Drive in / Reverse Out, Reverse traffic flow on Corporation St and Bickerstaffe St, bypass layover space.



## Option 2

Drive in / Reverse Out, Reverse traffic flow on Corporation St and Bickerstaffe St, bypass layover space, additional space take.



## Option 3

Reconfiguration and expansion of the existing arrangement – traffic direction retained.



## Option 4

Reconfiguration and expansion of the existing arrangement – traffic direction reversed on Corporation St/Bickerstaffe St.



## Option 5

Linear Arrangement with part pedestrianised and reverse traffic flow direction on Bickerstaffe St.

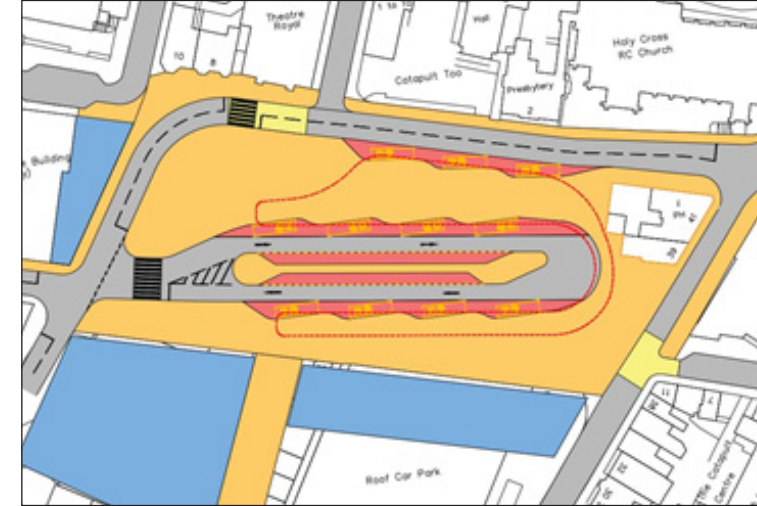


## 02.7 Response to Brief & Client's Requirements



### Option 6

Closed Horseshoe arrangement no property acquisition on the eastern side.



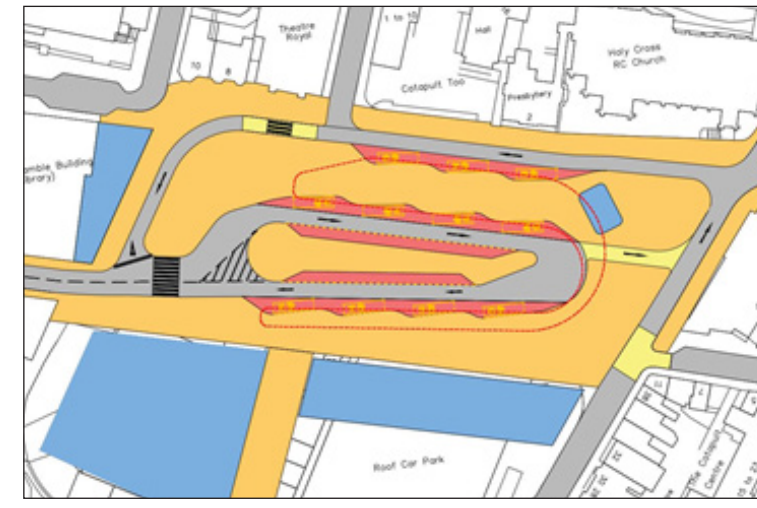
### Option 7B

Closed Horseshoe, no property acquisition on eastern side, Indicative Roof Structure Shown.



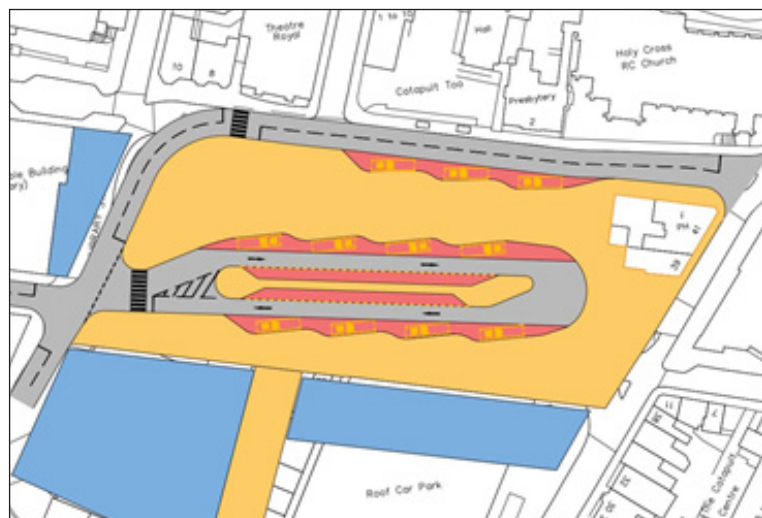
### Option 7

Closed, angled Horseshoe arrangement no property acquisition on the eastern side.



### Option 7E

Egress from Horseshoe, Indicative Roof Structure Shown, one way westbound on Corporation St – Indicative building location to east.



### Option 7A

Closed Horseshoe, no property acquisition on eastern side.



### Option 7F

Egress from Horseshoe, Indicative Roof Structure Shown, one way westbound on Corporation St – Indicative building location to west.

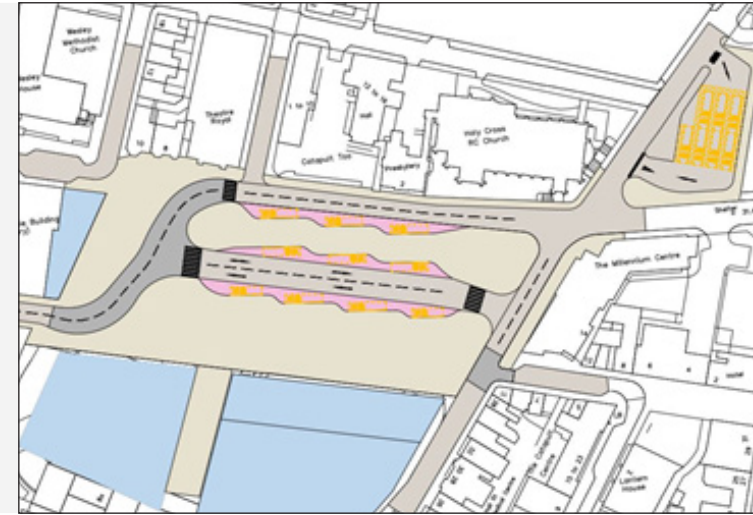


## 02.8 Response to Brief & Client's Requirements



### Option 7H

Egress from Horseshoe, Indicative Roof Structure Shown, one way westbound on Corporation St – Indicative building location to west. Acquisition of property on north eastern corner.



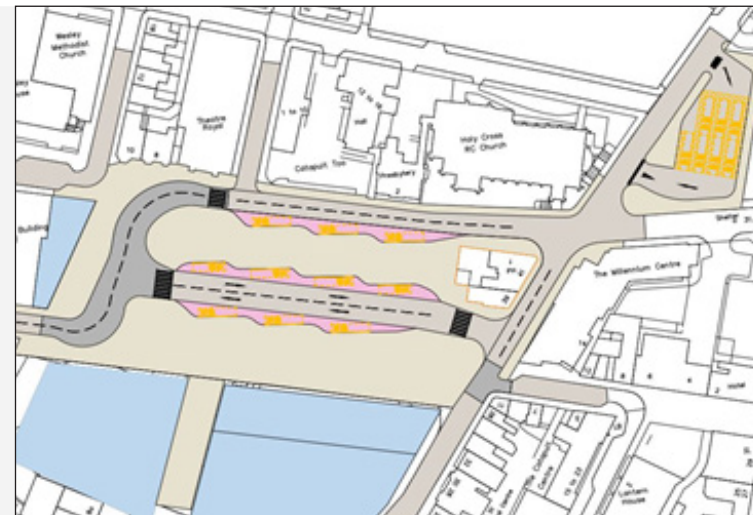
### Option 7L

Layover provision external to bus station footprint.



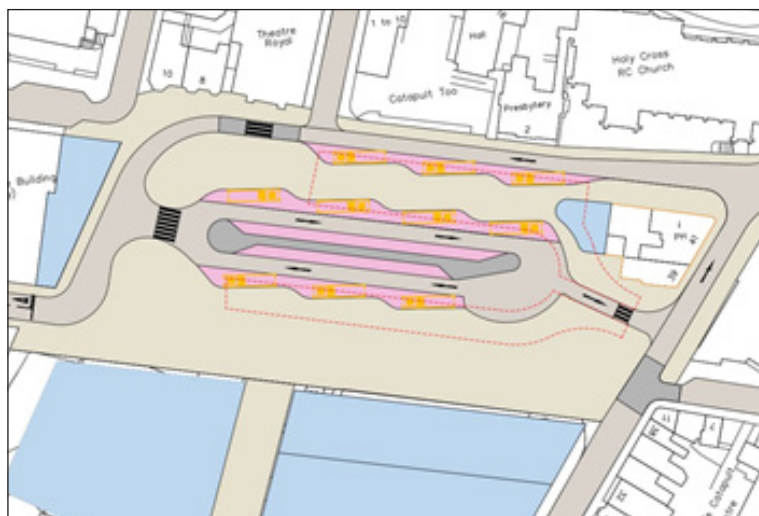
### Option 7I

Egress from Horseshoe, Indicative Roof Structure Shown, one way westbound on Corporation St – Indicative building location to west. Revised horseshoe angle and retained properties on NE corner.



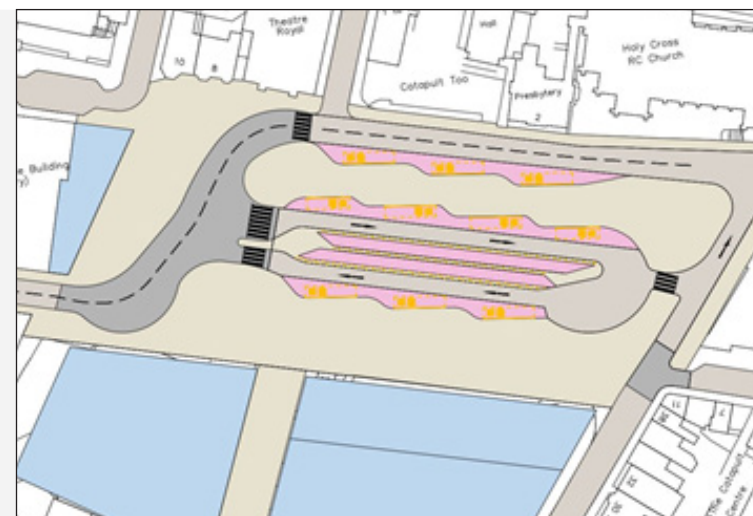
### Option 7J

Layover provision external to bus station footprint – no property acquisition.



### Option 7K

Egress from Horseshoe, Indicative Roof Structure Shown, one way westbound on Corporation St – Indicative building location to west. Revised horseshoe angle and retained properties on NE corner.



### Option 7N

Layover within bus station footprint – narrow egress only on eastern side.

# 02.9 Response to Brief & Client's Requirements



**Option 8**

Horseshoe arrangement accessed from eastern end.



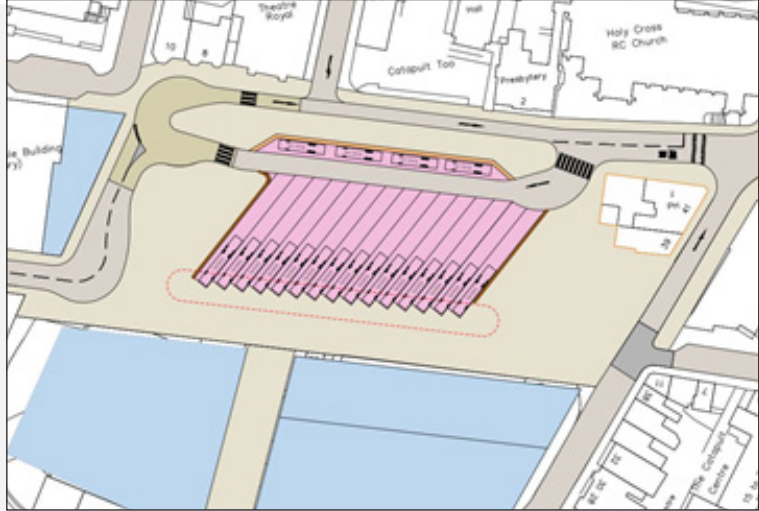
**Option 9A**

Access from both ends (revised angle).



**Option 9**

Access from both ends.



**Option 10**

Drive In Reverse Out



# 02.10 Response to Brief & Client’s Requirements

## Design of new bus station – Option Sifting

The table below outlines the justification for discounting a number of the previously presented options.

| Option | Reason for Discounting                                                                                                                                                                                                   |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1      | Drive in Reverse Out unacceptable to end user Merseytravel                                                                                                                                                               |
| 1A     | Drive in Reverse Out unacceptable to end user Merseytravel                                                                                                                                                               |
| 2      | Drive in Reverse Out unacceptable to end user Merseytravel                                                                                                                                                               |
| 3      | Insufficient number of stands, layover space would need to remain on street                                                                                                                                              |
| 4      | Insufficient number of stands, layover space would need to remain on street                                                                                                                                              |
| 5      | Large footprint dominating the local area, benefit of pedestrianising Bickerstaffe Street would not be realised                                                                                                          |
| 6      | Single point of entry/exit unacceptable to end user Merseytravel                                                                                                                                                         |
| 8      | Single point of entry/exit unacceptable to end user Merseytravel, entry at eastern end means higher number of buses circulating around the bus station as dominant movements are to and from the west of the bus station |
| 9      | Unacceptable impact on the emerging Gamble square proposals. Difficult for non-bus passengers to cross the facility safely                                                                                               |
| 10     | Drive in Reverse Out unacceptable to end user Merseytravel                                                                                                                                                               |

### Option Sifting Table

Through discussions with a number of key stakeholders, including St Helens Council, Merseytravel, English Cities Fund (the Council’s Development Partner) and the bus operators, a preferred option has emerged which is a variant of the previously presented Option 7, the key features of which are as follows:

- A horseshoe shaped layout;
- A layout which is designed to accommodate 15 metre long buses (current design best practice and will future proof the design);
- Primary entry and exit point for buses on the western side of the layout;
- Alternative entry or exit point on the eastern side of the bus station;

- Closure of Bickerstaffe St to all vehicular traffic;
- Corporation Street changed to allow bi-directional movements;
- Drive in, Drive Out movements for buses;
- Layover spaces provided within the footprint of the bus station;
- Minimum of 9 operational stands (although technical work documented within Appendix A have subsequently led to an increase in the number of stands provided to 12);
- Expansion into land currently occupied by public house, fish and chip shop and commercial premises to the west of the existing bus station;
- Removal of on street layover spaces on the northern side of Corporation Street;
- Removal of on street stands on the southern side of Bickerstaffe Street.

From these key features, considerable design work has been undertaken following extensive stakeholder engagement, notably from the end users of the amenity; Merseytravel and the operators.

As well as this, a technical exercise has been undertaken to determine the required operational capacity of the bus station, based on existing service timetables and allowing provision for future growth. This technical exercise has involved detailed analysis of timetables, and has involved a theoretical allocation of services to stands. This is documented in Appendix A.

Seven layover spaces have been included within the design. Analysis of the current timetable identifies a requirement for five layover bays, so the seven allocated will be sufficient to meet future needs. The bay allocations are designed to allow those buses that need layover to move on and off the central parking spaces and then get back onto bays to depart in the right direction for travel.

In terms of total bay numbers required, the preferred solution sees 12 bays in the bus station (4 on each arm and including the 3A, 6A and 7A options requested) and an entrance only requirement for buses accessing the station from Hall Street. This requires a left and right turn from Corporation Street into Hall Street but no need for buses to leave the station via Hall Street.

In terms of the built structure and accommodation, the preferred layout is working on the basis of three rows of bus stands. This is comprised of a northern row of stands on the southern side of Corporation Street, a middle row of stands within the horseshoe of the bus station, and a southern row to the south of the central island of layover spaces.

The three rows of stands are covered by two ‘fingers’ of sheltered accommodation. Whilst final detailed design is still be determined, these are likely to feature glazed walls and a photovoltaic glazed timber frame roof. Seating will be provided within the fingers, along with timetable and real time information screens, and automatic doors, which will open only when a bus is on stand, reducing the safety risk of passengers or members of the public entering into the bus circulation lanes.

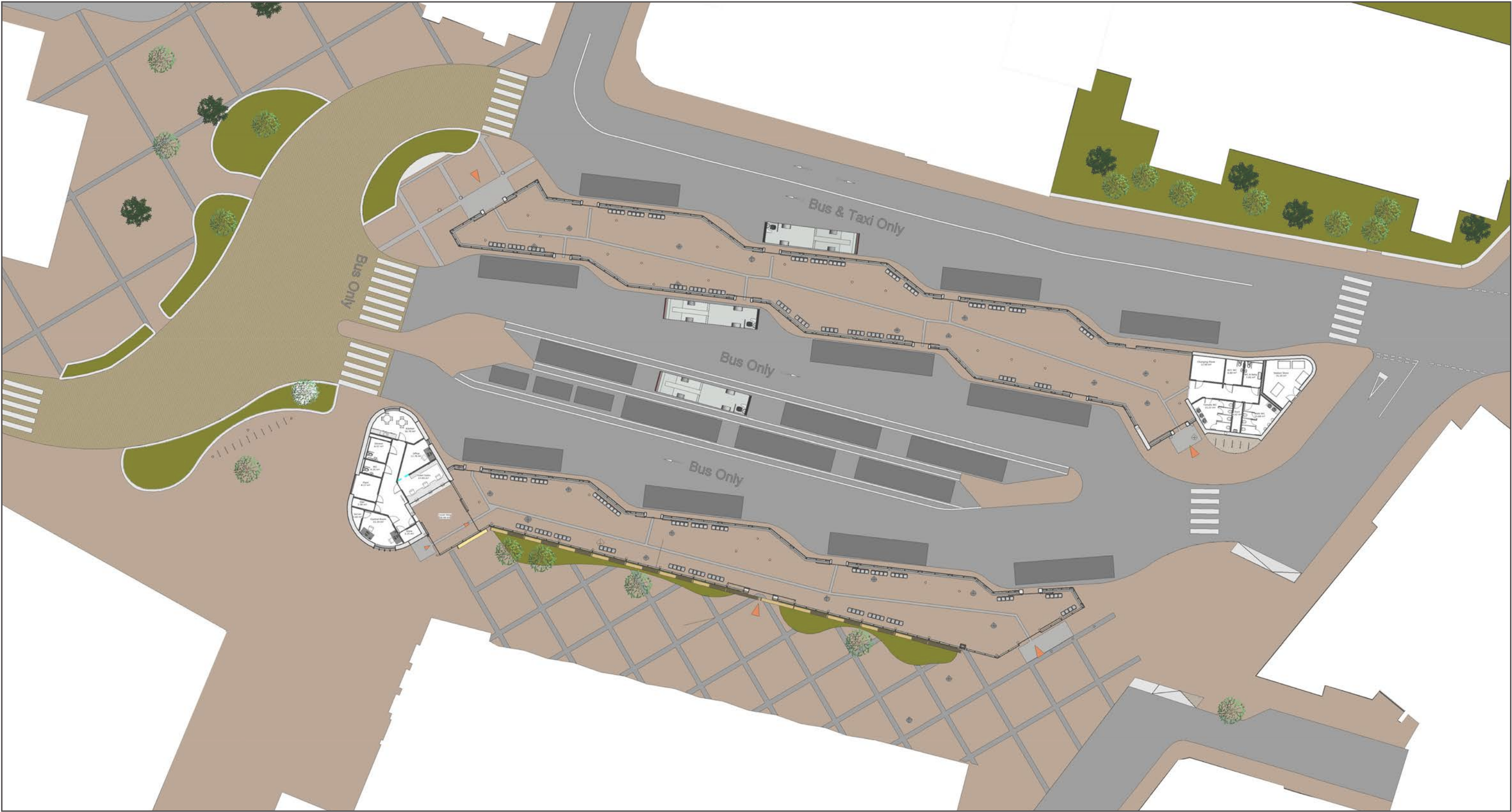
Each finger will be served by a single-storey pod structure, which will include the following features:

- Travel shop;
- Retail space;
- Cycle parking stands (external to the pod);
- Accessible customer toilets;
- Kitchen area;
- Showers;
- Amenity area for drivers/staff

Merseytravel have requested space within the bus station for parking for three vehicles. These would be for servicing and will need to be managed so as not to be open to abuse for informal and indiscriminate car parking. Merseytravel have requested a Drivers’ Mess room provision within the bus station. Due to space constraints, this does not form part of the preferred design. Instead, the existing amenity for this provided within the Catapult Too building to the north of Corporation Street (vehicular access from Parade Street) is proposed to be retained for this purpose. Appendix B documents the Merseytravel design specification, including required Accessibility Provisions.

# 02.11 Response to Brief & Client's Requirements

The preferred option will continue to be refined through further stakeholder engagement, detailed design and cost estimation in the next stages of design, however the principles are now clearly established and will be taken forward by St Helens Borough Council as the scheme promoter, and by Merseytravel as the end user.



St Helens Interchange - Proposed Layout



# 03 Access & Movement

## 03.1 Access & Movement

The proposed new bus interchange, alongside the transformative proposals being promoted by the St Helens Borough Council and their partners the English Cities Fund; allows the opportunity to reconfigure the way the bus interchange is accessed by buses, how general traffic moves through the town centre, and how the bus interchange itself can be accessed by the public in a safer and more convenient way than is currently the case.

Central to this is the concept of making the bus station, and key attractions around it, such as the Gamble Building, Theatre Royal and Central rail station, feel an integral part of the town centre, rather than something that exists on the periphery.

Appendix C is an Access and Movement Strategy for the new interchange and the surrounding local transport infrastructure. The key points are summarised within this section of the report.

The existing bus station essentially sits in the centre of a clockwise circulatory gyratory. There are two points of access into the bus station, from Hall Street and from Corporation Street, and two egress points, from Bickerstaffe Street and from Corporation Street.

There is no space for buses to layover (i.e. to wait before making onward or new timetabled journeys) within the footprint of the existing bus station, with buses instead laying over on the northern side of Corporation Street. The layout of the streets in this location, and the presence of these buses, along with on-street stands on the southern side of Bickerstaffe Street, means that the area around the bus station is dominated by either circulating bus movements, or parked buses. This does little to enhance the visual aesthetic of the local area, and obscures views of historic buildings such as the Gamble Building, the Theatre Royal and Holy Cross Church.

General traffic is also part of the traffic composition around the bus station, with access and egress to and from the Hardshaw Centre car park via Bickerstaffe Street. General traffic is also able to route southbound down Hall Street from the junction with Corporation Street, although the junction of Bickerstaffe Street marks the start of the pedestrian zone encompassing Victoria Square outside of St Helens Town Hall.

The proposed changes to access and movement are described below; and are taken on a street by street basis.

### Library Street

Library Street is currently a one-way street running northbound into Corporation Street. The proposals for the bus station realign the street so it is pulled eastwards, further away from the Gamble building, to afford a greater public realm space on the eastern side of that building, and in front of the Theatre Royal. In terms of vehicular movement, two-way movements will be permitted, allowing movements for buses and taxis.

### Corporation Street

Corporation Street is proposed to be a two-way street to the east of the junction with Charles Street. This will be for buses, taxis, but also general vehicular traffic, which will need to turn right up Charles Street, which remains one-way northbound. This will allow access to the Theatre Royal to be maintained as it currently is. It is proposed that west of the junction with Charles Street is the gateway to an enlarged Pedestrian Zone, except for buses and taxis.

### Charles Street

Charles Street is proposed to be retained in its current form, namely as a street for all vehicles in a northbound only direction. There is currently a 25m marked bay on the western side of the carriageway that is used for coach parking and loading and unloading associated with the Theatre Royal, which features a Stage Door on this street.

Due to the proposed extension of the Pedestrian Zone, general traffic will be forced to turn right into Charles Street from Corporation Street (they currently turn left due to the clockwise circulation around the bus station). Onward routing from Charles Street for general traffic will be possible from either Parade Street or Tolver Street, both of which are two-way vehicular routes.

In essence, the Theatre Royal will be serviced and accessed by coach in the way it should be now, although instances of coach drop off and pick up from Corporation Street itself should be prohibited.

### Hall Street

From the junction with Corporation Street, Hall Street is proposed to be southbound for buses only, although it may be appropriate to permit cyclists through this, subject to desire lines and more detailed road safety considerations. No other traffic is proposed to be permitted along the stretch of Hall Street adjacent to the bus station. A raised table will mark the junction between Hall Street and Bickerstaffe Street, and it is proposed that only pedestrians and cyclists can move through this part of Hall Street.

The following plans show the layout of the bus station and the proposed traffic movements, along with the tracking of the buses into and out of the bus station, showing the swept paths required that have informed the alignment of the carriageways.

Turning movements of buses are not inconsiderable, and do have some impact on space that could otherwise be used for alternative purposes, such as public realm and landscaping. The layout of the site has sought to limit turning movements where possible and concentrate them in key locations, so that a design which affords high levels of pedestrian amenity and improvements to the public realm space has been made possible.



# 03.2 Access & Movement

## Bickerstaffe Street

The Hardshaw Centre is to be demolished as part of the town centre masterplan proposals, and, as such, vehicular access to this part of the town will not be required. This affords the opportunity to stop up Bickerstaffe Street to all traffic and make it a traffic free environment for people to move between the new bus station and the proposed hotel building. This route forms a key connection between St Helens Central Station and the Town Hall square. West of the junction with Library Street, Bickerstaffe Street is proposed to remain as is namely as a Pedestrian Zone except for buses and taxis. The intention would be that this Zone extends eastwards, to the junction of Corporation Street and Charles Street.



CGI Artists Impression - Stage 2 - Bickerstaffe Street, View

Bickerstaffe Street Proposal (Jon Matthews Architects)

## Bus Entry

The majority of bus services will enter the bus interchange from the western end. They will then circulate around the layover space in a clockwise direction. A secondary entry point into the bus station is proposed from the eastern end of the bus station, from Hall Street, that could be used by some services from the east of the town.

## Bus Exit

All bus services will exit from the western end of the bus station. Services departing to destinations to the east of the town centre will be able to turn right out of the bus station onto the realigned Library Street and then onto Corporation Street.

## Servicing

The Millennium Centre will continue to be serviced from Corporation Street, via the existing access east of Hall Street. Servicing for the Gamble building will be via Corporation Street to the north of the building. Servicing for the Theatre Royal will be via Charles Street, as per the existing. Servicing and Access to Century House will need to be further defined. There are two options for this, either via Corporation Street (which will lessen the impact of the proposed Pedestrian Zone) or through potentially opening up Claughton Street to occasional access and servicing. Access from Claughton Street is controlled via rising bollards – when observed on site these bollards have been lowered outside of the official times that access is permitted.

Servicing for the bus station itself will be via the main entry point into the bus station from Library Street, and there is space provision within the layout for servicing vehicles to park as required.

## St Helens Current Bus Station

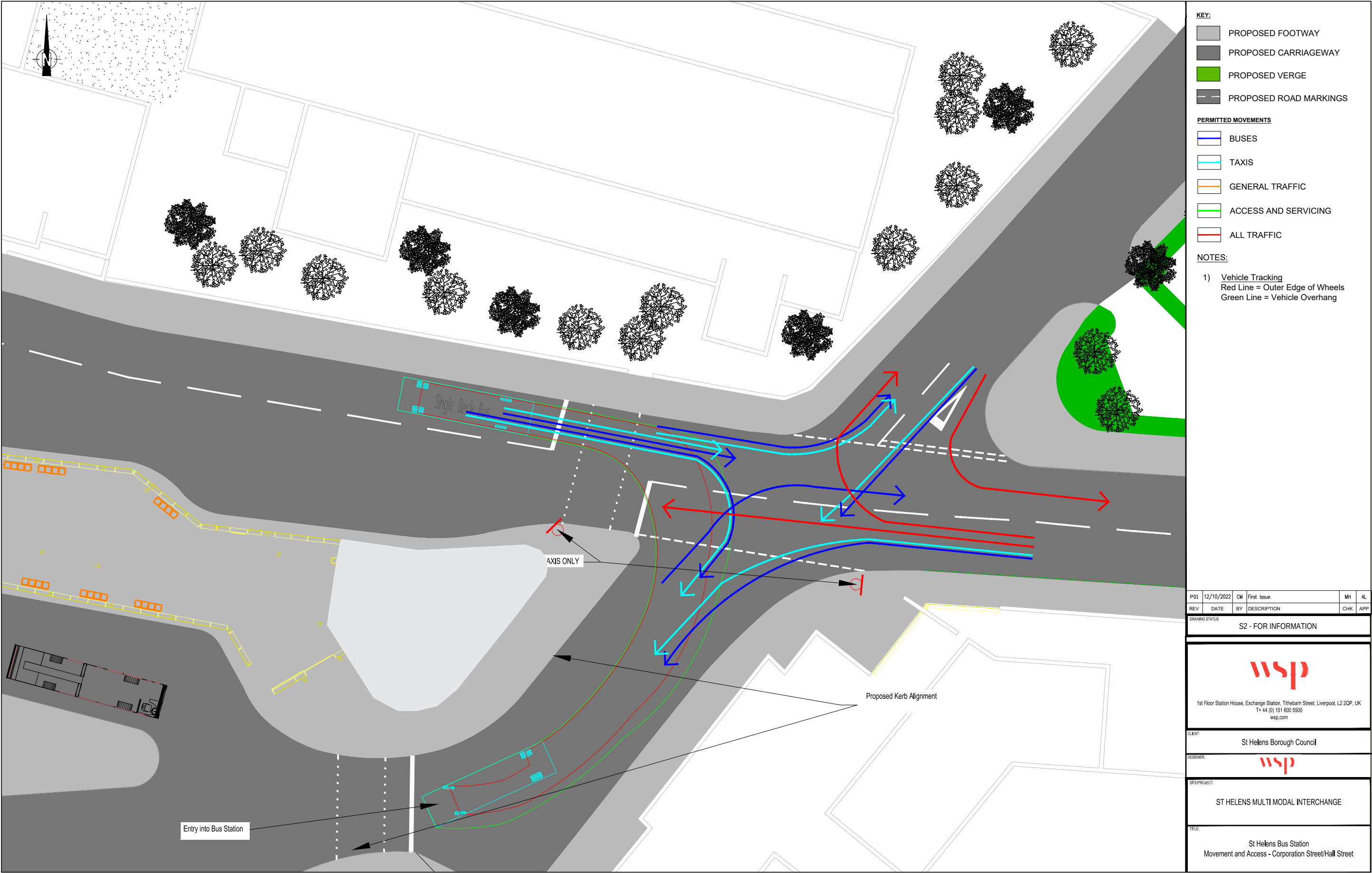
The access and movement plans have been subject to an independent Stage 1 Road Safety Audit, the recommendations for which will be considered and addressed at the next design stage. The Stage 1 RSA is included as Appendix D.

03.3 Access & Movement

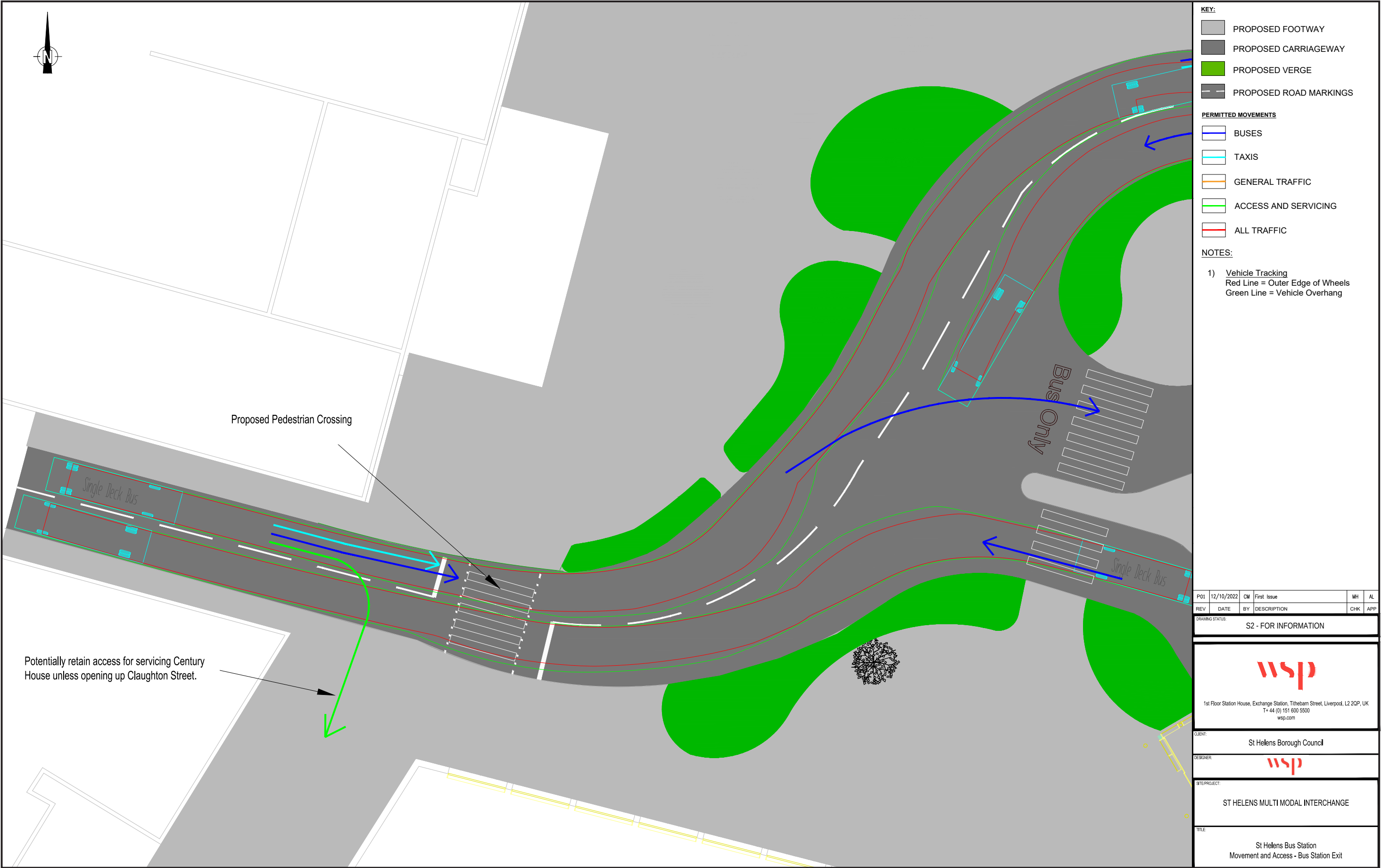




03.4 Access & Movement

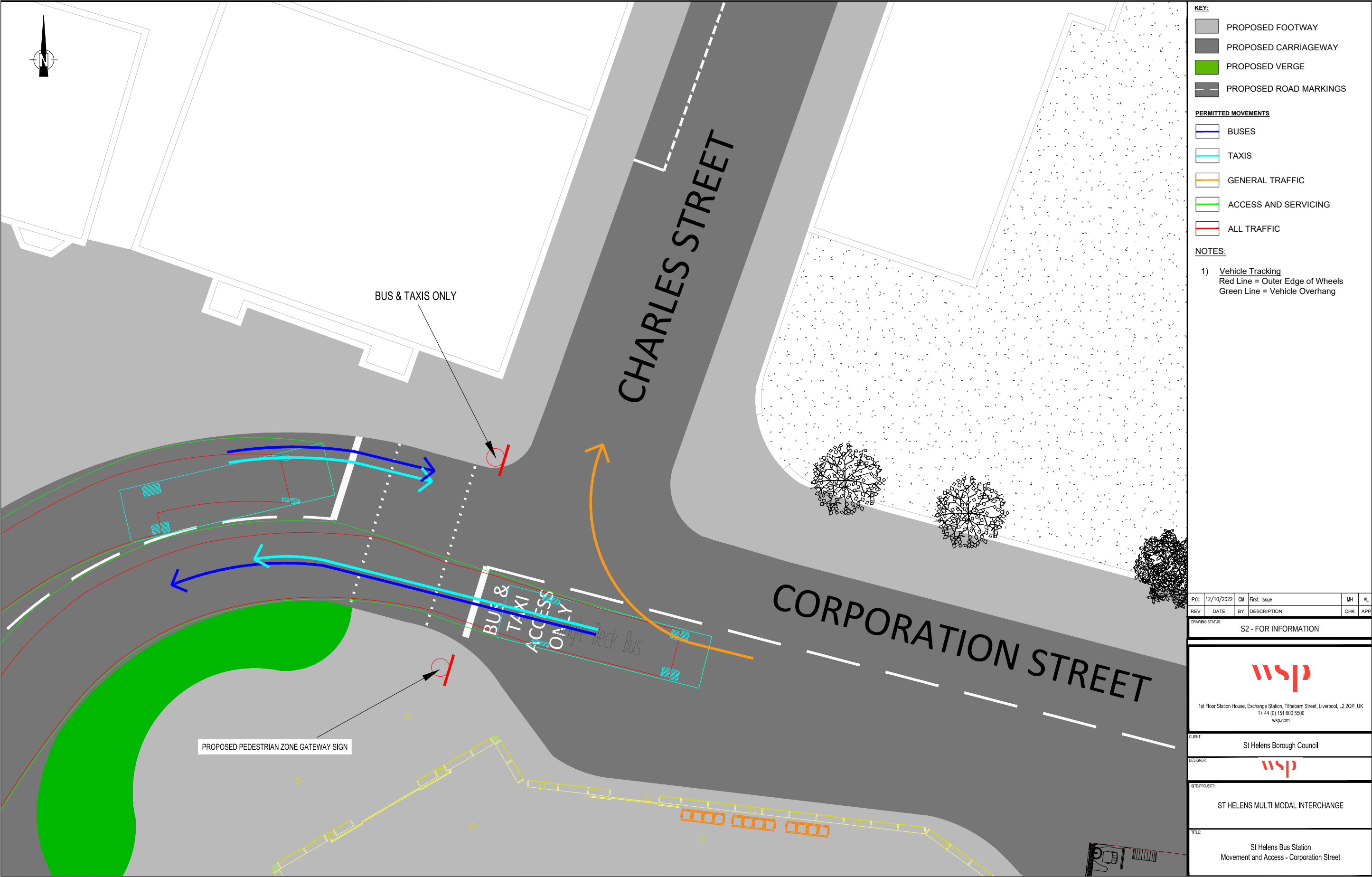


03.5 Access & Movement





03.6 Access & Movement



# 04 Site Context



## 04.1 Site Context

The overarching design principle for the Multi Modal Interchange public realm is for better pedestrian connectivity and experience. An improved connection with the train station and framing key views has influenced the layout. Options have been considered for the design of the wide pedestrian boulevard and how greening will be integrated to ensure good movement through the space. The space outside of the Gamble will also have a large amount of green infrastructure and the preferred option is to utilise this to provide protection and enclosure from the bus movements. In addition to contributing to the character of the space, planting and street furniture will assist in guiding pedestrians to the formal crossing points.

### Influencing factors:-

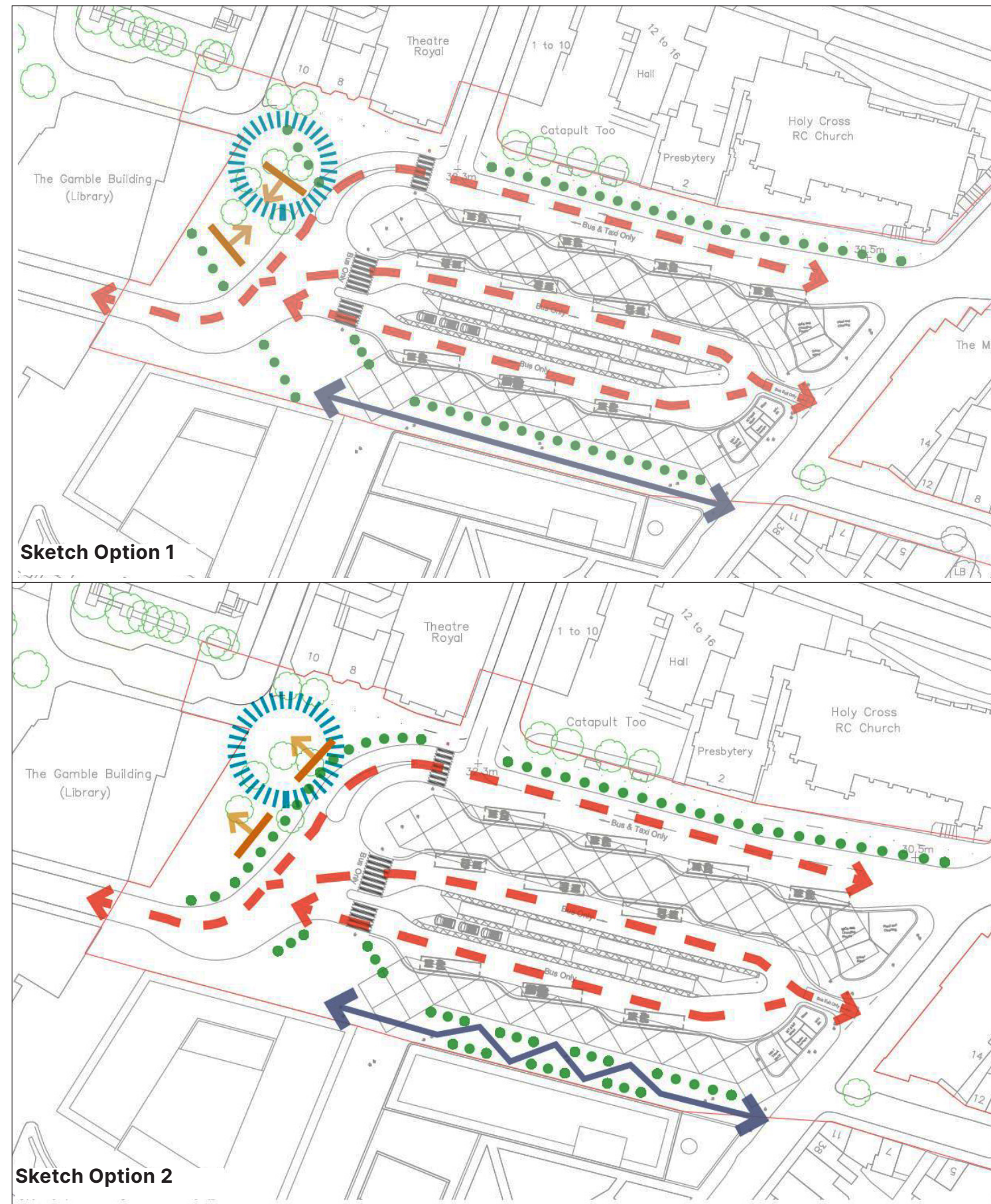
- Multi-mode Interchange building and circulation layout
- The Gamble Building / New developments Link to train station
- Pedestrian Movement
- Counter terrorism requirements
- Integration of Sustainable urban drainage systems
- Ambition of public amenity space

### Sketch Option 1: -

- Linear boulevard on Bickerstaffe St
- SuDS/planing directing movement
- Gamble public space open to MMI to create larger event space

### Sketch Option 2: -

- Non linear, meandering boulevard on Bickerstaffe St
- SuDS/planting to aid in movement and screen from MMI
- Gamble public space looks towards Gamble building extension and connects the Royal Theatre



# 05 Site & Landscape Proposals



## 05.1 Site & Landscape Proposals

### Central Rail Station and Bickerstaffe Street

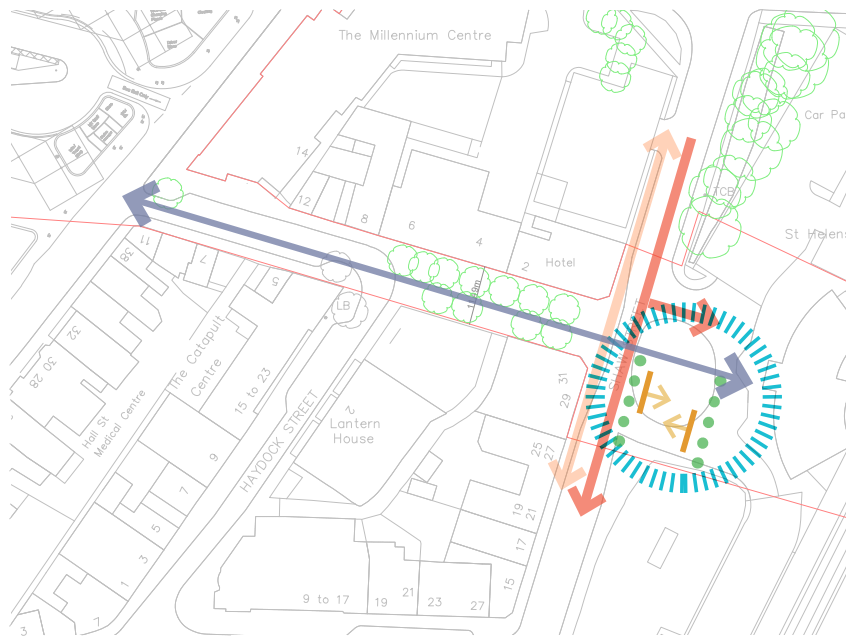
The overarching remit for St Helens Central Rail Station is to address the lack of arrival at the station and unclear direction for the best route into the town centre. Improved links with the new bus station have influenced the design process. The principles set out in the masterplan have been developed and a number of options were considered during the design process. The traffic dominated frontage will be addressed as the roundabout will be replaced by a large pedestrian plaza, which will become a multi-functional space.

#### Influencing factors:

Ambition for public space  
Improved pedestrian connections  
Vehicular movement and parking

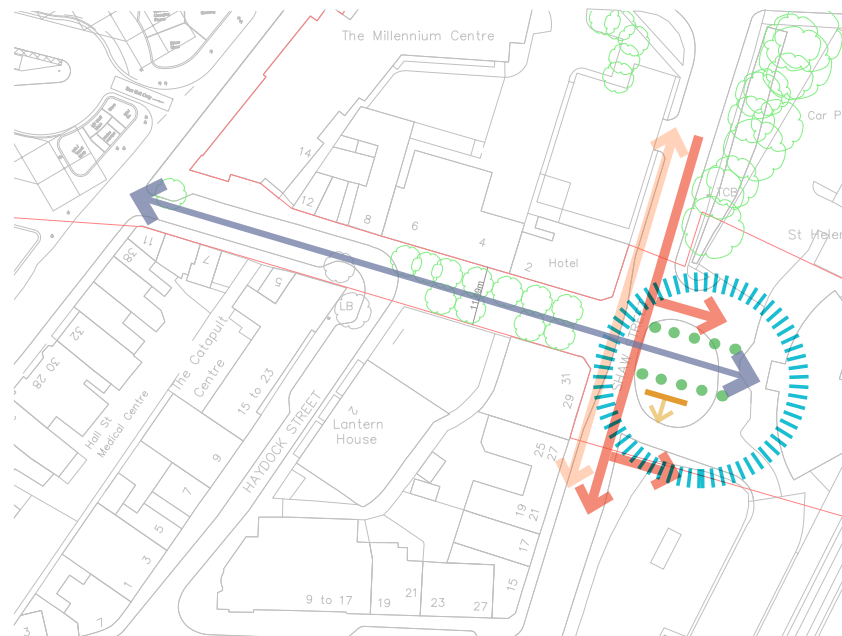
Taxi access and drop off points  
Cycle network & links  
Counter terrorism measures

Station facilities and future expansion possibilities



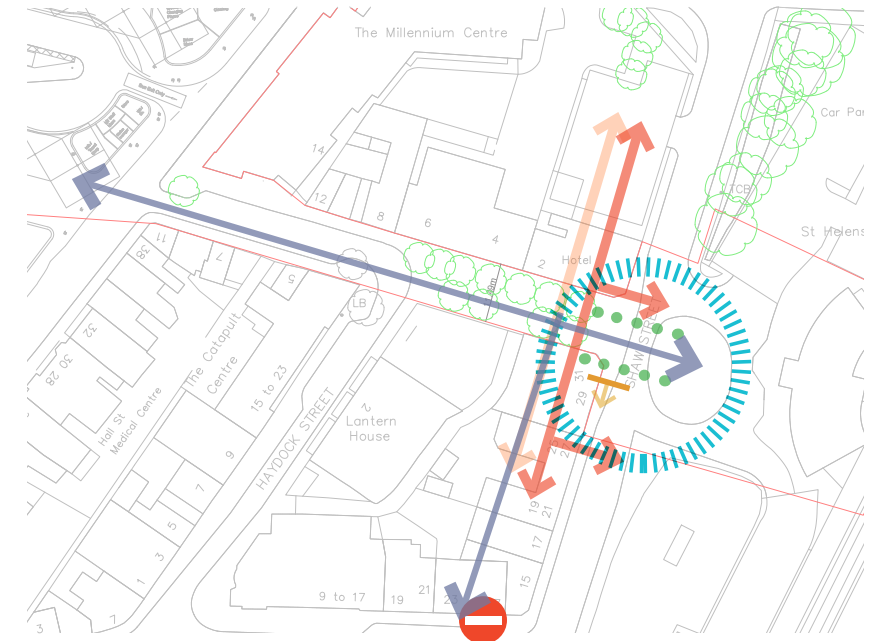
#### Sketch Option 1:

- Change vehicular movement to one way
- Link to Bus Station with consistent material palette and raised tables
- Public space part of pedestrian route
- Taxi drop within car park



#### Sketch Option 2:

- Link to Bus Station with consistent material palette and raised tables
- Strengthen link with continued tree line & avenue planting
- Public space visually segregated to create multifunctional space
- Segregated taxi drop off



#### Sketch Option 3:

- Close Shaw Street south of George Street to vehicular traffic Improve active travel connectivity to key destinations including the new Chalon Way Park
- Strengthen link with continued tree line & avenue planting
- Option for future consideration

# 05.2 Site & Landscape Proposals

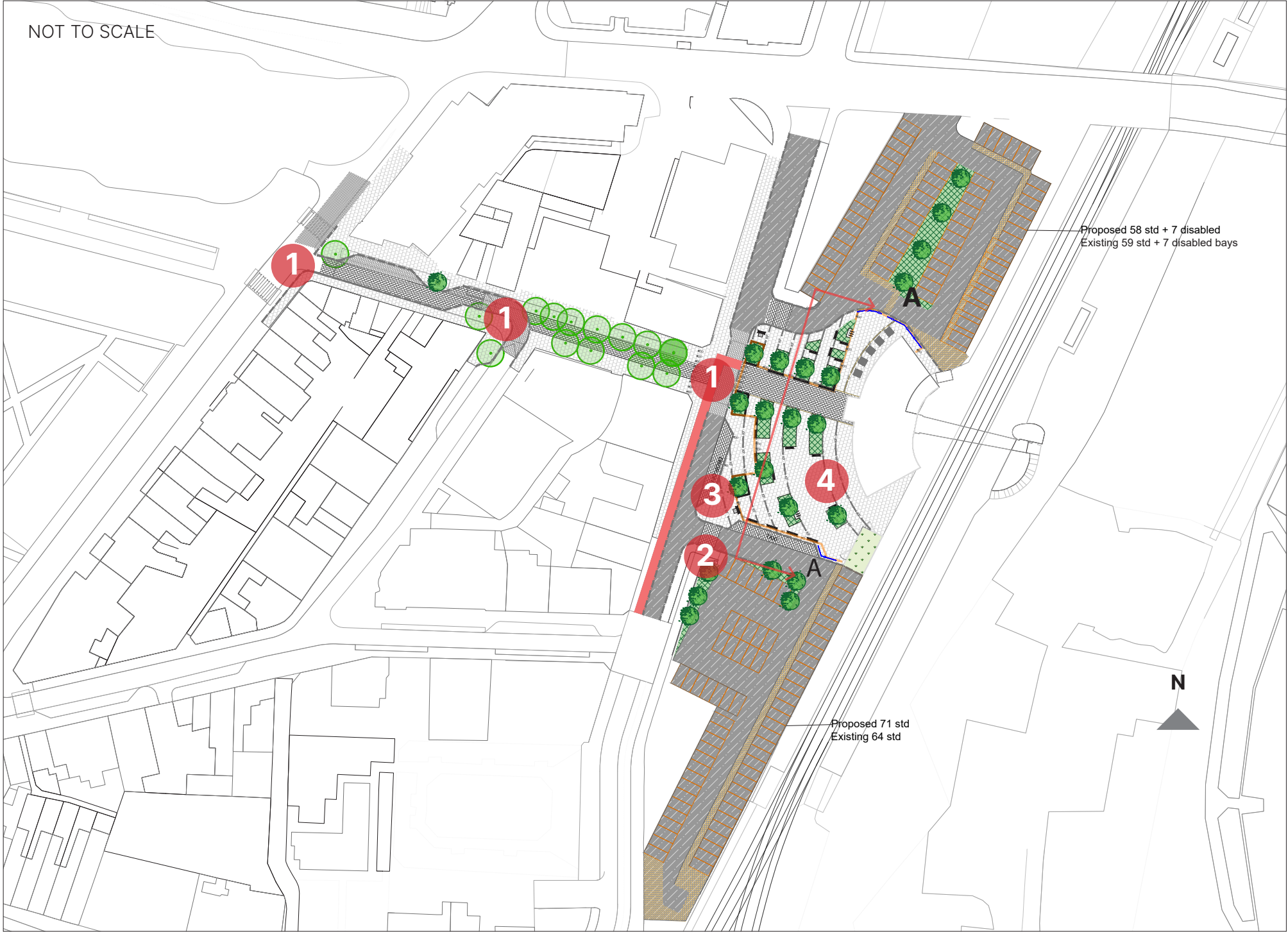
## Central Rail Station and Bickerstaffe Street

From the options the final proposals were developed and are shown on the plan opposite and the main design elements are summarised below. Upon exit of St Helens central station a strong first impression for visitors is provided with an impressive and exciting gateway to the town. Feature signage and high quality paving materials highlight the improved link towards the town centre and bus station, with clearer, safer and more pleasant environment for pedestrians. Raised tables will provided safer and easier links for pedestrians and reinforce the key routes. Bickerstaffe Street will be narrowed where possible, to provide more space for the pedestrian, whilst retaining existing access and drop off point for ambulances.

Taking design cues from the architectural language of the high quality station architecture, a curved layout to the plaza has been proposed. This is created through the used of raised planters, ground level planting and tree planting to provide structure and interest at different heights. The planters are located to ensure pedestrian permeability through the plaza but also to allow some larger spaces for people to sit and dwell.

**Design Elements:**

- 1. Raised tables to facilitate pedestrian access
- 2. Car park entrance realigned
- 3. Taxi parking and drop-off
- 4. Radial planting layout to complement Central Rail Station architecture



Central Rail Station Proposed General Arrangement



## 05.3 Site & Landscape Proposals

### Central Rail Station and Bickerstaffe Street

It is envisaged that the plaza will become a multi-functional space with opportunities for future external spill out space for cafe facilities if required. Other temporary events / activities within the plaza will be possible to further enliven the area at busy times such as match events or festivals.

A secure line to address counter terrorism risk has been implemented using carefully spaced street furniture. Standard PAS rated bollards as well as discreet planters and soft landscaping. Seating and signage are integrated into the design, and the materials will be of a high quality finish to tie in with the wider town centre.

The taxi drop off has been relocated to the southern car park, now with capacity to allow for vehicular turning back onto Shaw Street. The car parking area to the south has been extended to limit the number of parking spaces lost due to creation of the plaza. Parking has been increased by 6 standard spaces and an improved turning area to the southern car park has been allowed for.



St Helens Central Station

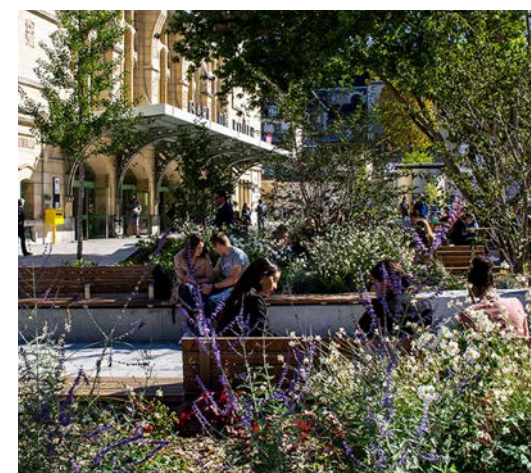
#### Precedent Images



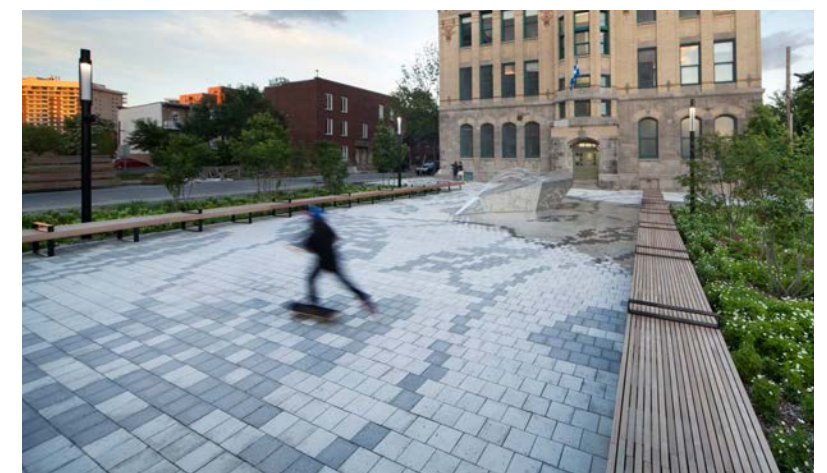
New Road, Brighton



Hamm Station, Hamm



Rouen Rive-Droite Station, Roen



Joseph-Venne Plaza, Montreal



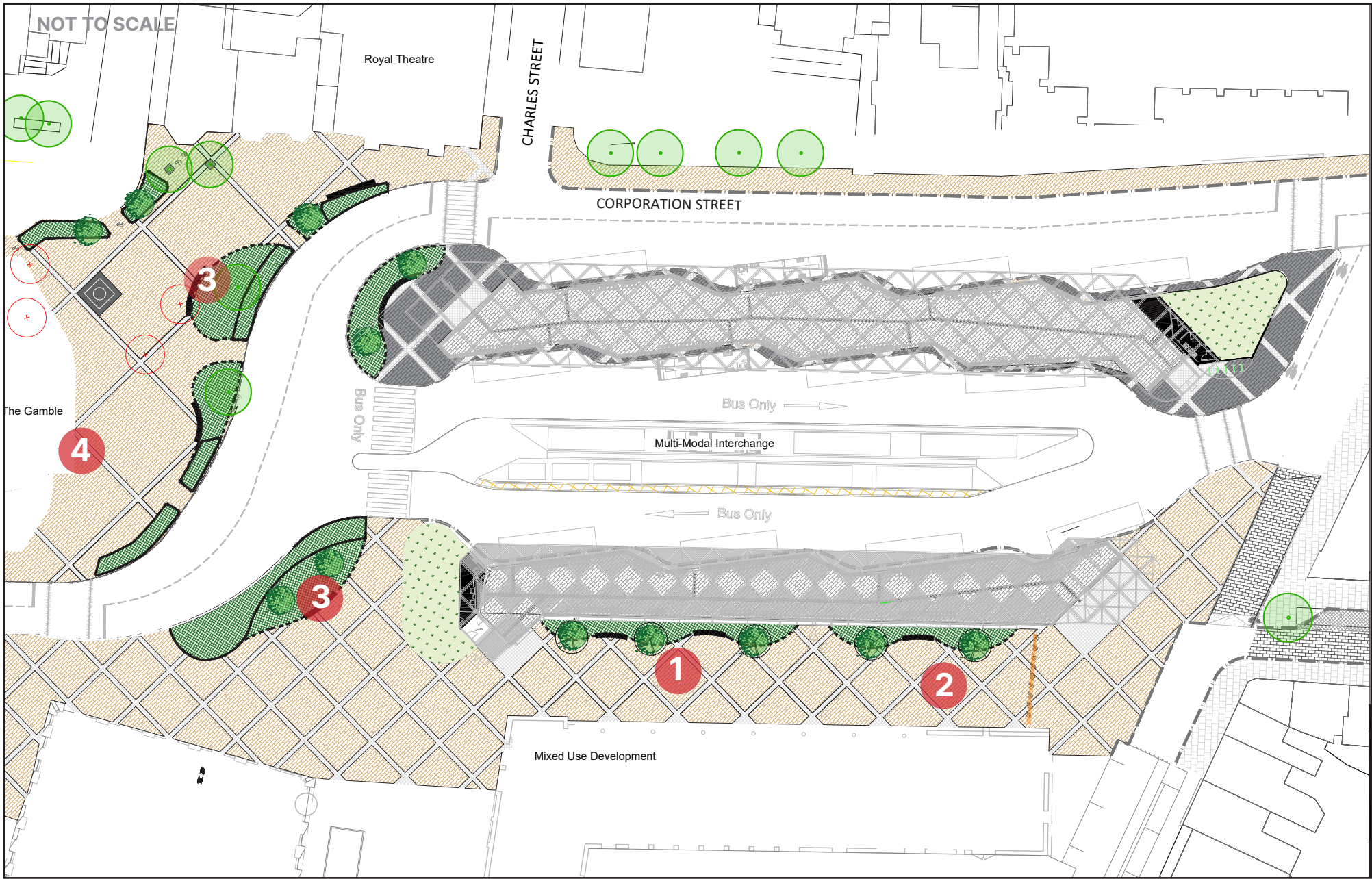
# 05.4 Site & Landscape Proposals

The final design proposals are shown on the plan opposite and the main design elements are summarised below. Bickerstaffe Street plays an important role in linking the Train Station to the newly developed multi-modal interchange and the rest of the town centre. As such a wide pedestrian boulevard has been proposed to serve as key route. Replicating the diagrid structure of the multi-modal interchange, the pedestrian route creates a strong visual identity to the area which is continued into public realm space outside of The Gamble building. High quality natural stone material of differing size and finish will accentuate the diagrid pattern in a subtle way.

In contrast, curved raised planting beds and rain gardens have been designed to ‘float’ on top of the highly structured paving pattern, these reflect the organic shape of the building pods. The Gamble Square will provide spill out space for the newly renovated Gamble building and the Theatre Royal. This community space has incorporated a planting within raised planters at ground level and some replacement tree planting to mitigate for the trees which will be lost to the development.

**Design Elements:**

- 1. Diagrid structure replicated in paving pattern with organic shaped soft landscape to tie in with bus station design
- 2. Pedestrian boulevard with seating integrated with planting
- 3. Rain gardens/SuDs
- 4. Gamble Square public open space with spill out zones and events area



Multi-modal Interchange General Landscape Arrangement



## 05.5 Site & Landscape Proposals

Green roofs installed on the pod structures both increase biodiversity and add visual appeal from higher aspect views from the new hotel and office buildings to the south.

Permeable paving will be used if the ground conditions are suitable and additional drainage will be provided through planted rain water gardens, which will also take run-off from the station roof. Planting has been proposed between the station building and the pedestrian boulevard which will soften the hard landscape and improve biodiversity.

Underground services will restrict tree planting in this areas so some tree planting has been integrated into the planting to the north of the boulevard and this will be enhanced by further vertical greening which will be integrated with the building structure.

The vision for the area to the east of the station is for a large open public square. A initial road safety audit has determined that some protection is needed for pedestrians and segregation required for bus routes which will see movements of up to 80 buses per hour. Planting has been placed to discourage free access across the bus route but a higher quality paving material will be used to provide material consistency across the square and give a visual continuity.

The design of the bus station building is not finalised and the concept design will need further development to ensure it fits into the final building solution, along with the emerging design for the Gamble extension.

The drainage strategy is also in development and this will be required to ensure the options explored for rain water gardens, tree pit SuDS and permeable paving are feasible. Attenuation requirements are still to be confirmed and these will also shape the landscape design and have implications for green infrastructure across the site.



Green wall, Cheshire Oaks, Cheshire



Vertical greening



Seating integrated into planters



Ostra Karavan, Sweden



Tree planting creates an intimate, yet open setting



## 05.6 Site & Landscape Proposals

A range of planting has been proposed within the design, this is to improve the quality of the public realm, soften the hard landscape and provide well being and biodiversity benefits. In general planting will be naturalistic in style but contained within a formal contemporary landscape, which will create interesting contrasting shapes, textures and colours.

There will be an emphasis on using species which are beneficial to wildlife to enhance biodiversity whilst still creating a landscape with plant species that can be managed to a standard reflecting the town and the proposed high quality development.

Public interaction should be investigated from scent, tactile, shade, aesthetic, in particular where planting surrounds a key focal point or seating area

Formal street trees will be planted within hard landscape along the main pedestrian routes to create avenues, where possible. The priority for tree planting will be in ground, however, where underground services are present the avenue effect will be continued with trees in planters. Work to the existing trees is also included and where possible existing tree pits will be removed and the trees incorporated within planted areas, which will help to address some of the issues raised in the tree survey and increase the likely life span of existing trees.

Where appropriate, existing tree species will be used to unite the new planting with the old. Appropriate species need to be chosen with suitability for each specific location, in particular tree planting proposed within planters will need to be smaller growing species with a compact form.

Further survey work to determine location and depths of utilities is required at the next stage of design. Further consideration to street lighting and CCTV, both current and proposed will also be required when siting the trees and planters.

Vertical green structures will be used in place of trees where canopy spread is restricted to help frame key views and provide greening at a higher level. Green walls will help soften architectural forms and link tree canopy to ground level planting.



Green wall



Vertical greening



Feature planting



Rain water garden



# 05.7 Site & Landscape Proposals

The following swatches show a selection of proposed materials which complement each other well, and have been chosen to show a hierarchy of materials.

Permeable paving will be incorporated into public realm areas where appropriate and necessary for example around the Multi-modal interchange offers an opportunity for sustainable urban drainage solution.

The materials have been successfully used elsewhere, are readily available and easily maintained. This palette will help to rationalise the materials used through the town centre with a clean palette that is of high quality and reflects the quality of St Helens, its heritage and future development.

As the proposals develop to the next stage, a review of the final design code is required to ensure consistency across the town.



|                 |             |             |                 |
|-----------------|-------------|-------------|-----------------|
| <b>Footpath</b> | <b>Kerb</b> | <b>Road</b> | <b>Edge</b>     |
| Sandstone       | Royal       | Bitmac      | 3 Rows Porphyry |
| sawn finish     | White       |             | setts           |
|                 | Granite     |             | Chopped finish  |

Primary Streets



|                   |                |                                      |
|-------------------|----------------|--------------------------------------|
| <b>Main Route</b> | <b>Edge</b>    | <b>Seating Area/<br/>Focal areas</b> |
| Sandstone         | 3 Rows         | Sandstone                            |
| sawn finish       | Porphyry setts | block paving                         |
|                   | Chopped finish | sawn finish                          |

Primary Public Area



Kellen H20 permeable paving unit.



## 05.8 Site & Landscape Proposals

The street furniture will be made up of a simple and cohesive palette that helps to de-clutter the public realm by integrating with other elements e.g. raised planters combined with seating. Street furniture can be used as informal traffic calming on shared surface streets.

Modular elements help to streamline the street furniture and create unobtrusive and comfortable spaces for people to dwell in.

The furniture can be an interesting way in exploring wayfinding concepts, creating functional spaces that are also interactive. The furniture should have a playful element and in key locations incorporate art to help to provide sense of place and identity.

The design of the town centre has the opportunity to incorporate a number of proposed art interventions at key locations. This will introduce a cultural theme, integrated into the public realm linking with key cultural buildings such as the Gamble. A public arts trail will help aid wayfinding and help to highlight key buildings and façades as well and providing an opportunity to reinforce St Helens' unique identity. A theme which celebrates the glass and coal mining synonymous with the town and wider area.

St Helens Public Art Strategy is currently being developed and will consider temporary, short term and permanent installations which will be integrated with and enhance the public realm proposals.

Further detail on the Landscape proposals is included within Appendix E.



Feature planting with seating



Hierarchy to furniture and streetscene



Areas of public realm seating



# 06 Architectural Design Proposals

# 06.1 Architectural Design Proposals

## Project Overview

The new St Helens Interchange will include 12 operational stands – with 1 on plan as an extra stand provided for layover / drop off. Centrally the main layover area has 7 layover spaces with 3 dedicated spaces for servicing vehicles..

In section 03.1 we provide an overview as to how the bus station is accessed, but in summary the bus station is a linear one with a clockwise bus only route circulating around the layover spaces. Entry into the bus station is provided from the east and the west, although the only exit from the bus station is at the western end. Buses must be able to use each stand, and this must be acceptable to all local bus operators. Further engagement with Merseytravel and the operators will continue to take place, and whilst the layout has been tracked virtually there may be a requirement to undertake a live bus test in the next stage of design.

At the request of Merseytravel there are 3 spaces for delivery/ maintenance vehicles (transit van) with a proposal that 2 on site are fitted with electrical charging infrastructure.The current design proposals achieve this by the consolidation of the existing town centre bus station into an efficient enclosed structure on the existing bus station site. This will require demolition of the existing single storey sheltered structures and associated station building within the site boundary. The proposal also requires the demolition of a number of buildings to the west and east ends of the site.

Modifications and adjustment to the existing junctions will be required with upgrade to existing carriageways to support the function of the new bus stands within the new bus station site with access and egress from Hall Street to the east and a modifications to Library Street and Corporation Street; the section of Bickerstaffe Street to the south of the station will become pedestrianised.

It is the intent to provide a modern, high quality, accessible bus station with a single enclosed passenger concourse building capable of accommodating current and future service provision while ensuring

flexibility for future growth. Due to the size of the building and the footprint required to accommodate all bus stands and public and Merseytravel accommodation, it has not been possible to include the adjacent Bus Operator accommodation within the new bus station, this will remain within the Catapult building.

The project also includes extensive public realm and highway improvements, including links to St Helens Central station to the east. It is intended that the construction of the new bus station will be in a manner to prevent, where practicable, any disruption or adverse impacts upon adjacent properties, including any necessary purchases or party Wall consents.

All of the accommodation will be on one level and will include the following facilities:

- Travelshop – Tickets & information
- Merseytravel staff facilities: Manger’s office – mess room, showers, lockers, WC’s and stores.
- Main public concourse and associated bus stands
- Passenger Information systems and displays:
- Passenger waiting spaces with seating at bus stands
- Location for Newsagents
- Stores and plant rooms
- Electrical switch room
- Server Room
- Cleaning equipment room & grit store;
- Ticket machines

Details of the design brief which has been iterated through discussion between the design team and Merseytravel is documented in more detail in Appendix B.

## Accessibility and Inclusive Design Standards

The following standards form part of the contractual requirements and shall be adhered to in full, subject to the project specific requirements. Where there is conflict or discrepancies between the standards, the most onerous shall be deemed to apply:

- BS8300 – 2:2018 Design of buildings and their approaches to meet the needs of disabled people – Code of practice, British Standards Institution.
- The Building Regulations Approved Document M2: Access to and use of buildings (2015 edition). The Stationery Office, 2015 to include all ‘Objectives’, ‘Design Considerations’ and ‘Provisions’.
- Guidance on use of tactile paving surfaces, Department of Transport (DfT).



Interior view of concept for travelshop



# 06.2 Architectural Design Proposals

The concourse is intended to be a fully enclosed area which is supported by 2 smaller ‘pod’ buildings with Merseytravel and public services accommodation. The bus stands and waiting areas will be within this highly glazed structure.

The key fundamentals of the design of the concourse can be split into three main headings as follows

**Environmental Considerations:**

- Arrival and comfort
- Visibility to promote personal safety and security
- Lighting - the proposals intend to have high levels of natural light
- Easy to clean
- Convenient to use
- Indoor air quality
- Temperature

**Activity Zones:**

- Clear circulation areas
- Public waiting areas
- Access to passenger facilities and information
- Access for staff to plant, services and roof drainage

**Building Elements:**

- Automatic sliding entrance and bus stand doors
- Staff access doors
- Curtain walling
- Robust and non slip flooring
- Robust and accessible ceiling
- Robust furniture and signage
- Signage and information
- Public address and fire alarm systems

All designs should account for legibility and accessibility for mobility and sensorial impaired users.

**Concourse Circulation, Waiting and Queuing**

Key issues to consider are the length of queue zone and number of seats that can suit capacity requirements, the design should encourage queuing passengers to queue away from alighting passengers.

Wheelchair waiting areas will be provided along with passenger seating and perch seating in key locations away from the main pedestrian flow along the concourse. As the design progresses, it will be critical to work with Merseytravel to understand their suppliers and to ascertain typical specifications.

**Seating**

Seating will be provided throughout the bus station or interchange. This could be a mixture of:

- Bench seating (with individual seats, arms and back support) between 420 - 580mm off the floor, with a median height of 470 - 480mm;
- Perch seating units at about 700mm height;
- Space adjacent for parking of wheelchairs/mobility scooters; and potentially fold down seats recommended height 550-600mm.

The seating area floor finish should contrast against the main concourse floor for definition for visually impaired – a way finding line of contrasting colour with a corduroy banding for tactile cane use will also be provided.

**Concourse Material Finishes** – issues to consider

- Pedestrian area/concourse will be of an appropriate slip resistant type that is easy to walk on in both dry and wet conditions.
- Wall coverings that prevent graffiti and are easily cleaned;
- Where possible all materials to be robust as possible recognising the need for quality in terms of finishing.
- Provision of CCTV to monitor and record activities to cover all

- public and operational areas. This will require a room for viewing CCTV and can be the Control Room which will require a secure store for data/ equipment;
- Passenger information displays (PID's) to provide customer information and reassurance.

**Signage and Information**

The signage, either free standing or fixed, will be located in a way that does not impinge on pedestrian desire lines, or obstruct visibility of pedestrians or drivers at pedestrian crossing points or generally obscure the view of the CCTV infrastructure: extensive consultation will be required at detail design stage.

**Control Room**

This room will fully comply with Merseytravel operational requirements including space standards, workspaces, equipment installations, visibility, access, security, thermal requirements, welfare facilities, finishes and fittings. The control room will be accessed from the concourse and corridor. It will include 2 desk positions, one of which will be the CCTV viewing station.

Space Requirements:

Accessed via a single door arrangement with:

- Separate secure pass door to staff corridor, easy access to Travelshop.
- Managers desk – 1 no. staffed position.
- CCTV reviewing workstation - double cable management grommets to be provided at each desk.
- Plug and data points also to be provided under console unit.
- 2no. separate wall mounted CCTV and services PID screens.
- First aid kit to be provided in the Control Room with a defibrillaton.

## 06.3 Architectural Design Proposals

### Bus Station Tickets / Information Office (Travel Shop)

The Tickets and Information (Travelshop), is accessed via a single door arrangement (via the main corridor) with one ticket counter servicing the Tickets and Information area located off the concourse

Space Requirements:

- Ticket counter - 2 no staffed position to concourse
- Information desk – 1 no staffed positions to concourse
- A split height ticket counter including, speech transfer system and secure cash tray
- Full height glazing to counter face (with low reflective glass)
- A roller shutter to the internal side of Tickets and Information area window
- Double cable management grommets to be provided at each desk opening
- Plug and data points also to be provided under console unit.
- Secure store linked to Travelshop Office for cash safe

### Staff Accommodation

This area is to fully comply with Merseytravel operational requirements and needs to include space standards, workspaces, equipment installations, visibility, access, security, thermal requirements, welfare facilities, finishes and fittings.

Space Provisions:

- WC facilities 1 no combined wheelchair accessible WCs, and shower. All to be fully compliant with BS8300 – 2:2018 and Part M of Approved Documents.
- Staff mess room including kitchen facility for 6 staff members
- Where required, tap sensors should be 'under tap' type, as these are more practical.
- 1no. Cleaner's sink (Belfast sink) with hot/cold water supply.
- Space for lockers.
- Secure access to staff facilities from the concourse.

The full specification will be subject of ongoing liaison with Merseytravel.

### Storage and Plant Areas

Cleaners store ideally accessible from concourse near public WC's. Main Station store to be provided with water and drainage, cleaners sink with H&C water, ventilated, floor drained, have a level and flush door threshold and cleaning machine charging ports. Bin and grit store accessible from the external apron. Ability to separately access all bins without the need for removal of other bins. Store to be internally illuminated if closed. Store to include a frost protected water point.

Robust washable finishes including walls, floors and doors. Include cold water supply connection and drainage gulley; Drop-down kerbs to provide ease of access from carriageway for bin collection.

Further discussion is required with Merseytravel to reach agreement on the following points of operational detail:

- Is one WC shower for all users acceptable?
- Standards and specifications for seating and poster cases / signage.
- How many staff positions are required at the ticket counter and for what functions?



Bickerstaffe Street - Proposed Entrance View  
(Render produced for Jon Matthews Architects)



Interior view of north concourse



06.4 Architectural Design Proposals



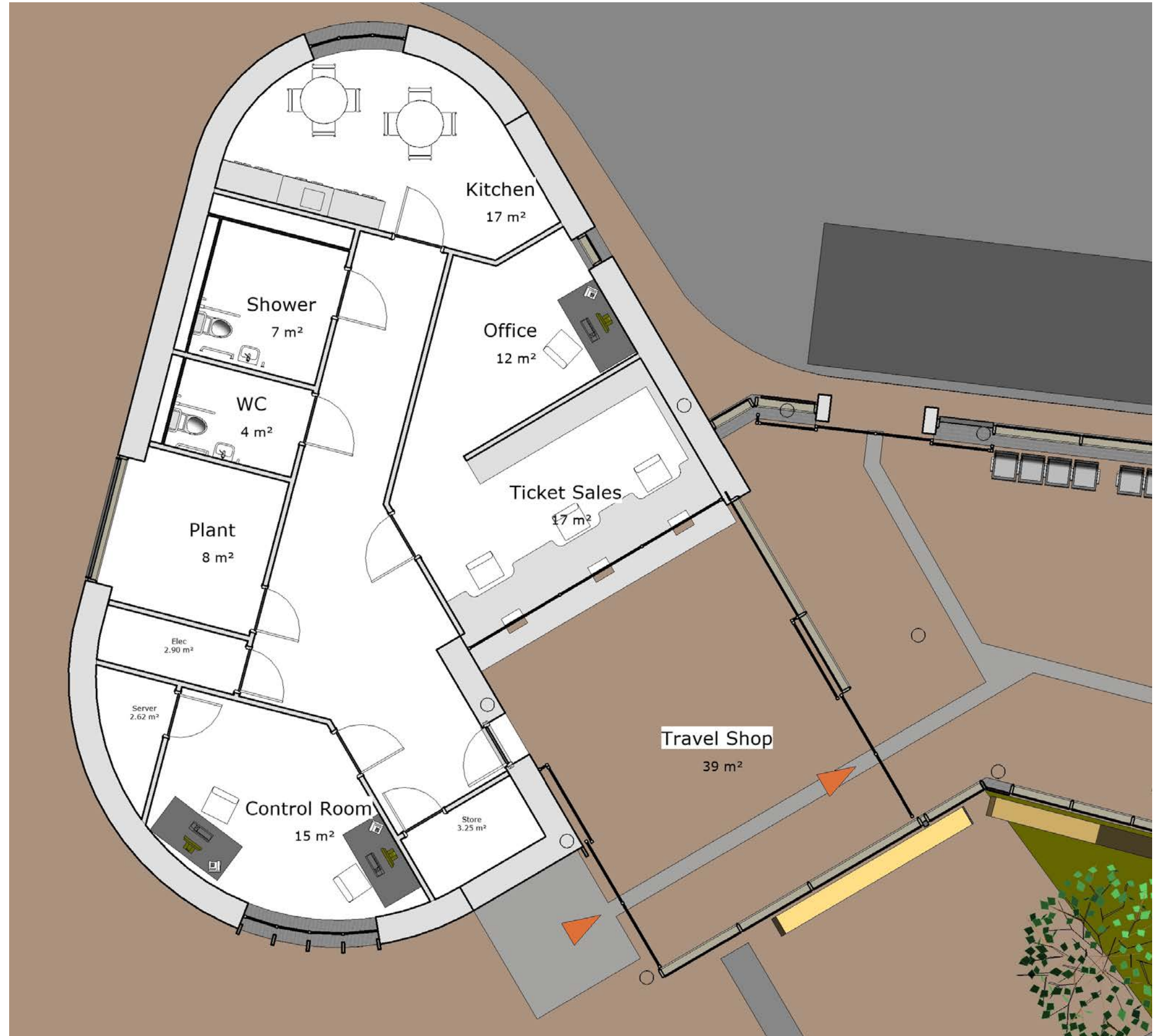
St Helens Interchange - Proposed Layout  
41 | St Helens Town Centre Multi-Modal Interchange - SHBC



## 06.5 Architectural Design Proposals

### South Pod Plan

- Travel Shop = 39m<sup>2</sup>
- Ticket Sales = 17m<sup>2</sup>
- Office = 11m<sup>2</sup>
- Kitchen = 17m<sup>2</sup>
- Shower = 7m<sup>2</sup>
- WC = 4m<sup>2</sup>
- Plant = 8m<sup>2</sup>
- Electrical Switch Room = 3m<sup>2</sup>
- Server Room = 3m<sup>2</sup>
- Control Room = 15m<sup>2</sup>
- Store = 3m<sup>2</sup>





# 06.6 Architectural Design Proposals

## North Pod Plan

(Option with bus stand to north - no newsagents)

- Female WC = 15m2
- Male WC = 15m2
- Accessible WC = 7m2
- WC & Baby Change = 7m2
- Changing Place = 12m2
- Station Store = 25m2



# 06.7 Architectural Design Proposals

## North Pod Plan

(Option with drop off stand only - with newsagents)

- Female WC = 15m2
- Male WC = 14m2
- Accessible WC = 7m2
- Baby Change WC = 7m2
- Changing Place = 12m2
- Station Store = 21m2
- Newsagents = 20m2





## 06.8 Architectural Design Proposals

### South Pod: Option 1

- Separation between green roof & green wall
- Repetition of aluminum fins within the facade



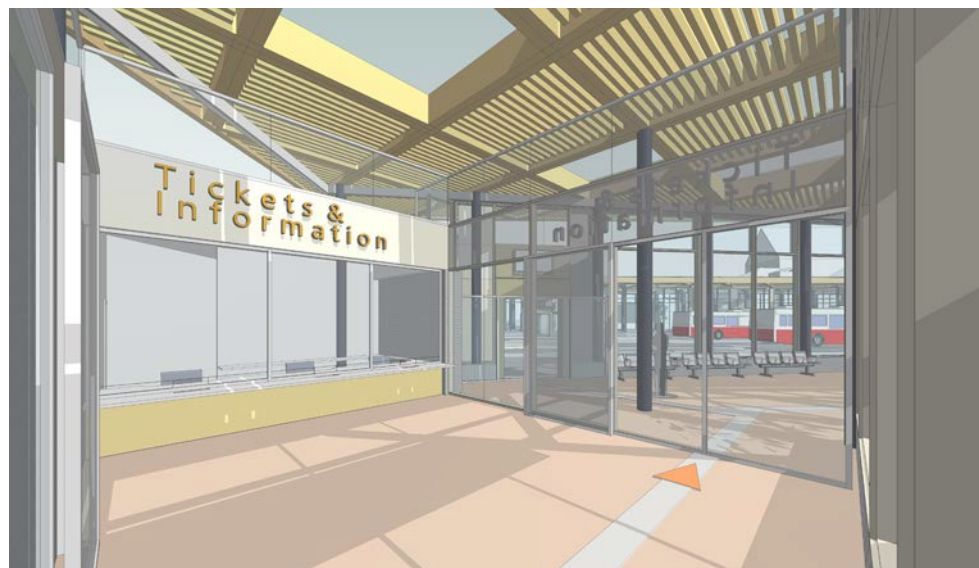


## 06.9 Architectural Design Proposals

### South Pod: Option 2

- Overlapping green roof & green wall
- Aluminium wrap around provides canopy to the entrance and welcomes visitor to the South pod
- Fins decrease in height underneath canopy and align with window mullions

Enlarged versions of these images are included in Appendix F.

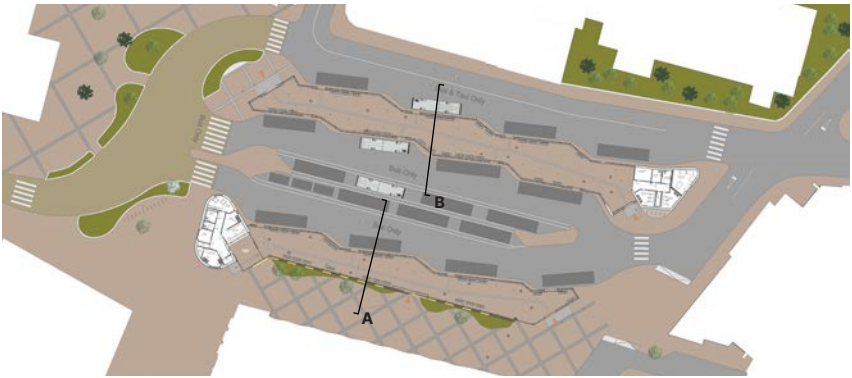




# 06.10 Architectural Design Proposals

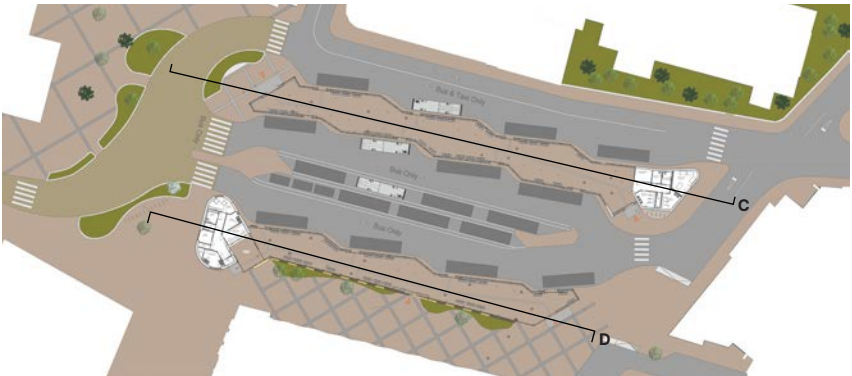


Section A



Section B

# 06.11 Architectural Design Proposals



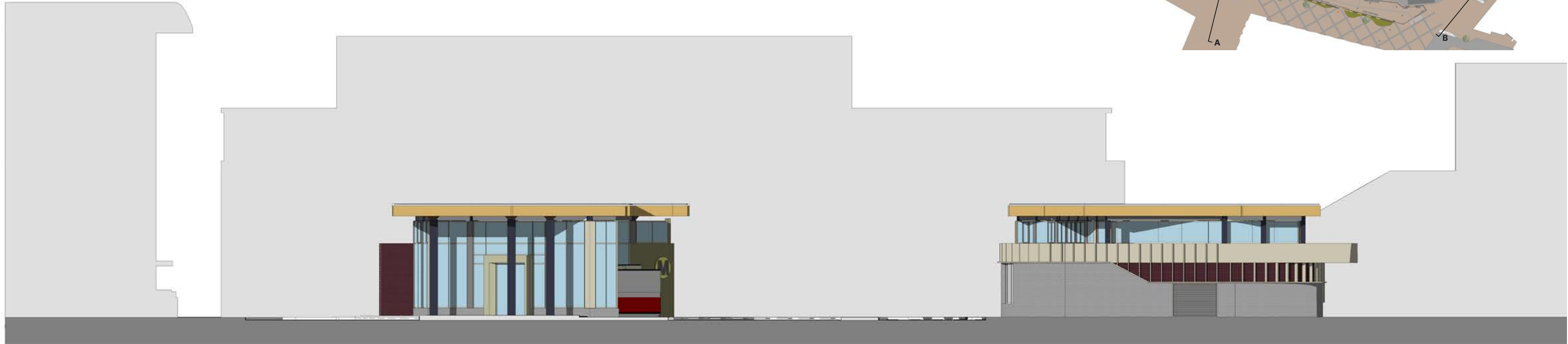
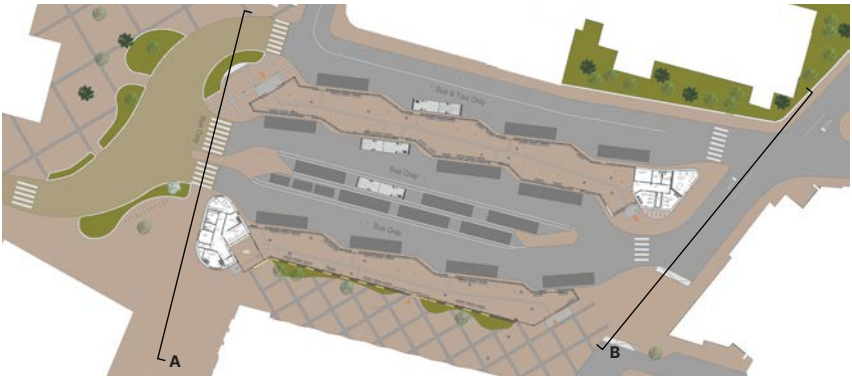
Section C



Section D



# 06.12 Architectural Design Proposals

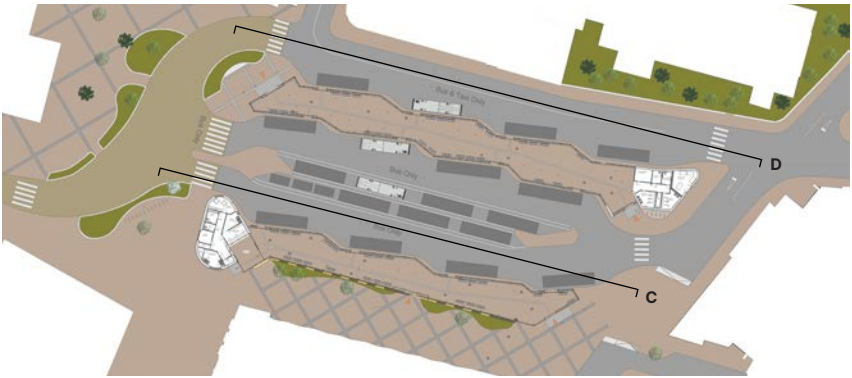


Elevation A



Elevation B

06.13 Architectural Design Proposals



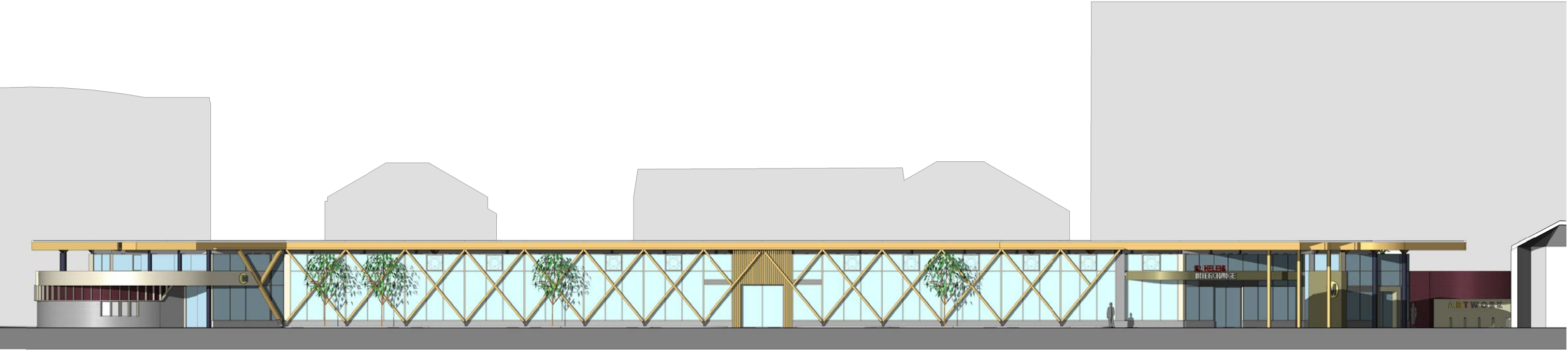
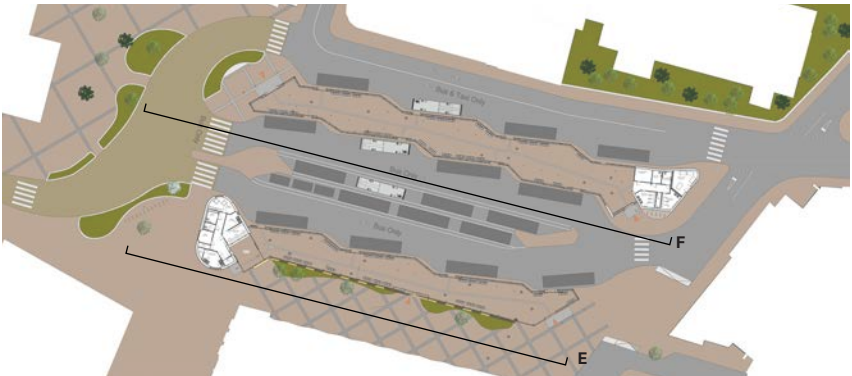
Elevation C



Elevation D



06.14 Architectural Design  
Proposals



Elevation E



Elevation F



# 06.15 Architectural Design Proposals

## Material Palette

The materials have been chosen as they are in keeping with the surrounding environment and help to improve the local palette. It must be noted that the bus station materials take into account the proposed masterplan to ensure that the anticipated town centre reads coherently. It is also advantageous to note that previous ASL projects such as Wigan, Chester and Tameside Bus station have had positive experiences when using these selected materials.

## Glazed Diagrid Roof

- 1. The Forum, University of Exeter - Wilkinson Eyre
- 2 The Forum, University of Exeter - Wilkinson Eyre
- 3. Alnwick Garden Pavillion - Hopkins Architects
- 4. Peter Hall Performing Arts Centre - Haworth Tompkins

## Metal Panels/Fins

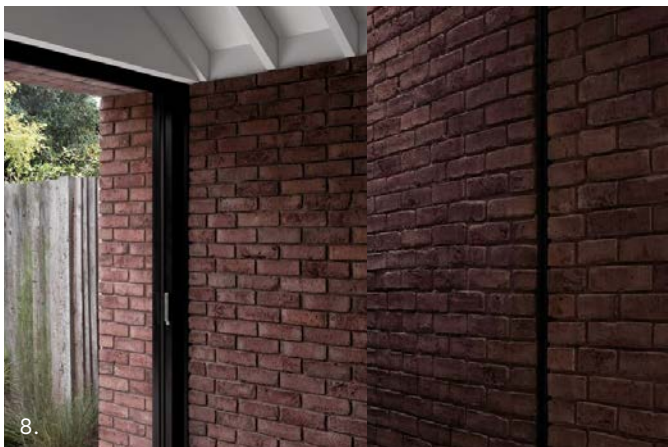
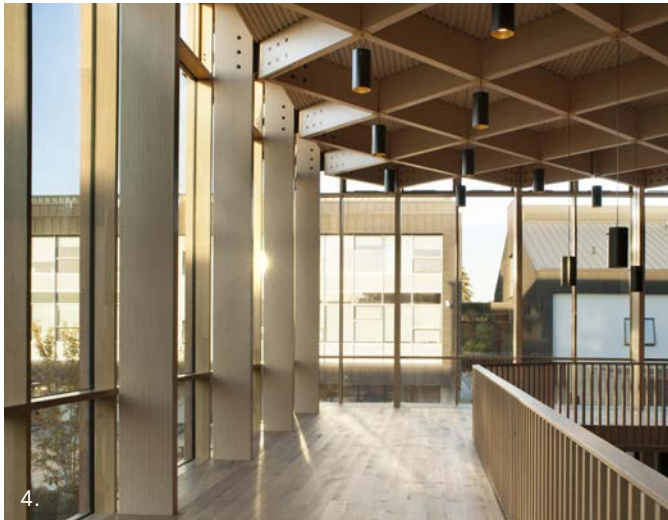
- 5. Albert Schweitzer Community Centre - Mobile Architecture Office

## Masonry

- 6. Silchester Housing - Haworth Tompkins
- 7. Carmelite Monastery - Austin-Smith:Lord
- 8. Sinter House Extension - Trehwela Williams

## Material Composition

- 9. Assen Station - Powerhouse Company + De Zwarte Hond
- 10. Hallé St. Peter's - Stephenson Studio





# 06.16 Architectural Design Proposals

## Outline Specification

The outline specification details the options deemed appropriate at this stage of design, subject to ongoing discussion with St Helens and Merseytravel. These options are considered to be appropriate in meeting the aspirations for the project and partners.

## External ‘Pod’ Walls and Upstand to Glazing

The pod has a steel frame with a Structural Framing System (SFS) for the infill areas with a combination of masonry and metal cladding. The wall build up consists of Internal double skin plasterboard.

Further specifications are documented below for SFS, Masonry, Panel System, Curtain Walling and Glazing.

### SFS

- Sheathing board with breather membrane
- Insulation with min 50 mm cavity
- Facing brickwork or metal cladding

### Masonry

Two types of brickwork are proposed:

- 1) CLAY FACING BRICKWORK - Buff  
Manufacturer: Wienerberger Bricks Ltd.  
Con Musso Grey/Cream Multi Soft Mud Moulded Stock  
Supplied by James and Taylor, Eastgate,  
No 2 Castle Street, Manchester, M3 4LZ.  
Recycled content: 10% (minimum)  
Special shapes: Cant sill bricks – angled corners  
Mortar - standard: Mix: 1:1:6 cement:lime:sand.  
Additional requirements: Coloured mortar to approval  
Bond: Flemish.  
Frost Resistance – F2  
Active soluble salts content – S2
- 2) CLAY FACING BRICKWORK – Dark Red  
Manufacturer: Klinkers - Niagara Falls

Supplied by Traditional Brick & Stone  
Red - Slop Moulded / Waterstruck  
Recycled content: 10% (minimum)  
Special shapes: Cant sill bricks – angled corners  
Mortar - standard: Mix: 1:1:6 cement:lime:sand.  
Additional requirements: Colour matched mortar to approval  
Bond: Flemish.  
Frost Resistance – F2  
Active soluble salts content – S2

### Panel System

Bailey Platinum Modular® Rainscreen system  
3mm thick. - or equal  
Finishing to be Colour to be PPC RAL 7022  
Any Visible Fixings To Be Colour Matched.  
Interlocking panels fixed to substrate  
Support fasteners: Contractor’s design.  
Fasteners: Secret fixed to manufacturer’s advice.  
Polyester powder coating is to be electrostatically applied at the manufacturer’s in-house plant to conform to BS EN 12206:2004 Part 1 and Qualicoat Class 1 standards.  
Factory fabricated corners, stop ends, upstands, junctions etc as required.

### Curtain Walling - General Requirements:

- The structural beam supporting curtain walling must align with mullion as per Architect’s detail to conceal connections.
- Type: Stick system pressure equalised and mullion drained incorporating vertical and horizontal caps and opening lights
- Supporting structure: horizontal steel members and base brackets.
- Material: Aluminium Finish: powder coating colour/texture: to be confirmed.
- Minimum film thickness: 60 microns.
- Where possible panel sizes to be consistent and considered in terms of ease of access for maintenance and repair/ replacement.
- The module of glazing around all passenger doors will require to provide consistent lay out for the integration of monitors,

- cameras, lighting, sensors & signage.
- Proposed cappings will be required to be fully secured, robust, factory finished aluminium and incorporate a bird deterrent system if required to meet both Planning Consent and be acceptable to Merseytravel
- The curtain walling shall provide a wireway for electrical services distribution. The curtain walling will include a powder coated capping profile over this that is non-structural and can be used to house the electrical services cabling to PID, power to doors, etc.
- All brackets for equipment fixed to or from the curtain walling system to be detailed to address dissimilar metal corrosion.
- Details of paving/finishes to building/curtain walling junctions and flashings will be fully detailed.
- Glazed Units are to be thermally broken. Some units may be required to be openable for natural ventilation, TBC as the design develops. These windows will be openable via actuators to curtain walling manufacturer’s recommendations.
- Louvres to include bird and insect guards
- Finish – Powder coated aluminium.
- Control – to suit ventilation strategy and level of control to meet environmental and comfort standards either manually or mechanically operated.
- Mechanical operation: As required to meet the fire and ventilation strategies.
- Access for maintenance and cleaning – to be provided where required.
- Continuous louvres: Material, Aluminium RAL Colour 7044

# 06.17 Architectural Design Proposals

## Glazing

Double glazing to all panels to suit the necessary safety, security, structural, thermal performance, (including solar gain characteristics) and weather tightness requirements of the benchmark design. The G-values of glazing to be designed to limit solar heat gain (this will be developed along with the thermal control model assessment).

- U-values to accommodation pods to meet current Approved Document u-values.
- Concourse is not a heated space so U-value will be set by the double glazed standard with no requirements for heat loss, only mitigation against heat gain.
- All glazing to include for contrasting manifestation in full compliance with current standards and Merseytravel particular requirements and branding.
- Glazing system: gaskets.
- Include opening lights and accessories if required.
- Windows to Travelshop and accommodation to be security glass.

## Automatic Doors

The width of door openings and location/designation other escape routes to be determined as part of the overall fire strategy in addition to the accessibility requirements in and be mindful of maintenance requirements e.g. size of equipment that may need to pass through. Doors to include protection glazed barriers pockets to limit potential trapping or collision during door operations. Door gear and threshold details will be designed and installed so as to achieve a level threshold free of trip hazard. The threshold and door gear must be flush (with zero tolerance) and level.

- Passenger Information Displays (PIDs) – mounted above door with concealed cabling to it and access to disconnecting cables from back of PID for maintenance purposes (but not accessible to public).

- Audible systems – as best practice it is suggested that induction Loops are provided to whole concourse – this can be reviewed at the next stage.
- Stand designation signage above automatic doors, integrated in PID, and ceiling or column mounted/suspended stand designation signs in vicinity of stand for long range views along the concourse. All ceiling mounted fixtures to be fixed back to the main structure.
- PA speakers to be audible at every passenger gate – (Merseytravel to confirm).
- Note: Where PIDs or other Merseytravel equipment is positioned where potential exposure to external weather environment may cause failure or deterioration, suitable weather protective housings or protection is to be provided.
- All cables serving the equipment to be either concealed or clad in flexible conduit. Access for repair or replacement to be considered.

## Manual Doors and Associated Ironmongery and Fittings

All accessible WC doors shall provide 1000 mm clear opening width. All other doors will generally be designed to provide a clear unobstructed width of 825 mm in line with the Approved Documents. Fire resistance specification will need to be agreed with fire officer/building control at St Helens Borough Council.

Finishes:

- External, store and operational doors – colour coated steel doors and frames.
- Staff accommodation - laminated solid core doors with lipped edges and hardwood timber frames.
- Access control – security doors to Merseytravel Offices & Driver Mess area.
- Ironmongery TBC.
- Standard dead locks shall be provided to enable staff to lock the facilities down as needed from time to time.

## Roof Design

The upper canopy roof design is proposed to be a diagrid structure – using glulam timber beams sat on steel columns. The infill sections of the diagrid structure will be a glass laid to falls. The glass roof to the north section of the facility will have encapsulated photovoltaics within the laminated glass. For the southern section there are no PV’s proposed as it is envisaged that the adjacent hotel will cast a shadow over the roof canopy.

The pod roofs will be a sedum green roof - whilst encouraging wildlife it is also a very good thermal solution for the roof as it is a deeper build up.



# **07 Mechanical & Electrical Design Proposals**

# 07.1 Mechanical & Electrical Design Proposals

The building services mechanical and electrical engineering technical proposals for the initial design of the new St Helens Multi-Modal Interchange are summarised briefly below, for the full technical report please refer to Appendix G.

## Context

The existing bus station has approximate dimensions of 90m long x 43m wide and comprises of three concourses, a Merseytravel travel centre, and a small retail offering. The concourses are enclosed with a single storey utilitarian structure and concrete hardstanding provides the wearing course for bus circulation.

The key development constraints of the St Helens Bus Station site include any existing services present in the ground, which will require diversion. In order to reduce design risks and confirm the current assumptions, it is recommended that a survey is undertaken to understand the underground services and obstructions.

## Work Stages Objectives & Scope

At this stage of the design process, the main building services elements that have been considered to inform the preferred design layouts and cost estimates are:

- Utilities;
- System descriptions; and
- General arrangements.

Also at this stage, the scope of the technical work has included consideration of the following:

- Concept layouts
- Concept description of systems.

## Utilities

In order to serve the new proposed St Helens Interchange, an assessment of the required utilities has been undertaken. These include:

- **Gas** – no requirement for a gas connection in the proposed design.
- **Electricity** – a new Low Voltage supply will be needed from the local network.
- **Water** – a new connection is to be taken from an existing cold water main.
- **Comms** – a fibre connection will be provided to the Northern and Southern Pods.

## Electrical Building Services

In order to establish the specific electrical building services requirements, assumed power densities have been calculated for each space type within the proposals. The following space types are:

- Office/travel shop;
- Corridors;
- Control room;
- WC/stores; and
- Concourse.

For the same space types as above, the lighting design criteria has been established which details the required lux level and control methods for each space. For example, the office/travel shop will have a presence detection control method of 300 lux. The power densities and lighting requirements for the space types are detailed fully in Appendix G along with the proposed distribution methods for the low voltage components of the design (such as fire alarms and network wiring).

The proposals include provisions for a comprehensive fire alarm system, data/AV/security system, disabled toilet alarm and energy metering. For example, the data/AV/security system proposals outline the disposal of the existing systems, and the extent of coverage, location and accesses for the new system. These proposals will be reviewed in more detail at the next stage of design, and will need to be developed in accordance with both current best practice and Merseytravel requirements.

## Mechanical Building Services

The mechanical building services design for the new Interchange has been based upon the following criteria:

- External conditions;
- Internal conditions;
- Occupancy density; and
- Humidity control.

Further to this, the building fabric parameters have been considered in accordance with various design standards and statutory requirements, which are documented in full in Appendix G.

A ventilation strategy has also been proposed, which includes the provision of dedicated mechanical ventilation and heat recovery units (MVHRs) in the Northern and Southern Pods. Similar to this, a heating and cooling strategy has been devised for the proposed new St Helens Interchange which includes:

- Wall mounted electric panel radiators within office;
- Ceiling mounted panels within changing rooms and WCs;
- Low surface temperature radiators for anywhere deemed ‘accessible’; and
- Air source heat pump provided in the Travel Shop.



# 07.2 Mechanical & Electrical Design Proposals

All of these elements will be managed by a Building Management System in a control panel in the plant room of the Northern Pod, with an additional panel in the Southern Pod.

### Public Health Building Services

A new above ground foul water drainage system shall be designed and installed to convey foul and wastewater from the building quickly and quietly. Domestic systems for cold and hot water to serve the Northern and Southern pods have also been proposed and are detailed in full in Appendix G.

### Sustainability

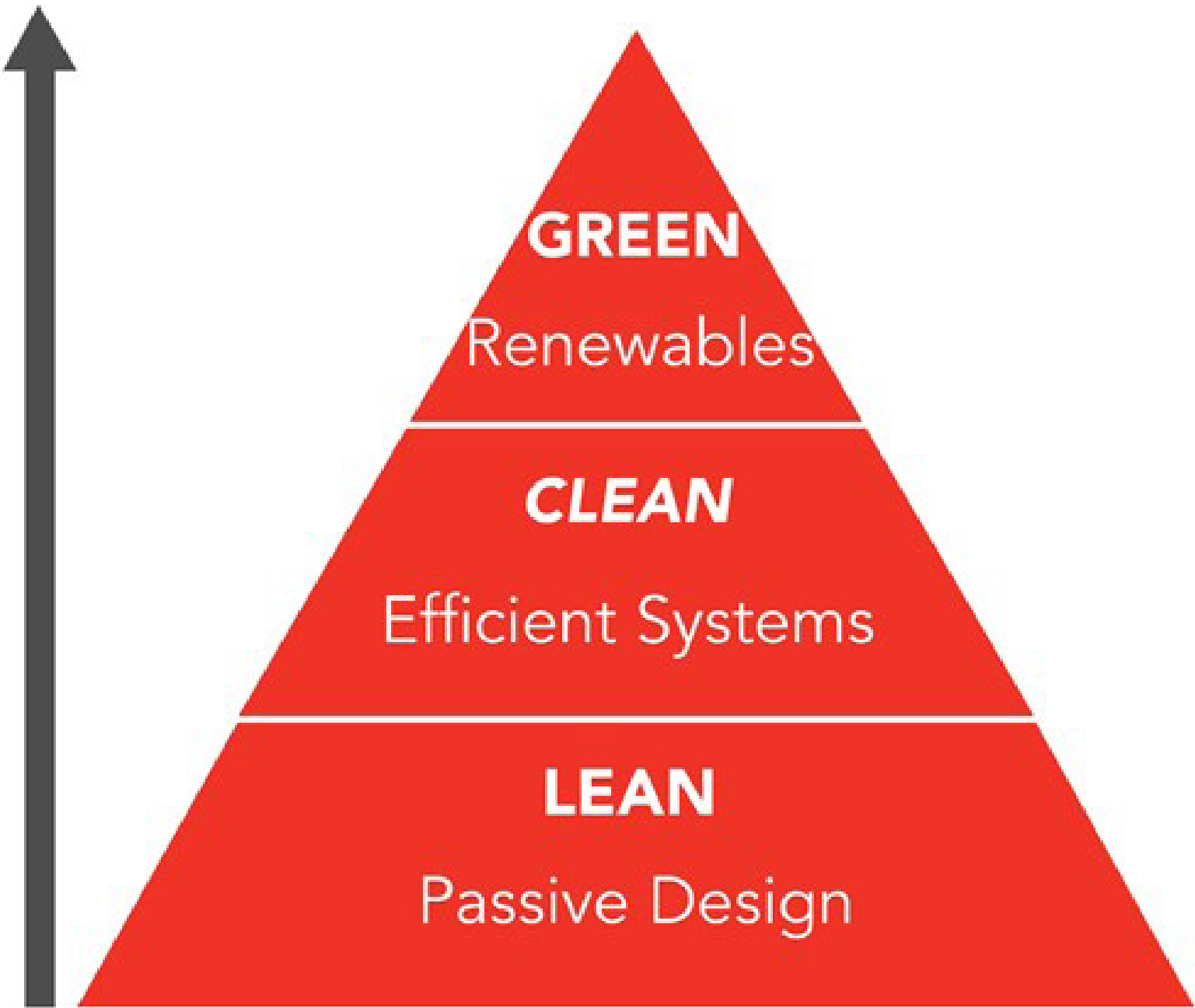
A low carbon, sustainable design is at the heart of this development brief and the proposal will be required to meet Part L2 of the Building regulations.

In order to meet this, a ‘lean, clean and green’ approach to low carbon design has been adopted, and the following design features have been used to achieve CO2 savings.

- Be Lean – high levels of fabric insulation
- Be Clean – LED lighting, high efficiency air source heat pump technology and ventilation heat recovery
- Be Green – PV panels, de-gasification of the building services

### Summary

The mechanical and engineering proposals for the initial design of the St Helens Interchange are primarily concerned with utilities, system descriptions and general arrangements. Further detail of these elements can be found in Appendix G In order to progress these proposals to a more detailed stage of design, surveys should be undertaken to confirm the location of existing utilities. There may be some efficiencies, in terms of consents, cost and limited disruption to businesses and the general public, were such intrusive investigative surveys to be undertaken covering requirements for adjacent developments in the town centre to the bus interchange, for example the Gamble building and the town centre masterplan around the existing Hardshaw Centre.



Low Carbon Design Approach

# 08 Drainage



# 08.1 Existing Site and Drainage Arrangements

The Drainage Strategy for the initial design for the new St Helens Multi-Modal Interchange is summarised in this section, for the full technical report please refer to Appendix H. The strategy provides recommendations on how surface water runoff and foul flows from the site will be managed.

The Drainage Strategy incorporates the following features after discussion with St Helens Borough Council as the Local Planning Authority and Lead Local Flood Authority (LLFA);

- Submit a Drainage Strategy as part of the planning application.
- Submit a Pre-development Enquiry Form to the water company for a surface water and foul drainage impact assessment.
- Undertake an assessment of surface water runoff to confirm site discharge rates and attenuation requirements.
- Include Sustainable Drainage Systems (SuDS) measures within the drainage proposals to suitably control surface water runoff.
- Show existing watercourses, waterbodies and interactions with proposed drainage strategy.
- Show existing and proposed sewers.
- Provide a plan/ drawing showing proposed SuDS measures.
- Show post-development surface water flood flow routes.
- Show existing and residual surface water flood flow routes.

## Site Levels

A topographic survey of the site has been undertaken to OS datum, and information is included on the drawings in Appendix B. The site is relatively flat, falling from 33.5mAOD in the northwest to 30.7mAOD in the northeast. The western part of the site falls gently to the south from approximately 33.0mAOD in the northwest to 32.3mAOD within Bickerstaffe Street in the southwest, whereas the eastern part falls towards north from 31.3mAOD in the southeast to 30.7mAOD within Corporation Street in the northeast of the site.

## Existing Drainage Arrangements

The current drainage method of the interchange is a conventional combined kerb and drainage system with a network of channel drains and road gullies. Roof water from the existing pedestrian shelters and buildings in the west and northeast currently drain via gutters and downpipes into the underground system, connecting into the combined sewers. The majority of the site drainage is concentrated within the north-eastern corner which is the lowest spot within the site. The photos on this page show the typical existing onsite drainage features.

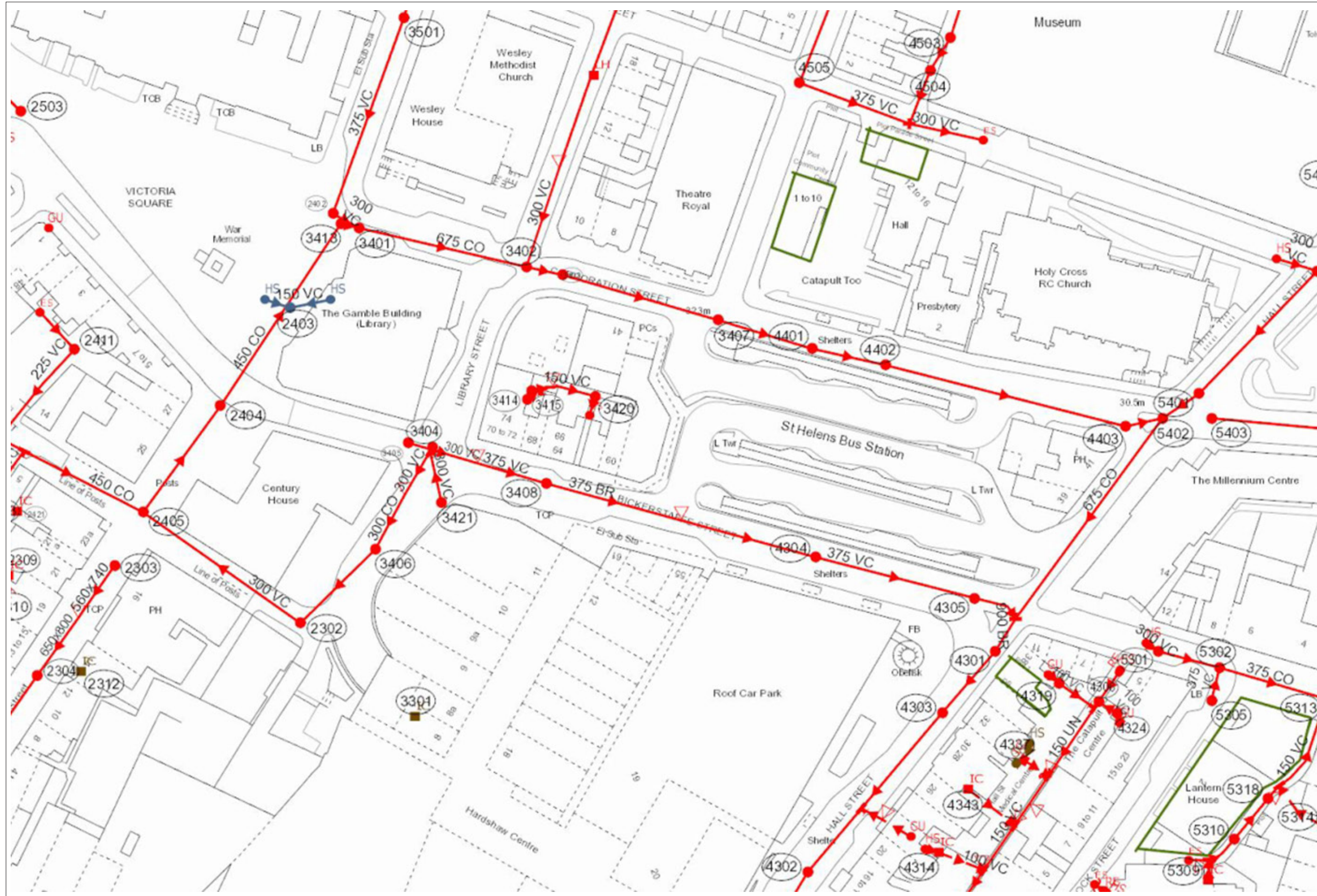
The wastewater system within the majority of the St Helens Town Centre is recorded as combined (larger plan can be found in Appendix H). Adjacent to the site, there is a 675mm diameter combined sewer recorded in Corporation Street to the north of site and a 375mm diameter combined sewer in Bickerstaffe Street to the south, both of which connect to a 675m diameter combined sewer in Hall Street to the east. These sewers are assumed to be receiving the majority of the surface water associated with the existing bus interchange and buildings within the site boundary.



Existing Drainage Features



## 08.2 Existing Site and Drainage Arrangements



United Utilities Wastewater Asset Plan



# 08.3 Drainage - Consultations

## Consultations

In developing the drainage strategy consultation has been undertaken with the following stakeholders:

- Environment Agency
- St Helens Borough Council - Lead Local Flood Authority
- United Utilities

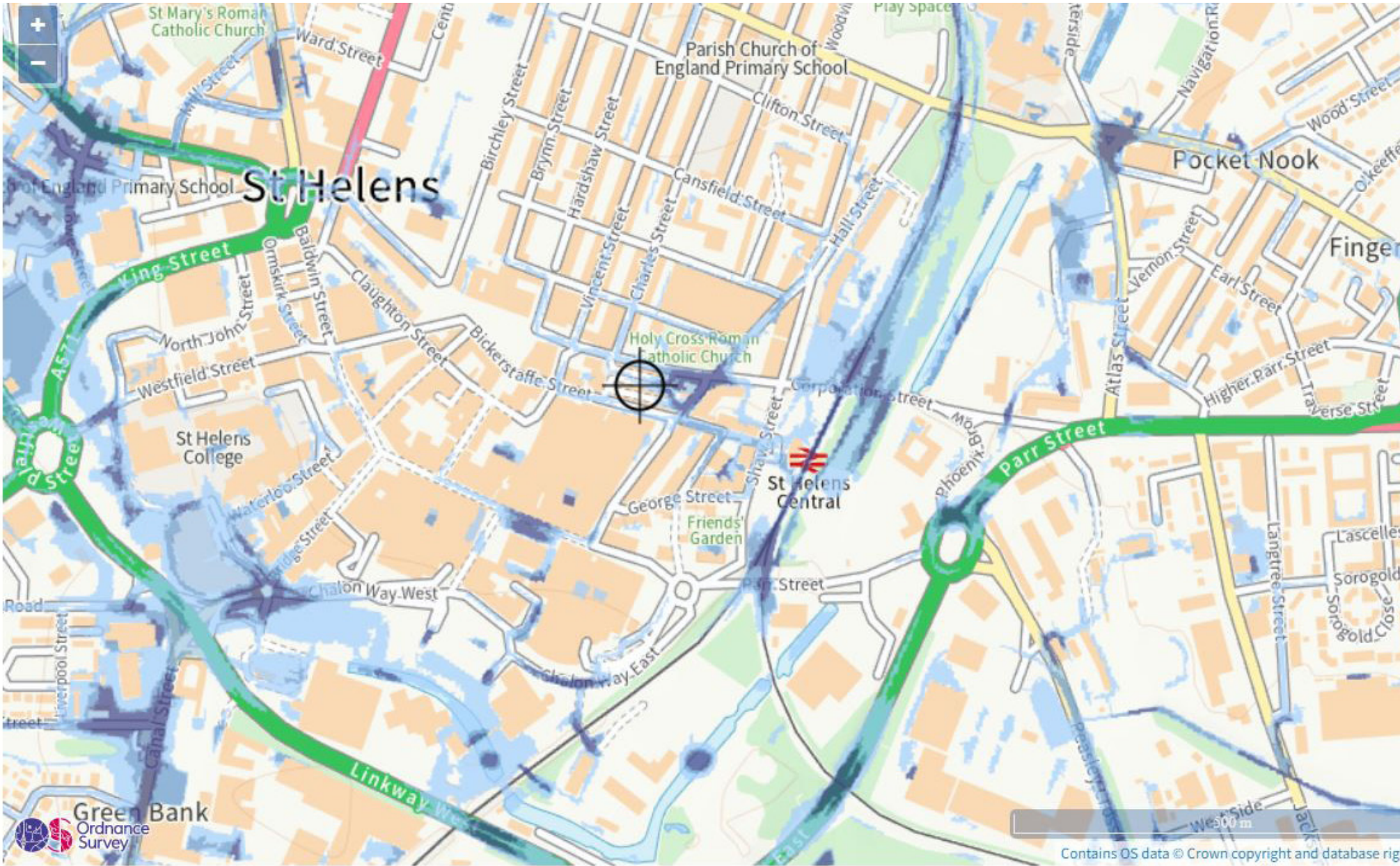
Records of discussions are included within Appendix H.

Consultation has revealed the need to consider the extent of existing surface water flooding noting that the northeastern corner of the site is most at risk due to the elevation across the site. Given the proposed location for the northern pod in this corner this is a key consideration.

The lead local flood authority provided clarification on the need for on site attenuation with an unwillingness to accept any greater discharge rates than is current on site. At a minimum, the LLFA have requested petrol interceptors to reduce not just petrol, but other substances.

United Utilities requested that all surface water flow from the proposed development should be drained in-line with the drainage hierarchy, as outlined in the National Planning Practice Guidance (2014). The consultations with United Utilities are ongoing and further investigation will need to be undertaken in order to fully assess the performance of the existing drainage system and establish a realistic discharge that can be accommodated within their existing infrastructure.

As some of the wastewater assets are located within the development boundary, United Utilities has requested unrestricted access to the sewer for maintenance purposes. They requested a minimum clearance of 6m which is measured 3m from the centre line of the pipe unless there happens to be a formal easement agreement in place, in which case the specified easement width would apply. Alternatively, if this cannot be achieved, a diversion of the sewers may be considered.



Extent of flooding from surface water

● High ● Medium ● Low ○ Very low ⊕ Location you selected

Extent of Surface Water Flooding (Source: Environment Agency)



# 08.4 Drainage Strategy

## Design Strategy

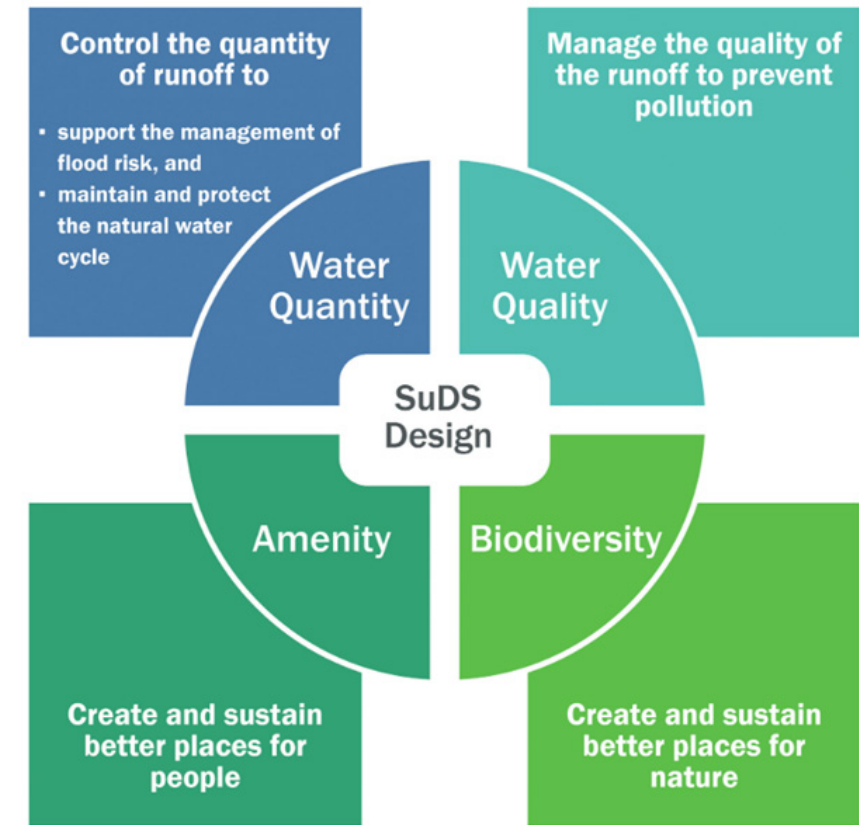
Appendix H sets out the design parameters, drainage hierarchy, infiltration considerations, geology, bedrock conditions, discharge rates, run-off rates and storage estimates that have informed the drainage strategy.

## Drainage Strategy

The drainage strategy documented within Appendix H details how best practice has been complied with in terms of Sustainable Urban Drainage Systems (SuDS).

The strategy details the drainage components that are summarised in the table adjacent, which have then been illustrated on the schematic layout plan on the plan overleaf.

Appendix H also documents key assumptions, identified risks and suggested recommendations to be considered at subsequent stages of design, planning and implementation.



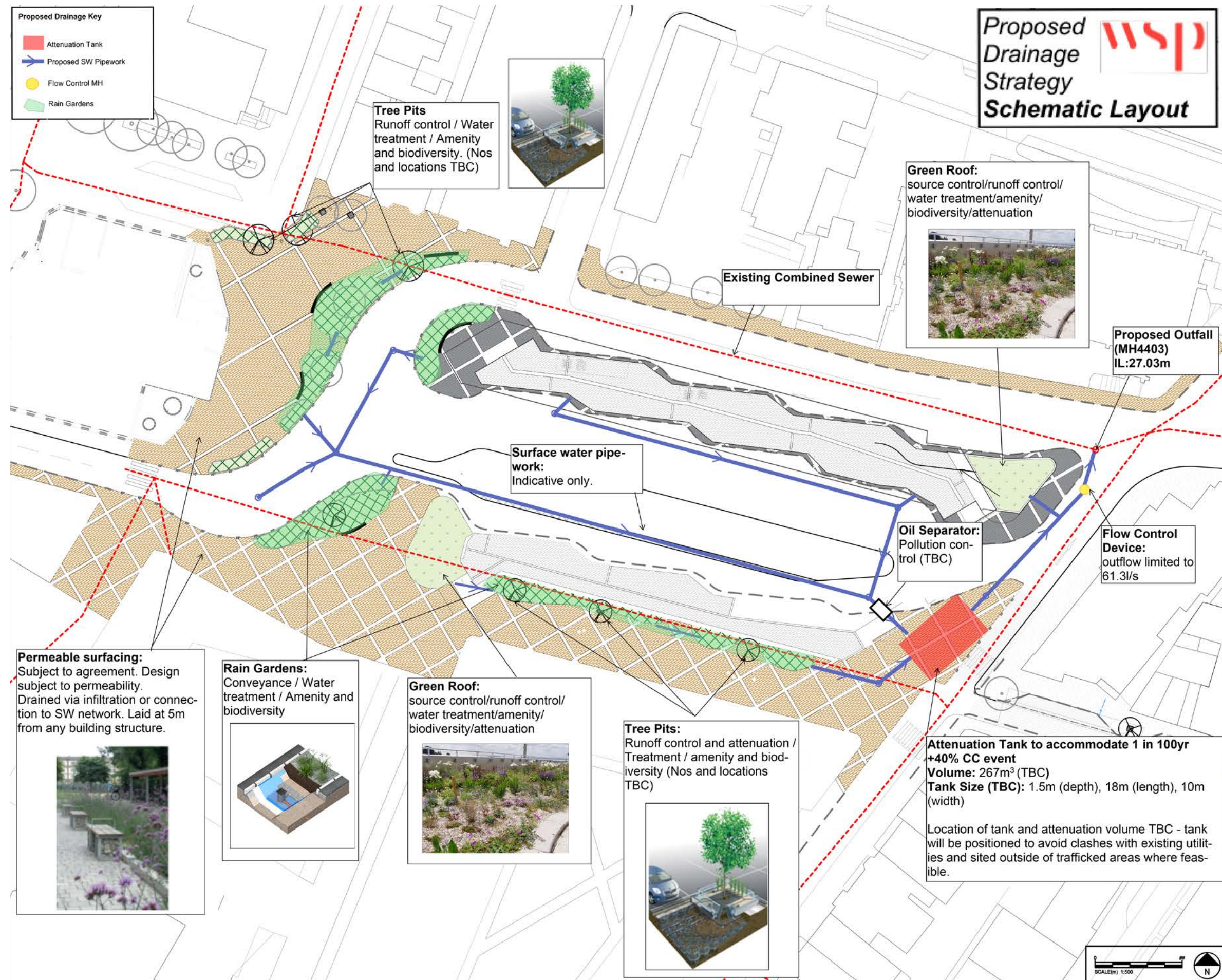
Four Pillars of SuDS Design

| Drainage Components       | Description                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rainwater Harvesting      | Rainwater is collected from the roof of a building or from other paved surfaces in an over-ground or underground tank for use on site. Depending on its intended use, the system may include treatment elements.                                                                                                                                                                                                     |
| Green Roofs               | Green roofs are designed to intercept and retain precipitation, reducing the volume of runoff and attenuating peak flows. Provide good removal capability of atmospherically deposited urban pollutants.                                                                                                                                                                                                             |
| Bioretention System       | Bioretention systems can be used to capture surface runoff. They help to reduce peak flows and volume of downstream components. Bioretention systems are flexible in shape and features and can be planned as landscaping features.                                                                                                                                                                                  |
| Permeable Paving          | Permeable paving can be used for the proposed pedestrian footpaths allowing rainwater to infiltrate through the surface while providing an area suitable for pedestrian and vehicles if required. The water should be temporarily stored in storage systems (assuming no infiltration) before discharging to the drainage system. This will reduce the peak flows and the volume required for downstream components. |
| Tree Pits                 | Trees can be planted within a range of infiltration SuDS components to improve their performance, as root growth and decomposition increases soil infiltration capacity. Alternatively, they can be used as standalone features.                                                                                                                                                                                     |
| Attenuation Storage Tanks | Large, below-ground voided spaces can be used to temporarily store run off before infiltration, controlled release or use. The storage structure is often constructed using geocellular or other modular storage systems, concrete tanks or oversized pipes.                                                                                                                                                         |
| Filter Trenches           | Linear trenches filled with a permeable granular material often with a perforated pipe in the base of the trench. Can be used to filter and convey stormwater to downstream SuDS components. Provide peak flow reduction and a good level of runoff treatment.                                                                                                                                                       |
| Infiltration Systems      | Infiltration components can be used to capture surface water runoff and allow it to infiltrate and filter through to the subsoil layer, before returning it to the water table below. Infiltration components can be incorporated into a range of SuDS components.                                                                                                                                                   |

Potential drainage Components



## 08.5 Drainage Strategy





# 09 Structural Proposals



# 09.1 Structural Proposals

The structural engineering technical inputs informing the initial design of the new St Helens Interchange are summarised below. The full WSP technical report is included as Appendix J.

## Context

The key development constraints of the St Helens Bus Station site include access to the site during construction (whilst maintaining the use of the surrounding buildings) and any existing services present in the ground, which will require diversion.

In order to reduce design risks and confirm the current assumptions, it is recommended that the following surveys are undertaken at the next stage:

- Survey to understand underground services and obstructions – the diversion of services is likely to be required.
- Geotechnical investigation, strata information, conditions and water table position, which will enable more robustly informed design for the foundations.

## Work Stage Objectives & Scope

At this stage, the main structural elements considered to inform the preferred layout and cost estimate are;

- Stability system;
- Column location and sizes;
- Foundation arrangements; and
- Primary structural frame.

Secondary structural framing elements have not been considered at this stage, and this should be taken into account if this report is used for more detailed costing purposes at subsequent design stages. Advice on assumed outline quantities have been provided in Appendix J, where possible.

At this stage of the design process, the scope of work for structural engineering includes:

- Preliminary design of the new primary hot rolled steel and timber structural frame for the new concourses;
- Preliminary design of the new primary hot rolled steel for the new hub buildings;
- Preliminary design of new foundations based on parameters provided by WSP’s Geotechnics team; and
- Production of H&S Designer Risk Register for the structural engineering aspects of the project.

## Structural Analysis & Design

A structural analysis of all component parts of the new concourses and hub buildings have been undertaken, and all design concepts have been developed in conjunction with Austin Smith Lord.

There are proposed to be two main concourses, approximately 90m in length and varying width (depending on whether they serve bus stands on one or both sides). There will be two pod structures, one attached to each concourse, approximately 17m x 10m in size.

For the main concourses and pod structures, the following elements have been considered and the chosen strategy is detailed further in Appendix J.

- Stability;
- Timber rood frame elements (for main concourses only);
- Analysis;
- Columns; and
- Steel frame elements.

In addition to this, the structural design of the ground floor slab and foundations have been considered, see Appendix J for further detail. However, the foundation design has been developed in the absence of any site-specific ground strata, and will therefore need to

be reviewed at the next design stage following ground investigations to confirm suitability. A review will also need to be conducted once a services survey has been undertaken, to ensure that any existing services that clash with the proposed foundations are diverted as required. This will also need to be considered in the context of the Town Centre masterplan proposals that are being developed, which sees development adjacent to the bus interchange that might also have a requirement for service diversion.

## Design Criteria & Material Properties

The proposed structural design of the new St Helens Interchange complies with Building Regulations 2004, with full compliance with codes of practice detailed in full in Appendix J Similarly, the grades and properties of proposed building materials, as well as proposed building loads are detailed in Appendix J.

## Performance Criteria

The ‘design working life’ for the ‘structure’ (i.e., the structural frame and main structural elements) of this building is 50 years. However, the expected actual life of this proposal would be well in excess of this, and with reasonable maintenance against the effects of the weather, the building life could be indefinite. The rationale, and standards met, for this level of ‘design working life’ are detailed further in Appendix J.

Fire resistance for these structures have been considered and are to be advised by the Fire Engineering consultants, who would need to be introduced in subsequent stages of detailed design. A fire protection system will be required for this project and will be discussed by the design team at the next design stage.

Serviceability has also been considered, detailing deflection, crack widths, sway, design groundwater level and construction tolerances in Appendix J.

Construction & Maintenance Issues

Throughout the design process, a risk assessment has been undertaken to ensure that the health and safety of the works can be appropriately managed. Where possible risks have been eliminated during the design; in other instances where the elimination of the risk was not possible, it has been reduced as far as is practicable. Risks that remain in the design are the residual risks, and these will need to be addressed later in the detailed design and/or managed during the execution of the works.

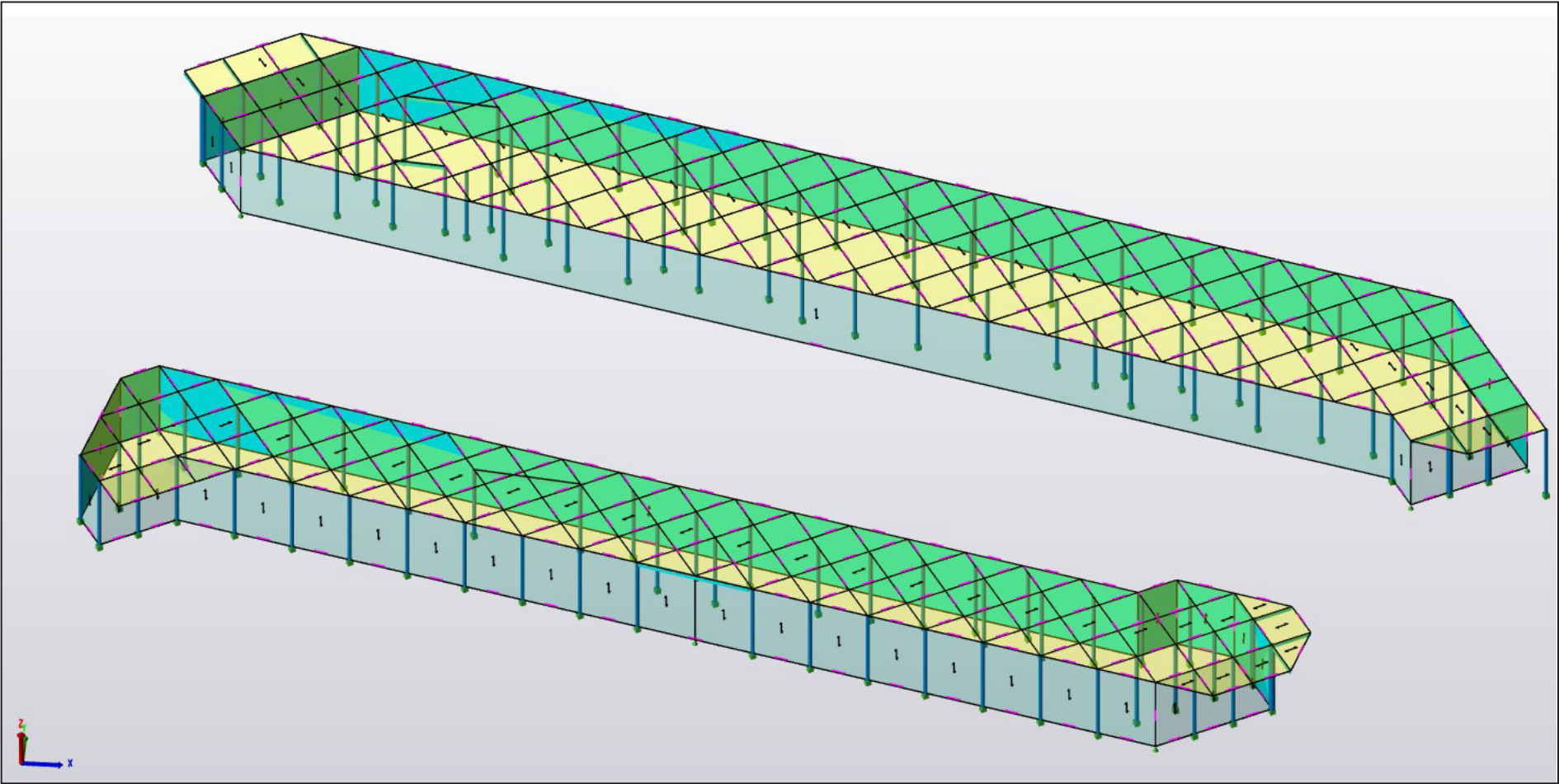
Sustainability

The sustainability aspects of the project are a key consideration for the client and the design team and opportunities to enhance the sustainability performance of the structural components have been explored. These include opportunities within the site and design process, as well as opportunities within material selection and specification. These are detailed in full in Appendix J.

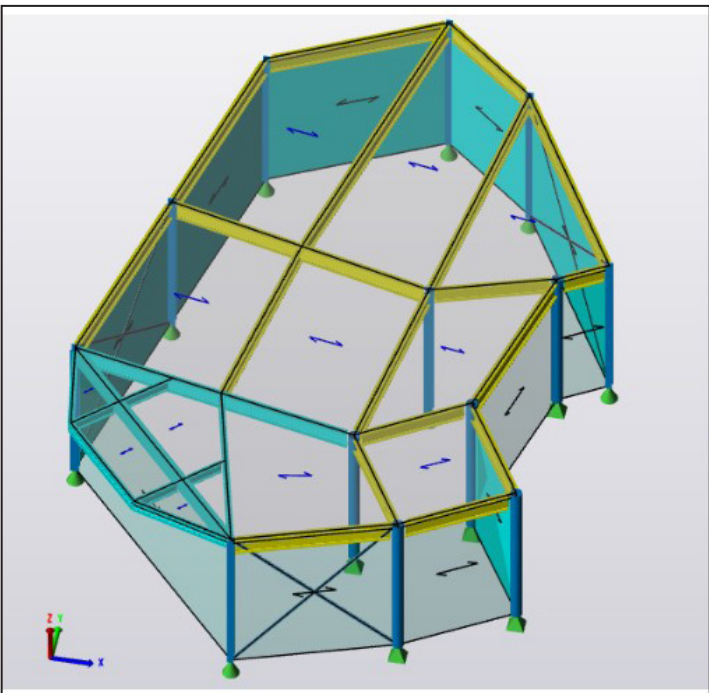
Summary

The structural engineering technical proposals for the initial design of St Helens Interchange have considered the stability system, column location, foundation arrangements and primary structural frame. In order to progress these proposals to a more detailed stage, a survey should be undertaken to determine the location of existing services to determine appropriate diversions and a full geotechnical investigation should also be undertaken to confirm current assumptions of ground conditions for foundation designs.

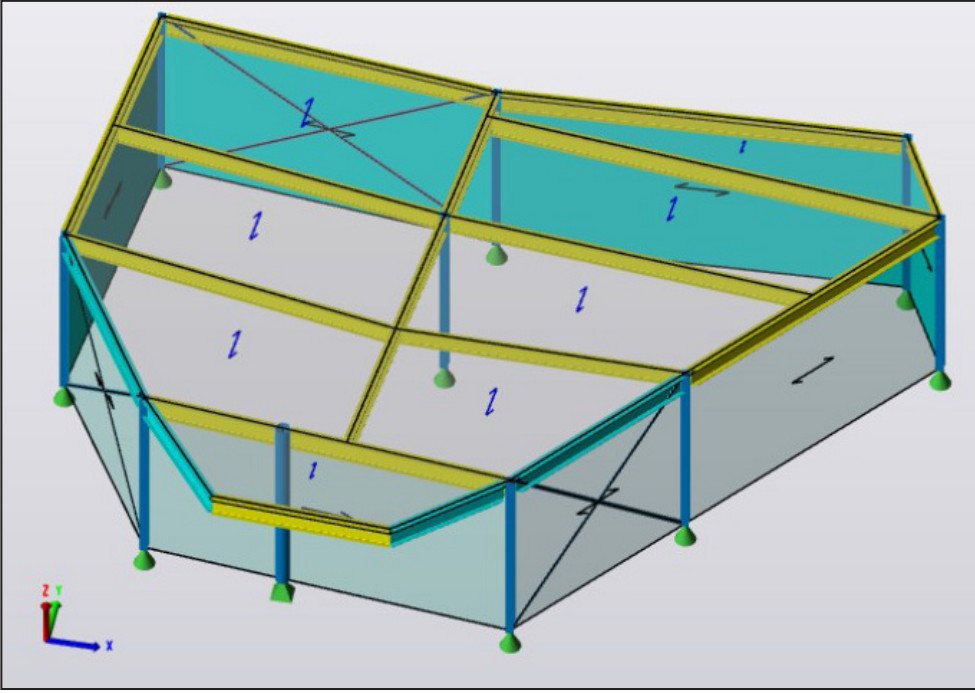
As was the case with further developing the mechanical and engineering proposals, there may be some efficiencies, in terms of consents, cost and limited disruption to businesses and the general public, were any intrusive investigative surveys to be undertaken covering requirements for adjacent developments in the town centre to the bus interchange. The Structural Engineering proposals have been produced following the undertaking of baseline geotechnical surveys, which are included in Appendix I.



Structural Framing of the concourses



Structural Framing of the south west pod



Structural Framing of the north east pod



# 10 Planning & Building Control

# 10.1 Planning & Building Control

## Design & Access Overview

### Proposed Use & Quantums

The site is located within St Helens town centre and is currently occupied by the existing bus station. It is presently surrounded by; the Hardshaw Centre (shopping), The Gamble (previously used as a public library), and a Catholic church. The site is located a short distance away from St Helen’s Central, meaning it can be accessed by local rail networks. The proposed development has planned to demolish the current bus station, making way for an upgraded facility. For this to happen, other existing buildings including an array of commercial units will need to be demolished too.

The new bus station will accommodate 12 operational stands. 1 of these stands will be provided for layover/ drop off. Centrally the station has 7 dedicated layover spaces and space for up to 3 vehicles for servicing and maintenance. The bus station has been designed to accomodate 15m long buses.

Alongside the stands a waiting area allows visitors to shelter from the elements whilst waiting for their bus. The waiting areas connects individuals to pods at the North East or South West of the site. The pods will provide visitors with amenities for example; a Travel shop where travellers can purchase a ticket, retrieve journey information and utilise WC’s/ changing places facilities.

The landscape designs will be provided by WSP landscape team. It will provide a mixture of both hard and soft landscaping with clear markers for vehicular access. The development hopes to improve the facilities currently found onsite, connecting St Helens to the wider surroundings.

- The development includes the following accommodation;
- Main Public concourse and associated bus stands
  - Passenger information systems and displays
  - Ticket Machines
  - Travel shop – Tickets & Information

- Merseytravel Staff facilities: Managers office, mess room, showers, lockers, WC’s and stores
- Passenger waiting spaces with seating at bus stands
- Stores and plant rooms
- Electrical switch room
- Server room
- Cleaning equipment & grit store

This accommodation can be further described using their areas; South Pod

- Travel Shop = 39m2
- Ticket Sales = 17m2
- Office = 11m2
- Kitchen = 17m2
- Shower = 7m2
- WC = 4m2
- Plant = 8m2
- Electrical Switch Room = 3m2
- Server Room = 3m2
- Control Room = 15m2
- Store = 3m2

North Pod (Excluding Newsagents)

- Female WC = 15m2
- Male WC = 15m2
- Accessible WC = 7m2
- Baby Change WC = 7m2
- Changing Places = 12m2
- Station Store = 25m2

North Pod (With Newsagents) as North Pod above except;

- Male WC = 14m2
- Station Store = 21m2
- Newsagents = 20m2

### Layout

The layout of the site has been influenced largely by the traffic flows that allow buses to pick and drop off. It is extremely important to track the smooth transition of this vehicular traffic to ensure efficiency. Vehicular traffic flow should also be considered in combination with the

pedestrian movement around the site as this will increase the safety of the design. Pedestrian flow from the train station has also been considered as it is located along the North West/ South East access at the bottom of Bickerstaffe Street. Making a strong connection to this will strengthen existing connections with the concourse. It must be noted that the masterplan has suggested that improvements to this route i.e., user experience and materials will be made.

The proposed layout has also been influenced by the English Cities Fund proposals for the wider St Helens Town Centre masterplan. Interface distances have been set from new buildings to the bus station, meaning that the development will need to operate within these parameters. Approaching the site from either the North West/South East, visitors are met with pods which mark the entrance to the station. The pods sit at the bottom of the main concourse, increasing the site’s connectivity as visitors can easily access the adjacent bus stands to begin their journey.

The linear movement allows individuals to travel through the North/ South pod and onto one of the main concourses. It is here where they can decide to turn and catch a bus or continue through the building onto an exit. This is reinforced even further when existing connections consider that the train station is located along the North West/ South East access at the bottom of Bickerstaffe Street.

### Scale

- The bus station is formed of four components;
- Bus stands and layover spaces
  - Linear concourse
  - Accommodation building pods
  - High & low roof canopies

The existing bus station is composed of a one storey structure with a pitched roof. The proposed massing of the bus stands and linear concourse has to consider these parameters to ensure that it doesn’t radically differ.

The main concourse has been broken up by a diagrid glulam structure which wraps up the side and over the top of the building. This provides a



# 10.2 Planning & Building Control

(continued from previous page)

layered visual element to the façade. As a result of the diagrid structure to ensure that the linear concourse receives enough daylight, roof lights have been strategically placed at key intervals to ensure a comfortable environment within the bus station.

Careful consideration has been given to the massing of the pods to ensure that they are in keeping with what has existed on the site. The main canopy on the south pod wraps around the building marking the entrance to the station. This helps with wayfinding on the site by providing an architectural focus to the pod without massively increasing the height of the structure. Placing the canopy over the entrance provides an interstitial space for visitors travelling onto the main concourse to prepare themselves for the journey.

The north pod tucks neatly under the linear concourse ensuring that the Glulam structure is visible on the bus station approach. This presents an opportunity to reinforce the developments presence on the site. The following criteria describes the size of the facilities within the built form:

- The building forms can be broken down into zones. At the North West/ South East ends of the development there are 1 storey rooves with 1.5 storey canopies rooves which overlap the built form below and the main concourse which is set at 1.5 stories throughout the site.
- The diagrid structure and glass roof overhang the bus stands providing cover for boarding the buses.
- The eaves level is set at 5.5m allowing buses to be jacked up in the event of breakdown beneath the roof line.
- The internal height of the concourse is 5.5m to accommodate wall fixed and suspended ceiling displays and the sightlines of the CCTV monitoring.

In summary, the above shows which factors have influenced the scale of the proposed building to ensure that it is appropriately set within the context.

## Appearance

The appearance of the development has been extremely important to ensure the bus station is in keeping with its surroundings and meeting the operational requirements of the bus station.

Steel columns bear the weight of the structure, forming a robust frame for the glulam to fix onto. This diagrid creates visual interest both inside and outside the concourse. This is made even more poignant where there are voids in the diagrid pattern that flood the concourse with light. Glass panels within the roof and walls provide protection from the weather but also allow a great degree of transparency within the site. The curtain walling is broken up by aluminium panels which separate the bays and provide space for passenger information systems and displays. This helps to ensure that the curtain walling has a rhythm to it and is softened.

The north/south pods material palette is consistent with the concourse by introducing further use of coloured aluminium panels. The aluminium panel used within the concourse is extended to the south pod allowing it to wrap around the façade to create a coherency between the two volumes. The base of the north/south pods will be composed from 2 different bricks; a grey brick and a red brick. Using this strong material at ground level with help to reinforce the robustness of the bus station.

Introducing the landscaping with the built form, a green roof has been proposed on both pods and it is planned that a green wall will be placed along the back of each pod to to play down the appearance of the service doors.

The proposed scheme will provide a cohesive facility for St Helens which will aid the accessibility and architectural ambition of the town.

## Pedestrian Access

Pedestrians will approach the site from Bickerstaffe Street, from Central Station, The Gamble Building, Victoria Square, Theatre Royal, Corporation

Street and the new link to the town centre kown as New Market Street. It is acknowledged that some pedestrians will use the site as a desired route from these key areas, whilst possibly not using the station building. Clearly demarcated pedestrian zones will be provided, accompanied by way finding signage. The floor will be marked with pedestrian routes utilising floor materials and finishes to highlight zones with best practice guidance for lighting and contrast where materials cross over.

## Cyclists

Fifteen cycle hoops will be provided within the landscape forecourt with parking outside both the northern and southern pods.

## Access to and within the Station Pods

The proposals demonstrate a commitment to inclusive design and have been informed by the following standards and further reflect good practice:

### Legislation

- The Building Regulations 2016: Approved Document M: Access to and the use of building

### British Standards

- BS9999;20017 Fire precautions in the design, construction and use of building - Codes of practice for means of escape for disabled people
- BS8300;2-2018 Design of Buildings and their approaches to meet the needs of disabled people – Codes of practice
- Part B approved documents

## Policies

The National Planning Policy Framework contains two sections that are particularly relevant to the new Bus Interchange. Section 9, Promoting Sustainable Transport, refers to the need to “address the needs of people with disabilities and reduced mobility in relation to all modes of transport.”

# 10.3 Planning & Building Control

Section 12, Achieving Well-Designed Places, includes reference to the need to “create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.”

Sustainable, integrated access will be achieved throughout the development by:

- Linking with surrounding roads and footpaths, ensuring adequacy of sight lines at key locations
- Providing visible entrances and access to the Interchange
- Provide integrated access points for all users
- Providing clear emergency service routes to and from the site.

This design concept sits well with issues of access and inclusive design, which also works at many levels. The openness of the approach and the use of large glazed areas to the entrance, provide legible and inviting access routes.

The scheme design embraces the concept of equivalent access for all; to break down barriers, avoid exclusion and to achieve solutions that benefit everyone rather than special provisions for individual needs. Inclusive design is as much about the design process as the final product and equally about management and operation.

Whilst this section highlights issue related at concept design stage of the scheme, this it is a ‘living document’ that evolves through the project to become a building management plan.

As part of our company QA procedures, access reviews are carried out prior to the release of information for planning, tender and Construction. As the design develops in finer detail, further consideration will be given to:

- horizontal circulation
- access to facilities
- toilets
- doors

- signage/ wayfinding
- lighting and sound or hearing equipment

The design of external gradients for disabled and other pedestrian users is in accordance with Inclusive Environments- Access Guide For All. Provision for emergency vehicles has been made so that Fire appliances are able to access over 100% of the building perimeter, whilst ambulances have direct access to the forecourt area.

## Planning

This section of the report summarises national and local planning policies and identifies how the proposed development meets the policy requirements.

## The Need for Development

Please refer to Section 2 (Client Needs) where we outline the rationale and need for the new St Helens Bus Interchange.

The existing bus station facilities no longer meets passenger’s and bus operator’s needs. Furthermore, the existing bus station is unattractive and provides little to the sense of place within St Helens town centre. The site does not currently operate efficiently, with a number of bus stands crossing the site. This arrangement results in a congested system of bus and pedestrian movements with a number of pinch points within the constrained site. In terms of site safety, the site has dispersed layout and endangers pedestrians’ and generates long walking times between bus stands for travellers who must often move in and out of protection from weather.

The proposed development will address the above issues to deliver a double enclosed concourse spaces, serviced by a simplified bus access arrangements with logical bus stand locations.

## Project Opportunities and Benefits

The redevelopment of the existing bus station will provide improved

passenger facilities with clear connections to key destinations/ development in the town centre.

Whilst ensuring that the existing pedestrian desire lines are catered for within the proposals the design solutions also take into consideration the new access points to the Interchange and the existing town centre and the proposals within the town centre masterplan areas.

The proposed new bus station provides a range of benefits for the existing and future users of public transport in the town. The transport gateway provides improved travel by public transport experience, making it safer, comfortable and providing high quality facilities.

## Response

The proposed St Helens Interchange meets all the national and local policy requirements. The new bus station provides an enhanced response to the site context with contemporary material treatment providing a contemporary feel which marks a step change in the architectural styling for the area.

The massing of the new building responds to the surrounding existing and emerging structures and has full consideration of the surrounding roofscapes to ensure that key views are maintained and respected.

Public realm improvements are proposed to all sides of the interchange building associated with the main entrances, the new public realm pedestrian area along Bickerstaff Street, the Gamble building and the area in front of the existing Theatre. This public realm treatment will provide enhanced areas for congregation, movement and wayfinding which will enhance the pedestrian experience associated with the interchange, the proposed developments within the masterplan and the street scape that connects to wider areas within the town.

Additionally, these new public open spaces will create synergy between the New Market Street, the rail station connectivity and the wider streets and squares.



# 10.4 Planning & Building Control

Early engagement with St Helens Borough Council and the town centre masterplan team at the initial design stages has ensured that the proposed development is in accordance with the current outline planning application, and meets the expectations of the Council. It is considered that the scheme presents a high quality design solution, which has carefully considered both the historic and contemporary context. It takes design cues from the proposed adjacent buildings, and uses light materials to ensure that it sits well within the context. The orientation and form also presents strong frontages to all approaches, complemented by the high quality public realm enhancement.

## National Planning Policy

Sustainable development is a common thread throughout the NPPF. The Framework supports strong, vibrant and healthy communities through encouraging high quality local services. The NPPF supports and encourages design which delivers a sense of place, responds to local character and considers its historic context. The proposed bus station will deliver an enhanced and more efficient bus station for St Helens, delivering an accessible facility for the population. The design of the building will make best use of site and deliver high quality design, sustainability and enhance the town centre as a place to live, work and play.

## Local Planning Policy

This proposal has had full consideration of the local planning policy for St Helens Borough Council including the Local Plan and policies.

It terms of design the proposal meets all the established in Core Policy 3 – re use of previously developed land, in particular, the scheme delivers high quality landscaping, safety and improves setting of St Helens town centre.

The proposal ensures that development has a minimal impact on environment by minimising noise and air pollution, therefore it is in line with the NPPF and Local Plan policies. Overall, the proposed development is in line with the spirit of the Local Plan encouraging economic growth through improving accessibility and creating an enhanced arrival point to the town centre. The proposed development is fully supported by national and local planning policy.

## Planning Policy Considerations

This section considers planning policy by theme, and under each theme summarises key national and local planning policy, and considers how the policy has been considered and responded to as part of the design process.

## Principle of Use

Within the overarching purpose of the planning system to contribute to the achievement of sustainable development, the NPPF identifies the need for the planning system to perform an economic, social and environmental role. Supporting strong, vibrant and healthy communities, by creating a high quality built environment with accessible local services that reflect the community’s needs is key to this. For the purposes of the NPPF ‘Local services’ are defined as including bus stations / transport interchanges.

The proposals are further supported policies LPA02 – Development Principals. The objective of this policy is to maximise the potential and development of centres – whilst utilizing exiting development sites, both commercially and as points for community facilities, while ensuring compatibility between uses within and adjacent to the centre.

Furthermore, the Policy LPA06 identifies a need to deliver the St Helens Transport Hub (Bus Station). The proposed development of the new bus station supports these aspirations and facilitates the development of

the existing bus station site. New station will significantly improve the efficiency and attractiveness of public transport and the convenience and safety of passengers.

The proposed development of a new bus station also is in line with the Policy LPA01: Spatial Strategy for St Helens Borough which supports within St Helens town centre in order to achieve transformational regeneration and create attractive places for people to live and businesses to locate and thrive.

The town centre masterplan team have submitted a Phase 1 outline application for the wider masterplan – including the Interchange site, this was collated at the end of July 22 and this was granted consent in September 22. A detailed Reserved Matters application will be submitted in 2023.

As of October 2022 demolition and infrastructure works relating to Phase 1 are expected to begin in late 2023, with the construction of Phase 1 beginning in April 2024.

## Building Regulations

The proposals will be developed in line with all the current building regulations. During the next stage we will review with the Councils building control officer some of the key aspects of the proposal and particularly in line with:

- Part B – Fire Safety
- Part H Drainage
- Part K Protection from Falling, collision & Impact
- Part L conservation of fuel and power
- Part M – Access to and Use of buildings
- Part O – Overheating

A full access review will be carried out to oversee that the scheme is not a barrier in any way for all users and aligned to the Equality Act. A full fire strategy will be developed and reviewed with the building control officer prior to the issue of the Reserved Matters application.

# 11 Outline Maintenance Strategy



# 11.1 Outline Maintenance Strategy

## Outline Maintenance Strategy

As the detail design develops we will identify safe, cost effective procedures for the regular cleaning of carriageways, islands, waiting facilities and buildings, and the maintenance of landscaped areas, external lighting, CCTV, PA system and other equipment throughout the lifecycle of the facility.

The design of the facility should assist in this regard by ensuring that the appearance is readily maintained and the cleaning intervals and resource requirements are kept to an absolute minimum to maintain safety and attractiveness for all users.

The aim of building maintenance is to preserve the building in its initial effective state and this must be started from building maintenance at organizational strategic level. If the completed building facilities are not managed and maintained properly, they cannot perform as intended. Therefore, building maintenance and refreshment are required to upkeep the facilities in best operation conditions. There is a need to consider the facilities management and building maintenance strategies in advance, and it must be part of the core business decisions. As part of the design development these key points have been considered:

- Maintaining a clear concourse area, to allow movement of access and cleaning equipment.
- Allowing for full access to perimeter of building for erection and or movement of access and cleaning equipment.
- Locate gutters and rain water pipes at perimeter of roof.
- Allow clear approach to roof area to allow for jet washing of roof glazing.
- Allow of simple and easy clean flooring to concourse.
- Allow for access and cleaning equipment to pods for inspection of green roofs.

- Internal lighting will be long life LED, and located away from obstructions so that access is not compromised.
- Any high level external lighting will be on hinged / swivel poles.
- All vertical glazing can be cleaned from ground level via use of water fed cleaning poles.
- For maintenance of landscape area see section below.

## Waste Storage

General waste will be collected and stored on site in public bins and a central storage room. The collection of waste on site has been carefully considered within the design of the bus station to minimise street clutter and meet the sustainable waste treatment objectives of St Helens Local Plan.

General waste bins will be provided for public use throughout the station building and wider site. It is envisaged that a waste bin will be located adjacent to each bus stand close to waiting/ seating areas and further waste and recycle bins located throughout the concourse building and at the entrances to the building. This will ensure that adequate waste storage is provided whilst ensuring the public realm is not cluttered and street furniture is clustered together or framed by the building wherever possible. Waste bins will also be provided within internal spaces, e.g. toilets, ticket office etc. Waste will be stored in a waste storage room located in the north-east ‘pod’ building. The room will be accessed externally to allow for ease of distribution and to limit impact to passengers. The storage room will provide three euro style bin stores and a recycling store.

## Waste Collection

Waste collection vehicles will access the site via Hall Street entrance to the site. Access will be during operational hours and vehicle movement will be carefully managed to ensure pickups do not impact

upon the movement of buses and pedestrians during waste collection. Recycling services will be undertaken off site.

## Landscape Maintenance

A variety of green infrastructure and soft landscaping has been incorporated into the public realm around the bus station. This includes Tree planting, rainwater gardens, shrub planting within raised planters and green walls / trellises. Detailed planting design has not been undertaken but the species chosen will be selected for low maintenance requirements as well as providing good visual interest throughout the year.

The landscape design and drainage strategy have looked to locate planting where it can be naturally irrigated, and the rain-water gardens will take run off from the surrounding pedestrian paved area as well as the station roof. This will help to reduce the manual irrigation requirements, although it will still be needed in dry periods. Likewise, in-ground tree planting will be in SuDS tree pits where possible to help aid the attenuation throughout the site.

Planting for the rainwater gardens will be designed to withstand both drought and wet conditions to further reduce the maintenance liability.

General maintenance will be required to ensure good establishment and keep the planted areas in good condition. Maintenance operations likely to be required will include:

- Irrigation during extended dry periods
- Formative pruning and removal of any dead plant material
- Ensuring beds are kept weed free
- Annual pruning of flowering shrubs
- Annual application of fertiliser
- Annual top up of bark mulch
- Litter pick



## 11.2 Outline Maintenance Strategy

Trees will be planted at Semi-mature size to ensure good initial impact. Shrub planting will be planted at 3-5l pots with some feature plants at 10l pot size. Larger plants are less likely to get vandalism / trampled and have the benefit of quicker establishment.

Vertical greening such as green walls could require specialist maintenance knowledge and are better to be maintained by a specialist company. Usually, a company will install and maintain an installation and a maintenance contract offers a lifetime guarantee on plant replacements if there are any failures.

The green roofs are proposed to be built up from sedum beds, which although are a low maintenance option will require some minimal maintenance to remove weed build up.

Responsibility for maintenance is still to be decided between St Helens Borough Council, Merseytravel & the town centre masterplan team. Early discussions have suggested the possibility of a management company used for the wider town development could pick up some of the planting within the public realm, in particular the areas south of the bus station. The Gamble project aims to get active community involvement in the wider planting and could possibly adopt some of the planters for a community led maintenance scheme.



Rouen Rive-Droite Station, Roeun



# 12 Key Construction Elements

# 12.1 Key Construction Elements

## Key Construction Elements

A feature of the design team role is the selection of key building components, we believe this is an extremely important aspect of the building design process as the Interchange users will be making use of the facility for generations to come. Designs must therefore be sustainable and environmentally considerate. We have explored ways in which the environmental performance and sustainability of the project might be improved.

The selection of key components in collaboration with the Client and Merseytravel and later with the Construction team, is paramount to the success of the facility. In addition to the obvious aesthetic qualities of products and finishes we have selected products and materials, together with construction and engineering techniques, that:

- Improve the whole life performance
- Are robust
- Easy to maintain
- Easy to use
- Reduce unnecessary site waste
- Reduce energy consumption
- Reduce CO2 emissions
- Avoid materials from non-renewable sources
- Reduce commercial vehicle movements through locally sourced materials, where possible.

Our design team utilises its knowledge of component and whole life cost to benchmark against actual project cost data. We would meet the requirements of Part L and explore ways of exceeding expectations at every opportunity.

## Key Proposals for the Interchange

The main structure of the facility, the curtain walling, the doors, cladding and panelised roof are all from standard systems that can be manufactured off site, then installed like a kit of parts on site. This amounts to over 80% of the building fabric. These particular elements can be mass produced, where possible we have also standardised the

sizes of elements allowing for bulk mass production and repartition. A high percentage of the building elements can be re-used or recycled – glass, timber, steel & aluminium.

We have proposed major engineered systems such as: cladding, mechanical and electrical equipment and the structural frame. Many of these items will require specialist design input by the contractor team and sub-contractors, this also benefits the buildability of the interchange as the design and quality of these elements are under the control of the main contractor.

This will also assist with managing the buildability and construction logistics on site, as much of the supply chain is engaged during the later design stages, prior to any of the main construction works. As with all construction methods, the decision to use modular or off site construction must be appropriate for the building type.

Large parts of the ‘pod’ buildings are also fabricated off-site – such as the structural framing system, and the sedum green roof. The masonry elements of external fabric could be classed as ‘traditional’ and standard in terms of the wider manufactured elements of the rest of the building.

Modern Methods of Construction covers a range of technologies which involve various forms of prefabrication such as:

- Panel-based – factory assembled as flat engineered panels and erected on site as boxes forming a skeletal structural frame which is then finished, clad and serviced. This approach has merit – based on the current Interchange design.
- Volumetric – factory production of completed modules are not applicable to this project, as repartition of elements such as WC ‘pods’ is limited.

## Site Logistics

Due consideration will be given to public access and safety throughout the project, from initial concept and design development right through to construction works on site. Early identification of such issues and their subsequent resolution not only limits disruption but also reduces

potential delays and associated costs, as part of this process it is understood that St Helens Borough Council is about to undertake a study and prepare an Interim Movement Strategy.

As designers, we all have a role in reducing or avoiding safety risks. In knowledge of this constraint, we will design with this in mind. The full perimeter of the site is accessible by vehicles, so access to the construction site could be from a number of locations – yet to be agreed. Firstly the identification of a temporary bus station, will be required. The safe demolition of the existing station and surrounding buildings on the site must be planned and agreed, whether as part of an enabling contract or the main building works contract. A strategy for altering vehicle and pedestrian routes is critical to the safety of the users to the surrounding areas. Early engagement with the main contractor would be vital, as this can assist with mitigating any risks.

The Contractor will need to nominate an ‘authorised person’ whilst works are underway to ensure safe working in all aspects such as high level working, noise production, dust suppression and particularly any works to services. The Client will need to be made aware with adequate notice before any necessary services supply disruptions. Our Service Engineer will keep a handle of this.

Part of our team’s involvement in managing the constraints will be to ensure concise and accurate Contract Documentation which:

- Clearly defines contractors working areas;
- Requires adequate protection to building users (hoardings, fan scaffolding, etc.);
- Sets out the programme of works and defines when areas of the site will be under construction
- Sets out a phasing proposal to tie into the Contractor’s programme;
- Advises the Contractor of anticipated risks.

Prior to construction the Principal Designer will review the Contractor’s Health and Safety Plan and method statements. This will continue throughout the works.



# 13 Conclusions & Recommendations

# 13.1 Conclusions & Recommendations

## Introduction

The case for a new Multi-Modal Interchange at the heart of a regenerated St Helens town centre is well made. This RIBA report, setting out concept designs, is the first major step to delivering a premier standard gateway for the town centre.

The new bus interchange layout incorporates much needed additional capacity, with twelve operational stands and seven dedicated layover spaces. This will future-proof the facility as modal shift to bus is expected to rise through planned interventions such as the 10A flagship Green Bus Routes Project, and Bus Reform.

The designs incorporate a significantly enhanced customer experience. Bright, airy and comfortable waiting facilities will be provided, along with customer toilets and changing facilities. Automatic doors, triggered by bus arrivals at the stands will enhance passenger safety, and users will be kept up to date through the provision of real time information. Green roofs and photo-voltaic materials will help provide sustainable power and encourage bio-diversity.

Access improvements for pedestrians and cyclists are much needed, and the report sets out plans for much safer and direct walking and cycling routes between the new bus interchange, St Helens Central Station and redeveloped town centre.

WSP and ASL have taken initial concepts from the Town Centre Masterplan Framework and produced these new images, designs and plans that will provide a foundation for the detailed design, up to RIBA 4, to follow. The proposals in the report result from close working between the experienced design team, St Helens Borough Council officers, ECF and partners, Merseytravel and bus operators. Recent presentations on latest designs have been positively received, particularly by Merseytravel and bus operators.

## Further steps

This stage of the project is now closed, but feedback from stakeholders received to date, and resulting from this report, will be incorporated into the brief for next stages, which will commence shortly.

During the next period – prior to the issuing of the scheme as a Reserved Matters application – the following needs to be completed:

- Final co-ordination of all design team elements prior to planning
- Confirmation of location of Newsagents
- Review of scheme with Merseytravel
- Review of entrance/exit points and stand allocation with Merseytravel and bus operators
- Consideration of access and servicing for Theatre Royal
- Final confirmation of costs & approval
- Final drawings and documents for planning
- Approval to issue Reserved Matters Application

The scheme proposed is envisaged to be a contemporary addition to the existing site. The proposal aims to enhance the current bus station provision, and provide much needed additional capacity for growth of a new bus station building, replacing the existing facilities.

The building and landscape setting have been designed with a more contemporary theme in mind, and it is considered that the choice of form and materials create a much more vibrant experience for the building users. Once complete the building form will sit comfortably within the existing environment. The design we feel is appropriate for the site and surrounding context. This proposal and its associated uses will also provide an inviting and safe environment to travel to and from by developing on the existing infrastructure as far as possible to create an appropriate workable and effective scheme.

It is considered that the design proposals will significantly improve upon the quality of existing bus station, by enhancing the existing infrastructure within the site and be compliant with local and national planning policy in promoting good design. The nature of the proposal is sympathetic and appropriate in scale and form, within the current urban setting, whilst improving and enhancing the existing facilities, which in turn will provide much needed improvement for the current offer for bus users, operators, staff and also the immediate and wider community.

The current proposed layout is shown overleaf.





13.2 Conclusions & Recommendations



St Helens Interchange - Proposed Layout  
79 | St Helens Town Centre Multi-Modal Interchange - SHBC

# Austin-Smith:Lord

Enhancing Life & Environments By Design



## **Bristol**

40 Berkeley Square  
Bristol BS8 1HP

+44 (0)117 239 0500  
bristol@austinsmithlord.com

## **Cardiff**

one Dunleavy Drive  
Cardiff CF11 0SN

+44 (0)2920 225 208  
cardiff@austinsmithlord.com

## **Glasgow**

25 Bothwell Street  
Glasgow G2 6NL

+44 (0)141 223 8500  
glasgow@austinsmithlord.com

## **Liverpool**

Port of Liverpool Building  
Pier Head L3 1BY

+44 (0)151 227 1083  
liverpool@austinsmithlord.com

## **London**

154-158 Shoreditch High Street  
London E1 6HU

+44 (0)203 0920 333  
london@austinsmithlord.com

**[www.austinsmithlord.com](http://www.austinsmithlord.com)**

Austin-Smith:Lord Ltd  
is a Limited Company registered in England  
& Wales with registered number 11773049





## **St Helens Bus**

### **Technical Note**

July 2020

#### **Waterman Infrastructure & Environment Limited**

2nd Floor , South Central, 11 Peter Street, Manchester, M2 5QR  
[www.watermangroup.com](http://www.watermangroup.com)





**Client Name:** Merseytravel  
**Document Reference:** WIE16157-100-R-1.1.1  
**Project Number:** WIE16157

## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

---

| Issue | Date   | Prepared by  | Checked by    | Approved by |
|-------|--------|--------------|---------------|-------------|
| 01    | Aug.20 | Andrew Sykes | Richard Baker | SM          |

---

|                 |                                                 |
|-----------------|-------------------------------------------------|
| <b>Comments</b> | Issue 01 issue for discussion of layout options |
|-----------------|-------------------------------------------------|

---

---

|                 |
|-----------------|
| <b>Comments</b> |
|-----------------|

---

## Disclaimer

This report has been prepared by Waterman Infrastructure & Environment Limited, with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.



## Contents

|                                                                                          |           |
|------------------------------------------------------------------------------------------|-----------|
| <b>1. Background</b>                                                                     | <b>1</b>  |
| <b>2. Review of Site Options</b>                                                         | <b>2</b>  |
| 2.1 Site '00' : Existing Bus Station                                                     | 2         |
| 2.2 Site '00' + '01' : Enlargement of Existing Bus Station                               | 3         |
| 2.3 Site '00' + '02' : Existing Bus Station with new Facility in Hall Street             | 5         |
| 2.4 Site '03' : New Bus Station on St Mary's Site                                        | 6         |
| 2.5 Site '00' + '04' : Existing Bus Station with new Facility at Central Railway Station | 7         |
| 2.6 Site '05' + '00' : Existing Bus Station with new Facility on Parr Street Site        | 8         |
| <b>3. Bus Service Re-routing Options</b>                                                 | <b>9</b>  |
| <b>4. Summary</b>                                                                        | <b>10</b> |

## Appendices

- A. St Helens Locations Reference Plan & Existing Bus Routes
- B. Plans Site '00' : Review of Existing Bus Station
- C. Plans Site '00' + '01' : Enlargement of Existing Bus Station
- D. Plans Site '00' + '02' : Existing Bus Station with new Facility in Hall Street
- E. Plans Site '03' : New Bus Station on St Mary's Site
- F. Plans Site '00' + '04' : Existing Bus Station with new Facility at Central Railway Station
- G. Plans Site '05' + '00' : Existing Bus Station with new Facility on Parr Street Site
- H. Plans Bus Service Routing Plans
- I. Option 2 and 5 Estimate Supporting Plans

## 1. Background

Options are being considered to improve Bus capacity and passenger facilities in St Helens town centre. Drawing titled *St Helens Town Centre Proposed Bus Station Locations* (dated 11.4.2018) attached at **Appendix A** indicates the locations and summary options for new or improved facilities in St Helens. The sites as indicated on this drawing (sites 00, 01, 02, 03, 04 and 05) are as we have referenced and subsequently reviewed in this report.

The existing bus routes serving St Helens have been summarised on drawing WIE-SA-95-1000 attached at **Appendix A**. The position of the proposed sites 00 – 05 are indicated on this plan.



## 2. Review of Site Options

A review of the site layout options were considered for each of the sites / site combinations, and a number of draft layouts prepared, as discussed in the following sections (Drawings appended as noted).

### 2.1 Site '00' : Existing Bus Station

St Helens Bus Station is located on a site bounded by Corporation Street, Hall Street, Bickerstaffe Street and Library Street. A number of third-party properties also occupy parts of the site bounded within these highways. These roads are all 1-way operating in a clockwise direction around the Bus Station.

Buses travel through the Bus Station 1-way, with an entrance off and exit back to Corporation Street, and a second entrance off Hall Street with associated exit to Bickerstaffe Street. Internal circulation within the Bus Station is not possible. The station provides 9 independent stands, with no layover spaces. We understand the existing station houses a Merseytravel Office / counter, that also provides toilet facilities for staff only.

Kerb side bus stops with shelters are also provided in Corporation Street (2 no.) and Bickerstaffe Street (3 no.) adjacent to the Bus Station.

The 1-way gyratory around the Bus Station provides flexibility for buses to enter and leave the station on various routes.

Reviewing the existing layout (saw tooth / laybys orientated over 3 through lanes), the existing bus stands appear to be at less than recommended standard spacing. Without increasing the size of the station, it is difficult to increase the number of stands or improved amenity buildings using this type of configuration. Three alternate layouts have been considered;

#### Option 1

Drawing WIE-SA-95-0001 (**Appendix B**) shows an option to provide 12 bus stops in 'saw tooth' lay-bys arranged in 3 no. north – south (2-way) through lanes. The layout would alter highway existing access points.

The proposals show the total number of on-site stands provided would be 12 no (i.e. 3 additional stands), with no layover spaces. The layout would likely however require the removal of 2 kerbside stops in Corporation Street. Pedestrian movements would need to cross wide junction areas. Buses turning right into the station from near lanes (of 1-way roads) will tend to part overrun the exit lane (i.e. layout requires greater spacing entry and exiting vehicles).

Space for an enlarged office / amenity building would be possible.

External highways would be largely unaltered.

#### Option 2

Drawing WIE-SA-95-0002 (**Appendix B**) shows an option to provide an east -west waiting area with buses entering off Bickerstaffe Street / exiting to Corporation Street. Buses would access stands via 'drive-in / reverse-out'. The layout retains 2 of the 4 existing access points.

The proposals show the total number of spaces provided would be 9 no (i.e. no additional stands), with no layover spaces. Space for an enlarged office / amenity building would be possible, but as noted the space available to provide waiting and circulation area at bus stands is likely to be cramped.

External highways would be largely unaltered.

### Option 3

Drawing WIE-SA-95-0003 (**Appendix B**) shows an option to provide a central waiting area with buses split between east and west standing areas with separate 1-way access. Buses would access stands via 'drive-in / reverse-out'. The layout retains 4 access points (modified). The central building would have good pedestrian links.

The proposals show the total number of spaces provided would be 10 no (i.e. 1 additional space), with 1 no. layover space. Space for an office / amenity building would be possible, but as noted the available space to provide waiting and circulation area is likely to be cramped catering for bus stands on both sides of the building.

External highways would be largely unaltered.

## **2.2 Site '00' + '01' : Enlargement of Existing Bus Station**

### Option 1

Drawing WIE-SA-95-0101 (**Appendix C**) shows the basic option to extend the existing layout into the enlarged site. The existing bus stands have been adjusted to provide recommended spacing for 'saw tooth' stands. Two existing access points would be moved.

The proposals show the total number of spaces provided would be 10 no (i.e. 1 additional space), with no layover spaces. Space for an enlarged office / amenity building would be possible. The layout would retain the same / existing 3 x through lanes in the Bus Station which provides a somewhat cramped layout.

External highways would be largely unaltered.

### Option 2

Drawing WIE-SA-95-0102 (**Appendix C**) shows a layout providing maximum stands on 2 traffic lanes through the Station (to provide less cramped layout). The proposal would adjust all 4 accesses but largely retain the existing external highways. The modified access points would probably marginally better suit the existing routes to the station (i.e. east bound routes from Bickerstaffe Street into Library Street).

The proposals show the total number of spaces provided would be 9 no (i.e. same as existing), but with 4 layover spaces. Space for an enlarged office / amenity building(s) would be provided.

### Option 3

Drawing WIE-SA-95-0103 (**Appendix C**) shows a layout providing maximum stands on 2 x 'Bus Station islands', operated with changed highway circulation to provide anti-clockwise circulation on each island. The proposal would require fairly extensive works to widen Library Street, and the re-introduction of 2-way traffic in Corporation, Library and Bickerstaffe Streets. Bickerstaffe St / Hall St junction may require signalisation.

The proposals show the total number of spaces provided would be 13 no (i.e. 4 additional spaces), but with no layover spaces. Space for an enlarged office / amenity building(s) would be provided.



#### Option 4

Drawing WIE-SA-95-0104 (**Appendix C**) shows a layout providing drive through arrangement with buses operating from independent islands stands. The proposal would provide a single entry from Bickerstaffe Street and single exit to Corporation Street.

The proposals show the total number of spaces provided would be 10 no (i.e. 1 additional space), but with space for 4 – 5 layover spaces on the south boundary. Space for an enlarged office / amenity building(s) would be provided. The layout would require pedestrians to cross between islands to reach relevant bus stands.

External highways would be largely unaltered.

#### Option 5

Drawing WIE-SA-95-0105 (**Appendix C**) shows a layout providing a 'horseshoe' arrangement using a 1-way circulation off Hall Street. The proposal would provide a single entry / exit off Hall Street.

The proposal shows the total number of spaces provided would be 8 no (i.e. 1 less space), though an additional stand might also be feasible on the internal radius (west side). 7 layover spaces could be provided within the central zone inside the main circulation route. Space for an enlarged office / amenity building(s) would be provided. A continuous covered roof could shield waiting areas. The layout would largely segregate pedestrians from bus movements.

The layout is shown with a priority junction onto Hall Street. To ensure bus priority a mini roundabout junction might be preferable. External highways would otherwise be largely unaltered.

The layout could probably be reversed with access off Library Street.

#### Option 6

Drawing WIE-SA-95-0106 (**Appendix C**) shows a layout providing drive through arrangement using a 'Drive-in / Reverse -out' arrangement to access stands. The proposal would provide a single entry from Bickerstaffe Street and single exit to Corporation Street.

The proposals show the total number of spaces provided would be 13 no. (i.e. 4 additional spaces), with space for 3 – 4 layover spaces. Space for an enlarged office / amenity building(s) would be provided. The layout would largely segregate pedestrians from bus movements. The relatively narrow width of the site would need assessment if sufficient passenger waiting / circulation space can be provided for the number of stands.

External highways would be largely unaltered.

### 2.3 Site '00' + 02 : Existing Bus Station with new Facility in Hall Street

A site on Hall Street (extended / new alignment south onto Chalon Way East) could work well in conjunction with the existing Bus Station without major alteration to road priorities. Buses can naturally exit the Bus Station and loop to or from Hall Street (as some existing services). The proposed new alignment linking to Chalon Way East would provide access to serve routes to the east or west.

The proposed site boundary appears to indicate space allocated for an office / amenity building on corner of Hall Street and Church Street.

#### Option 1

Drawing WIE-SA-95-0201 (**Appendix D**) shows the proposed new bus only alignment with half width lay-bys. The new alignment would operate 2-way as a bus only route.

The proposal shows the total number of new spaces provided would be 5 no. (stands or layover).

#### Option 2

Drawing WIE-SA-95-0202 (**Appendix D**) shows the proposed new bus only alignment with 'saw tooth' stands on both sides of the new alignment.

The proposal shows the total number of new stands provided would be 8 no.

#### Option 3

Drawing WIE-SA-95-0203 (**Appendix D**) shows the proposed new bus only alignment with 'saw tooth' stands on both sides of the new alignment and also extended up the west side of the existing Hall Street.

The proposal shows the total number of new stands provided would be 12 no.



## 2.4 Site '03' : New Bus Station on St Mary's Site

This proposal assumes closure of the existing Central Bus Station with a new Bus Station constructed on the existing St Mary's Shopping centre site. The St Mary's site benefits from good highway links to Church Street / Hall Street and Parr Street roundabout for connection into existing bus routes.

The site provides potentially more space / capacity in comparison to the existing Bus Station. In the St Mary's location, the central Bus Station would however move approx. 300m further away from the residential areas located north of the existing Bus Station.

In comparing potential bus stand provision below, comparison is made with the existing bus station which provides 9 stands with no layover spaces.

The site is nearer the main shopping areas, but about twice the distance from the Central Railway station at 300m.

It is assumed the existing kerb side bus stops in Corporation Street and Bickerstaffe Street would be retained if the existing Bus Station were closed.

### Option 1

Drawing WIE-SA-95-0301 (**Appendix E**) shows a layout providing a drive through arrangement using 'saw-tooth' bus stands arranged over 4 no. through lanes. To maximise bus stand provision the proposal uses a proposed 1-way entry off Chalon Way East and 1-way exit to Church Street. The existing site access arms onto Parr Street roundabout would be closed.

The proposal shows the total number of spaces provided would be 15 no. (i.e. 6 additional spaces), with space for 3 - 4 layover spaces. Provision of a 2-way aisle to the layover spaces would provide better internal circulation from layover to the stands. Space for an enlarged office / amenity building(s) would be provided.

Highways priorities bounding the site would be unaltered.

### Option 2

Drawing WIE-SA-95-0302 (**Appendix E**) shows a layout providing a 'horseshoe' arrangement using a 1-way circulation off Church Street. A secondary 1-way entry off Chalon Way East and associated 1-way exit to Parr Street roundabout provides access to additional bus stands and layover space.

The proposals show the total number of spaces provided would be 11 no. (i.e. 2 additional spaces), with space for 12 layover spaces. Space for an enlarged office / amenity building(s) would be provided.

Highways priorities bounding the site would be unaltered

### Option 3

Drawing WIE-SA-95-0303 (**Appendix E**) shows a layout providing a 'horseshoe' arrangement using a 1-way circulation off Parr Street Roundabout. A secondary 1-way entry / exit back to Chalon Way East provides access to additional bus stands.

The proposals show the total number of spaces provided would be 11 no. (i.e. 2 additional spaces), with space for 7 layover spaces. Space for an enlarged office / amenity building(s) would be provided.

Highways priorities bounding the site would be unaltered.

#### Option 4

Drawing WIE-SA-95-0304 (**Appendix E**) shows a layout providing drive through arrangement using a 'Drive-in / Reverse -out' arrangement to access stands. The proposal would re-use the existing 1-way off and on entry arms to Parr Street roundabout to access the site.

The proposals show the total number of spaces provided would be 15 no. (i.e. 6 additional spaces), with space for 8 layover spaces. Space for an enlarged office / amenity building(s) would be provided. The layout would largely segregate pedestrians from bus movements.

Highways bounding the site would be largely unaltered.

## **2.5 Site '00' + '04' : Existing Bus Station with new Facility at Central Railway Station**

This proposal assumes retention of the existing Central Bus Station with new bus stops / layover spaces provided at the Central Railway Station (on what is part of the existing station car park). Access to the site is off Shaw Street at the compact gyratory outside the train station.

It is assumed bus access would use a 1-way (northbound) loop off Shaw Street (as the southbound left turn at gyratory into the site is not feasible for large vehicles). Exit from the site would continue north on Shaw Street to Stop Line junction with Corporation Street. This junction has poor visibility (to east) due to bridge parapets and might require signalisation for frequent bus use.

Detailed design would need to validate if the existing highway junction outside the station would accommodate bus movements into the site.

The site would provide additional bus stands / layover spaces and provide good links with the Central Railway station.

It is noted the proposal would remove a number of car parking spaces, including disabled and electric car charging spaces in the car park that would need to be replaced elsewhere.

#### Option 1

Drawing WIE-SA-95-0401 (**Appendix F**) shows a layout providing drive through arrangement using 2 drop-off and a 'Drive-in / Reverse -out' arrangement to access 3 no. stands. The proposal would use the existing site access with modified on site layout / circulation.

The proposal shows the total number of bus stands provided would be 5 no., with space for 3 layover spaces. The existing taxi rank could be retained (subject to design). Amenities would be available in the station building.

Highways bounding the site would be largely unaltered.



## 2.6 Site '05' + '00' : Existing Bus Station with new Facility on Parr Street Site

A site on Parr Street could work well in conjunction with the existing Bus Station without major alteration to road priorities. Buses can naturally exit the Bus Station and loop into Hall Street, Church Street and via roundabout to Parr Street. A city centre loop using Parr Street could operate in either a clockwise or anticlockwise direction.

Parr Street has potential for good pedestrian links to Central Railway station if access can be provided via the station platform footbridge, however this has ticketing / access issues to platforms. Pedestrian access from Parr Street gives access to town centre via footbridge or employment areas to the east.

The site has potential to provide good layover space from location with good access to passing routes.

We note there appears to be an existing substation located on the site with internal access (site is at lower elevation to Parr Street). If the sub-station is live / to be maintained, then this access would need to be accommodated on the site (we note the site access appears to be gated at the back of footway in Parr Street).

### Option 1

Drawing WIE-SA-95-0501 (**Appendix G**) shows a layout providing a 'horseshoe' type arrangement using a 1-way circulation off the existing Parr Street access and 'saw tooth' stands.

The proposals show the total number of spaces provided would be 7 no., with 10 layover spaces inside the main circulation route. Space for an amenity building could be provided.

Highways bounding the site would be unaltered.

### Option 2

Drawing WIE-SA-95-0502 (**Appendix G**) shows a layout providing an alternate 'horseshoe' type arrangement using a 1-way circulation off the existing Parr Street access and 'saw tooth' stands.

The proposals show the total number of spaces provided would be 6 no., with 7 layover spaces inside the main circulation route. Space for an amenity building could be provided.

Highways bounding the site would be unaltered.

### Option 3

Drawing WIE-SA-95-0503 (**Appendix G**) shows a layout providing a 1-way loop arrangement off the existing Parr Street access and 'saw tooth' stands. Bus stands are located to west side and layover spaces to east side of the site.

The proposals show the total number of spaces provided would be 5 no., with 10 layover spaces. Space for an amenity building could be provided.

Highways bounding the site would be unaltered.

### 3. Bus Service Re-routing Options

Drawing WIE-SA-95-1002 (**Appendix H**) shows a summary of the existing main bus service routes through St Helens centre.

Drawings WIE-SA-95-1003 and 1004 (**Appendix H**) show 2 options to re-route these services with reference to the proposed new bus facility sites. Both drawings 1003 and 1004 assume implementation of the 'Asda Roundabout' scheme to signalise the A58 Westfield Street / A570 Kirkland Street roundabout junction. This proposal is indicated on St Helens Council drawing CONS/HD/PP/AR (rev B) also attached at **Appendix H**.



## 4. Summary

Option 2 and 5 have been taken forward as preferred schemes for estimating purposes. The table below summarises the costs developed at this early stage in development. The costs include nominal allowance for statutory undertakers equipment diversions. Supporting Plans can be found in **Appendix I**.

Indicative Costs:

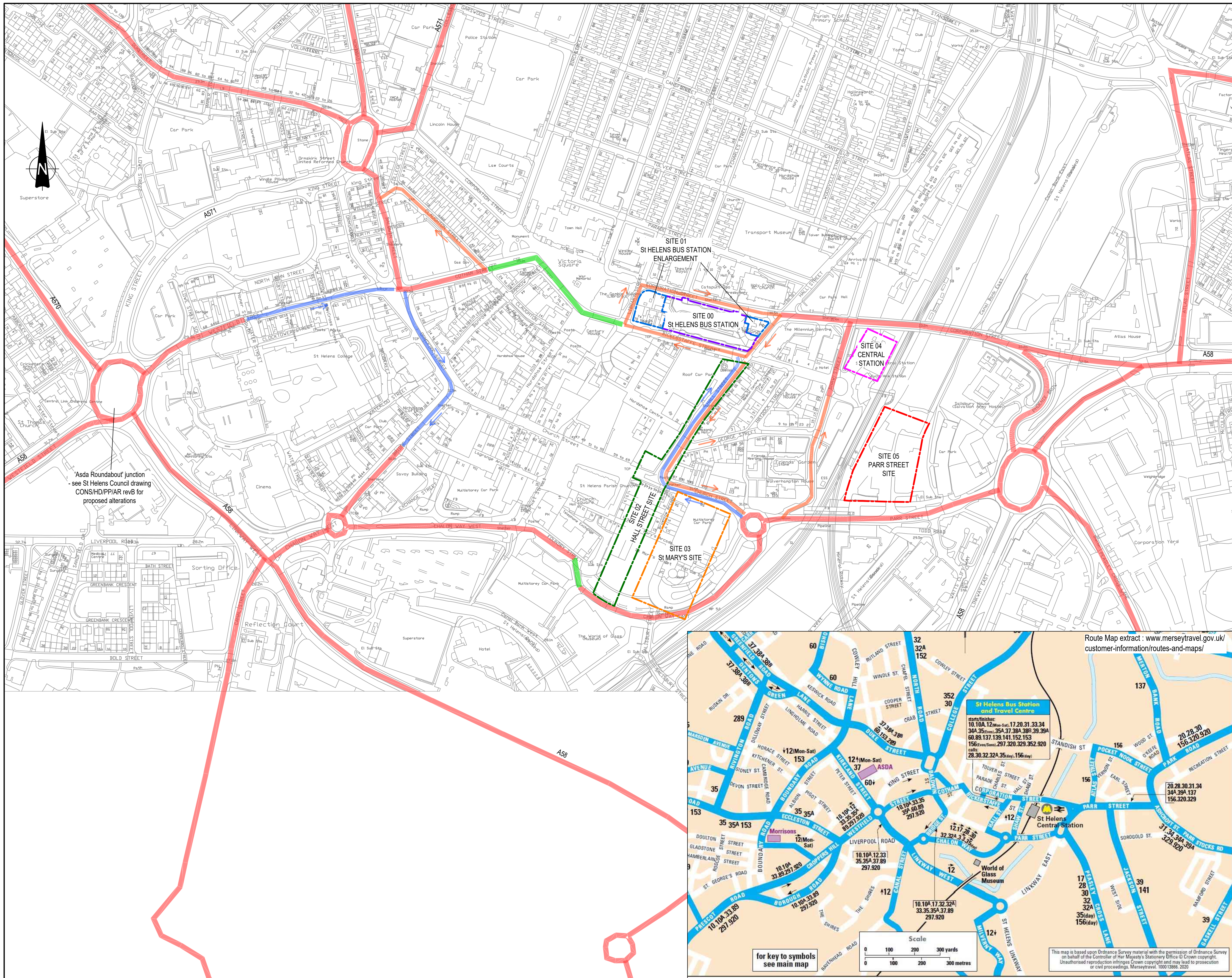
| <b>Option 2 Estimate inc prelims</b>             | <b>£'s</b>              |
|--------------------------------------------------|-------------------------|
| Main Construction Costs                          | 4865,000                |
| Public realm beyond main bus station inc prelims | 611,000                 |
| NOTE EXCLUDES LAND/BUILDING COST & DEOMOLITION   |                         |
| Works Estimate                                   | 5,476,000               |
| Optimisation bias (%)                            | 20                      |
| Optimisation bias £                              | 1,095,200               |
| Fees (%) Arch/SE/M&E/Civils                      | 10                      |
| Fees (£) Arch/SE/M&E/Civils                      | 547,600                 |
| <b><u>Initial High-Level Estimate</u></b>        | <b><u>7,118,800</u></b> |

| <b>Option 5 Estimate inc prelims</b>             | <b>£'s</b>               |
|--------------------------------------------------|--------------------------|
| Main Construction Costs                          | 4825,000                 |
| Public realm beyond main bus station inc prelims | 611,000                  |
| NOTE EXCLUDES LAND/BUILDING COST & DEOMOLITION   |                          |
| Works Estimate                                   | 5,436,000                |
| Optimisation bias (%)                            | 20                       |
| Optimisation bias £                              | 1,087,200                |
| Fees (%) Arch/SE/M&E/Civils                      | 10                       |
| Fees (£) Arch/SE/M&E/Civils                      | 543,600                  |
| <b><u>Initial High-Level Estimate</u></b>        | <b><u>£7,066,800</u></b> |

## **APPENDICES**

### **A. St Helens Locations Reference Plan & Existing Bus Routes**





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited

Pickfords Wharf, Clink Street, London SE1 9DG t 020 7928 7888 f 020 7902 0992

KEY

 2-way Road

1-way Road

 2-way Bus / taxi / loading only lane



1-way Bus / taxi / loading only lane

|     |          |             |  |  |    |
|-----|----------|-------------|--|--|----|
|     |          |             |  |  |    |
| A01 | 03.08.20 | First issue |  |  | AS |
| Rev | Date     | Description |  |  | By |

## St Helens Bus

## St. Helens Bus Station Bus Routes

Merseytravel &amp; Liverpool City Region



2nd Floor South Central 11 Peter Street Manchester M2 5QR

t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.waterman.com

Drawing Status **PRELIMINARY**

## PRELIMINARY

|             |    |            |    |            |
|-------------|----|------------|----|------------|
| Designed by | AS | Checked by | RB | Project No |
|-------------|----|------------|----|------------|

|          |    |      |           |          |
|----------|----|------|-----------|----------|
| Drawn by | AS | Date | July 2020 | WIE16157 |
|----------|----|------|-----------|----------|

Scales @ A1  
1:2000  
Computer File No  
WIP6157 SA 06 1000 St Helens R

| Publisher | Zone | Category | Number | Revised |
|-----------|------|----------|--------|---------|
|-----------|------|----------|--------|---------|

|                |                |                   |                   |
|----------------|----------------|-------------------|-------------------|
| 1. <b>NAME</b> | 2. <b>DATE</b> | 3. <b>SUBJECT</b> | 4. <b>SECTION</b> |
|                |                |                   |                   |

|     |    |    |      |    |
|-----|----|----|------|----|
| WIE | SA | 95 | 1000 | AC |
|-----|----|----|------|----|





## **B. Plans Site '00' : Review of Existing Bus Station**





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

SITE 00 EXISTING LAYOUT REVIEW - OPTION 1

- Modified layout to provide 'saw tooth' stands on both sides of 3 lanes running station
- 3 additional stands created within station, but 2 off-site stops likely to require removal
- Additional footway crossovers created with width pedestrian crossing widths
- Space created for Information / shops / Staff amenities
- Maintains existing highway priorities

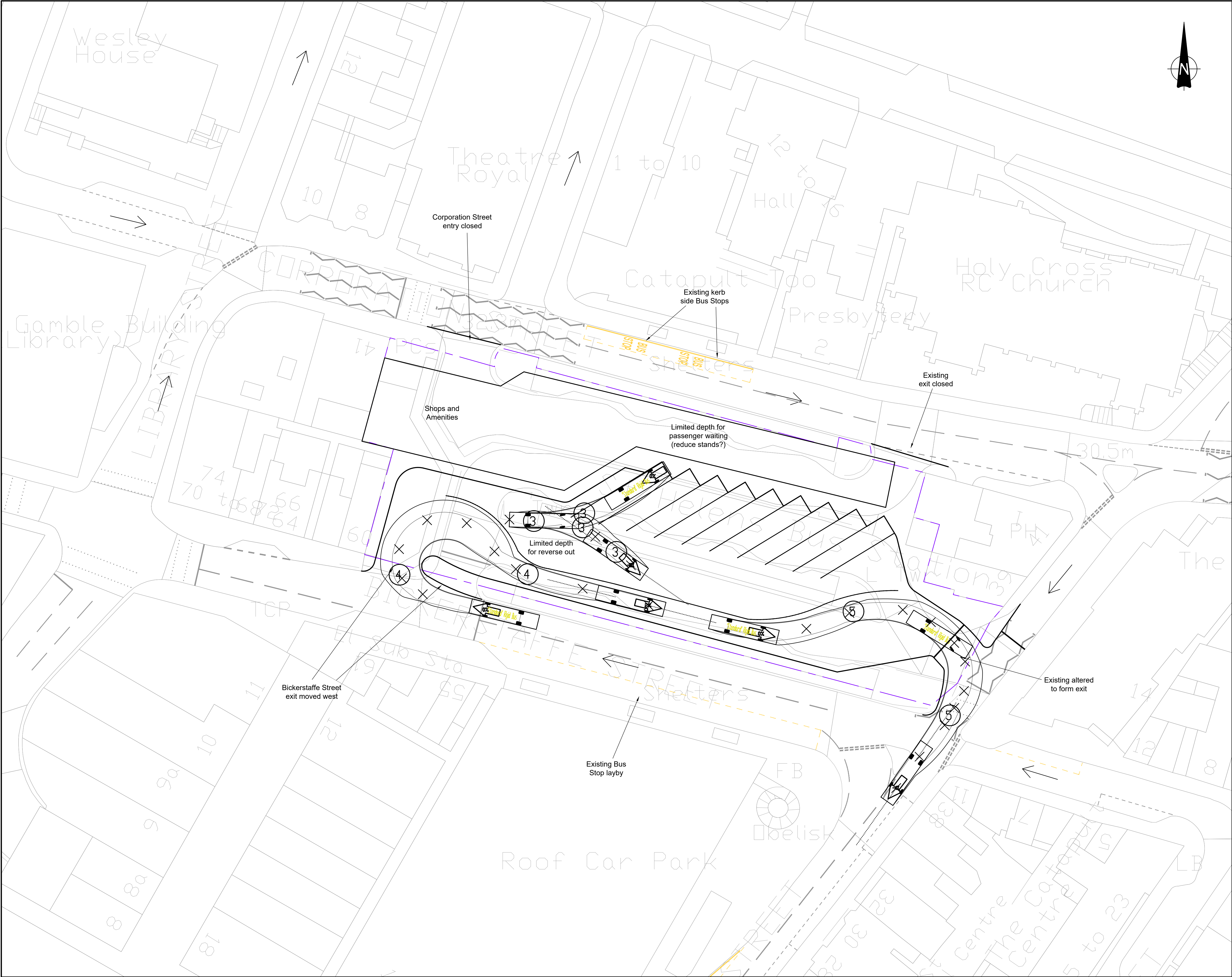
| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 3    | 12       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Corporation St                 | 2        | - 2    | 0        |
| Total                          | 14       |        | 15       |

| A01                                                        | 03.08.20 | First Issue | AS |
|------------------------------------------------------------|----------|-------------|----|
| Rev                                                        | Date     | Description | By |
| Amendments                                                 |          |             |    |
| Project                                                    |          |             |    |
| St Helens Bus                                              |          |             |    |
| Title                                                      |          |             |    |
| St. Helens Bus Station<br>Existing Bus Station<br>Option 1 |          |             |    |
| Client                                                     |          |             |    |
| Merseytravel & Liverpool City Region                       |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

| Drawing Status                  |      |                                               |           |            |
|---------------------------------|------|-----------------------------------------------|-----------|------------|
| PRELIMINARY                     |      |                                               |           |            |
| Designed by                     | AS   | Checked by                                    | RB        | Project No |
| Drawn by                        | AS   | Date                                          | July 2020 | WIE16157   |
| Scales @ A1                     |      | 1:300                                         |           |            |
| work to figured dimensions only |      | WIE16157-SA-95-0001-St Helens Bus Station.dwg |           |            |
| Publisher                       | Zone | Category                                      | Number    | Revision   |
| WIE                             | SA   | 95                                            | 0001      | A01        |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

SITE 00 EXISTING LAYOUT REVIEW - OPTION 2

- Changes operation of stands to 'Drive-in / Reverse out'
- No additional stands created within station
- Space created for Information / shops / Staff amenities
- Maintains existing highway priorities (though single entry point may suit reintroduction of 2-way traffic in Bickerstaffe Street)

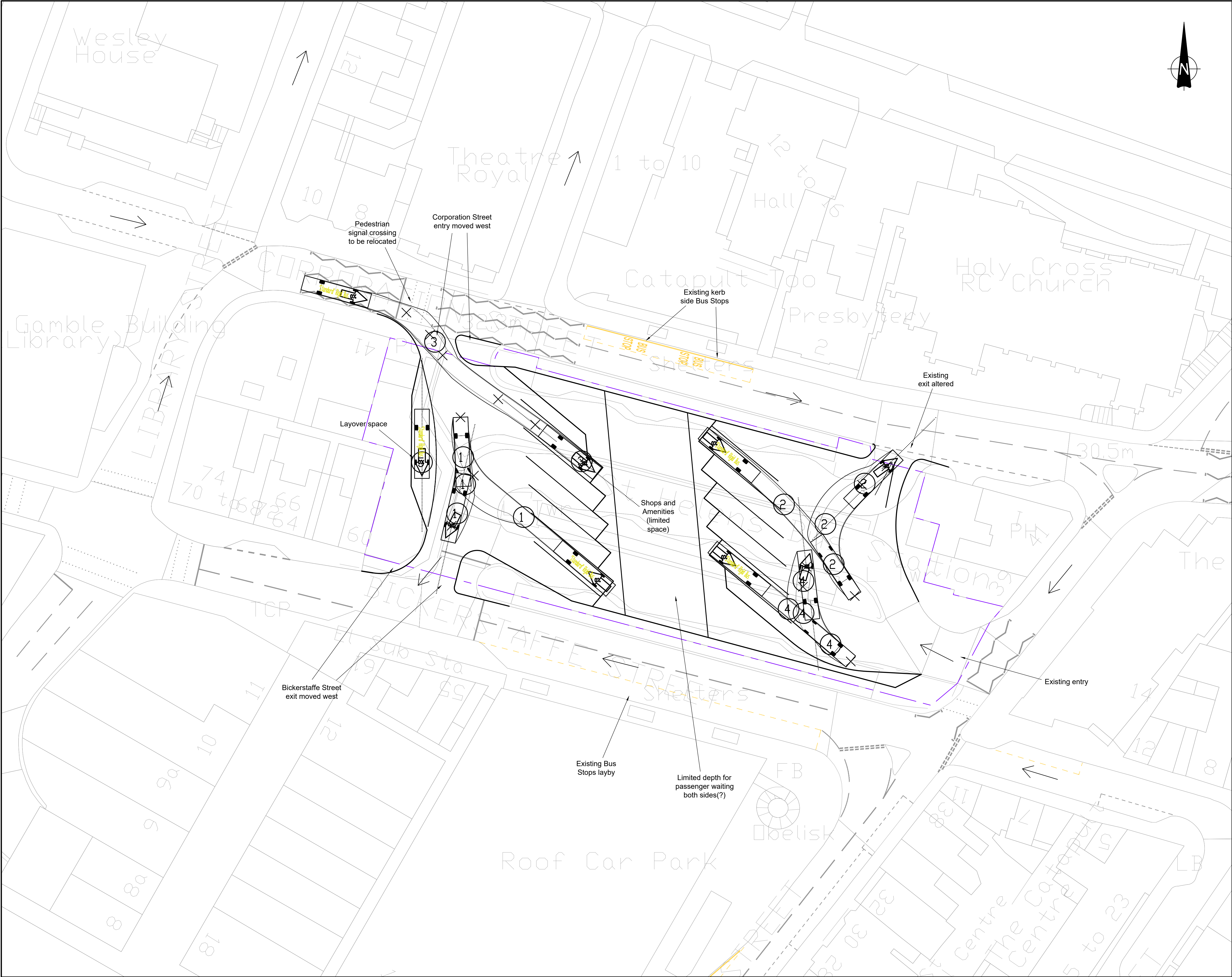
| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
|                                | Existing | Change | Proposed |
| Bus Station                    | 9        | -      | 9        |
| Bickerstaffe St (kerb side)    | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 14       |

|                                                            |          |             |    |
|------------------------------------------------------------|----------|-------------|----|
| A01                                                        | 03.08.20 | First Issue | AS |
| Rev                                                        | Date     | Description | By |
| Amendments                                                 |          |             |    |
| Project                                                    |          |             |    |
| St Helens Bus                                              |          |             |    |
| Title                                                      |          |             |    |
| St. Helens Bus Station<br>Existing Bus Station<br>Option 2 |          |             |    |
| Client                                                     |          |             |    |
| Merseytravel & Liverpool City Region                       |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

|                                 |      |                                           |           |            |
|---------------------------------|------|-------------------------------------------|-----------|------------|
| Drawing Status                  |      |                                           |           |            |
| PRELIMINARY                     |      |                                           |           |            |
| Designed by                     | AS   | Checked by                                | RB        | Project No |
| Drawn by                        | AS   | Date                                      | July 2020 | WIE16157   |
| Scales @ A1                     |      | 1:300                                     |           |            |
| work to figured dimensions only |      | WIE16157-SA-95-0002-St Helens Bus Station |           |            |
| Publisher                       | Zone | Category                                  | Number    | Revision   |
| WIE                             | SA   | 95                                        | 0002      | A01        |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

SITE 00 EXISTING LAYOUT REVIEW - OPTION 3

- Splits station into 2 equal parts with separate 1-way entry and exits
- Changes operation of stands to Drive-in / Reverse out
- 1 additional stand created within station
- 1 layover space provided
- Space for Information / shops / Staff amenities (possible cramped waiting areas at stands)
- Maintains existing highway priorities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St                | 9        | + 1    | 10       |
| Bickerstaffe St (kerb side)    | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 15       |

|                                                            |          |             |    |
|------------------------------------------------------------|----------|-------------|----|
| A01                                                        | 03.08.20 | First issue | AS |
| Rev                                                        | Date     | Description | By |
| Amendments                                                 |          |             |    |
| Project                                                    |          |             |    |
| St Helens Bus                                              |          |             |    |
| Title                                                      |          |             |    |
| St. Helens Bus Station<br>Existing Bus Station<br>Option 3 |          |             |    |
| Client                                                     |          |             |    |
| Merseytravel & Liverpool City Region                       |          |             |    |

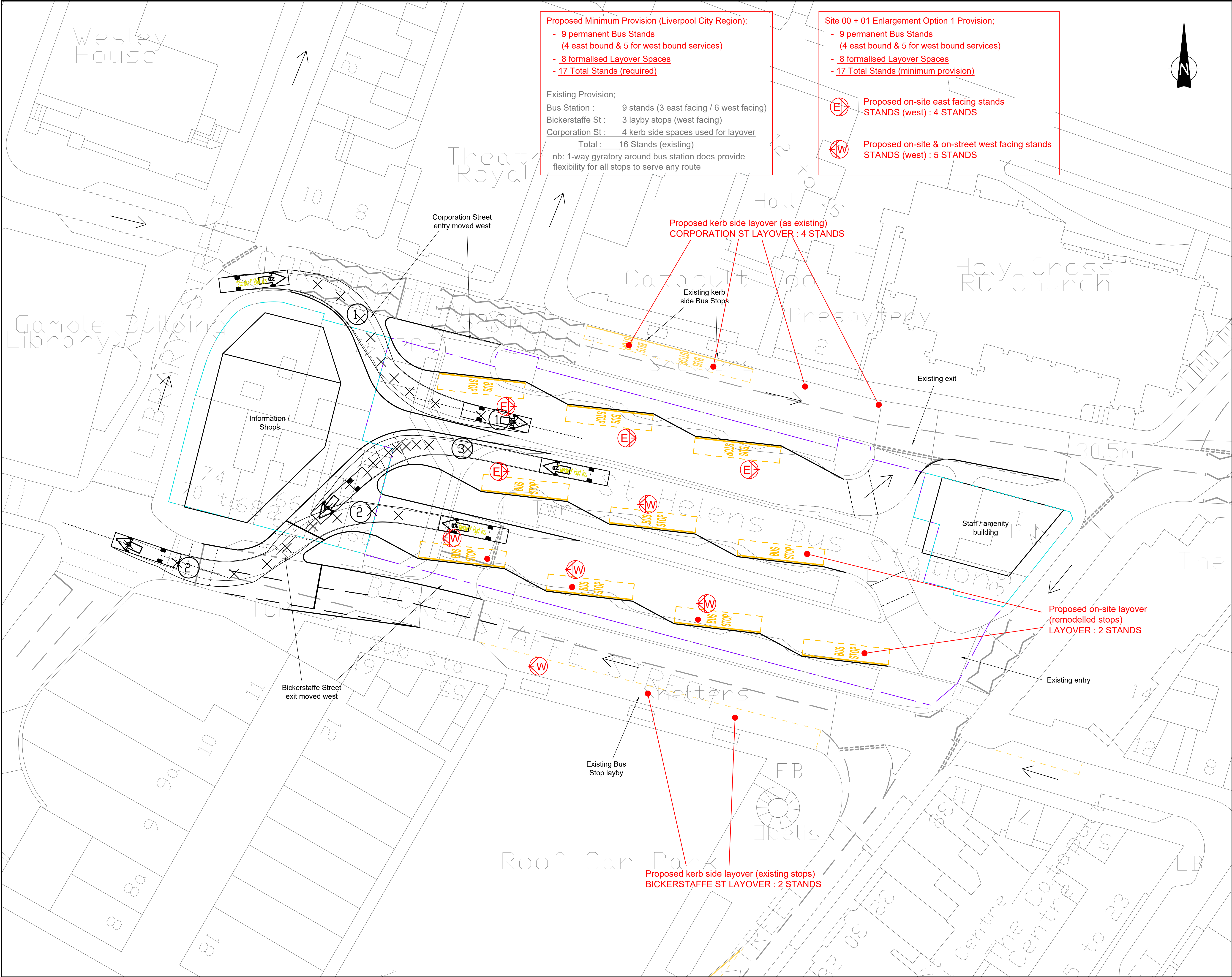
2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

|                                 |      |             |           |
|---------------------------------|------|-------------|-----------|
| Drawing Status                  |      | PRELIMINARY |           |
| Designed by                     | AS   | Checked by  | RB        |
| Drawn by                        | AS   | Date        | July 2020 |
| Scales @ A1                     |      | 1:300       |           |
| work to figured dimensions only |      | WIE16157    |           |
| Publisher                       | Zone | Category    | Number    |
| WIE                             | SA   | 95          | 0003      |
|                                 |      | Revision    | A01       |

File Path: C:\Temp\Drawings\St Helens\Baird\_C0006\_Highways\St Helens

### **C. Plans Site '00' + '01' : Enlargement of Existing Bus Station**





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited.  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

SITE 00 / 01 ENLARGEMENT - OPTION 1

- Maintains existing movements / operation of bus station
- Existing stands adjusted to standard 'saw tooth' spacing
- 1 additional stand created within station
- Space created for information / shops / Staff amenities

SUMMARY - Number of Bus Stands

| Bus Station                 | Existing | Change | Proposed |
|-----------------------------|----------|--------|----------|
| Bickerstaffe St (kerb side) | 9        | + 1    | 10       |
| Corporation St (kerb side)  | 3        | -      | 3        |
| Corporation St (kerb side)  | 2        | -      | 2        |
| Total                       | 14       |        | 15       |

|     |          |                  |    |
|-----|----------|------------------|----|
| A02 | 02.10.20 | Red Notes added. | AS |
| A01 | 03.08.20 | First issue      | AS |
| Rev | Date     | Description      | By |

Amendments

|         |                                                                        |
|---------|------------------------------------------------------------------------|
| Project | St Helens Bus                                                          |
| Title   | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 1 |
| Client  | Merseytravel & Liverpool City Region                                   |

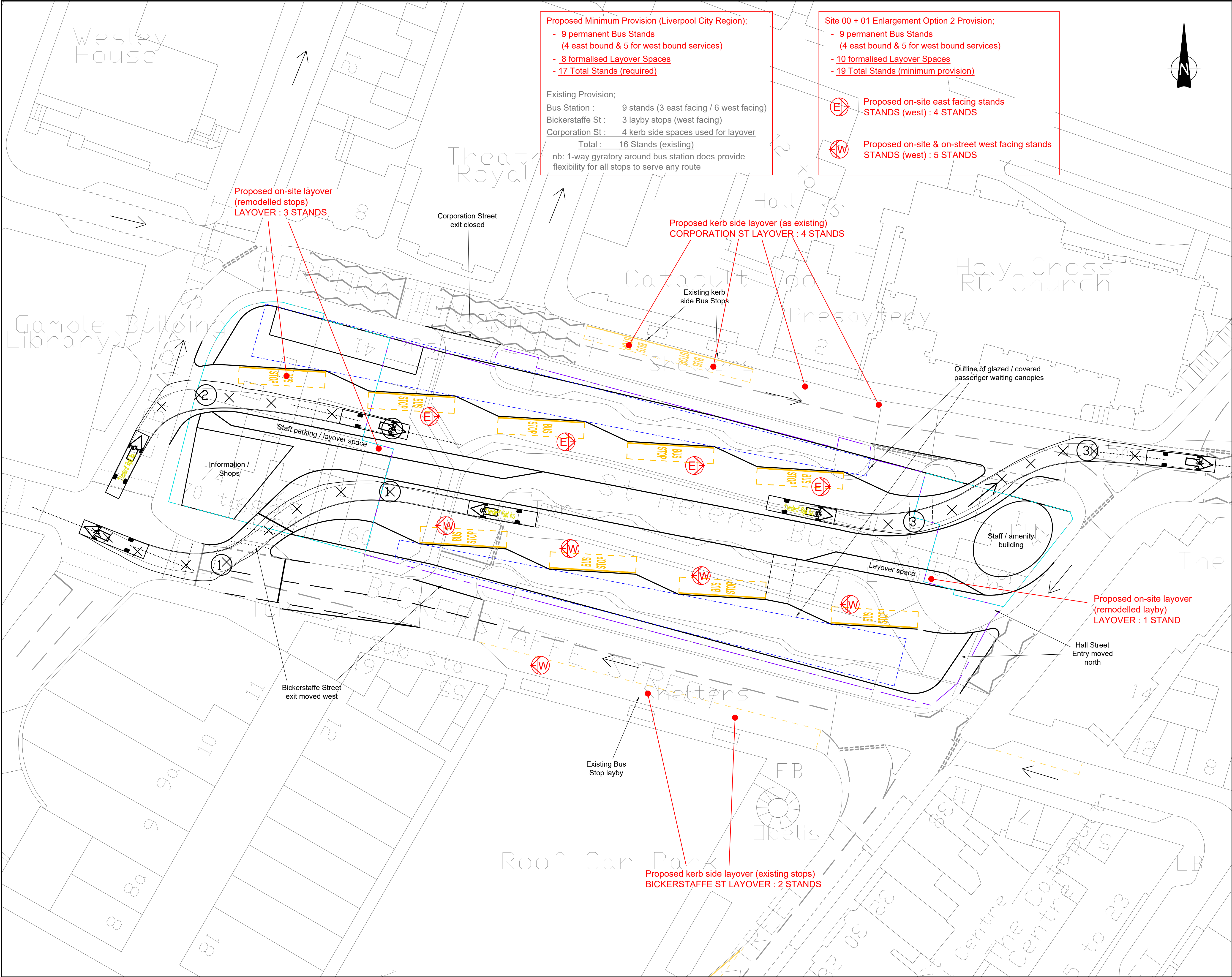
2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

**PRELIMINARY**

|             |                                 |            |           |                  |                                                  |
|-------------|---------------------------------|------------|-----------|------------------|--------------------------------------------------|
| Designed by | AS                              | Checked by | RB        | Project No       | WIE16157                                         |
| Drawn by    | AS                              | Date       | July 2020 | Computer File No | WIE16157-SA-95-0101-St Helens Bus Stn enlarg.dwg |
| Scales @ A1 | work to figured dimensions only | 1:300      |           |                  |                                                  |
| Publisher   | Zone                            | Category   | Number    | Revision         |                                                  |
| WIE         | SA                              | 95         | 0101      | A02              |                                                  |





**Proposed Minimum Provision (Liverpool City Region);**

- 9 permanent Bus Stands  
(4 east bound & 5 for west bound services)
- 8 formalised Layover Spaces
- 17 Total Stands (required)

Existing Provision;  
Bus Station : 9 stands (3 east facing / 6 west facing)  
Bickerstaffe St : 3 layby stops (west facing)  
Corporation St : 4 kerb side spaces used for layover  
Total : 16 Stands (existing)

nb: 1-way gyratory around bus station does provide flexibility for all stops to serve any route

**Site 00 + 01 Enlargement Option 2 Provision;**

- 9 permanent Bus Stands  
(4 east bound & 5 for west bound services)
- 10 formalised Layover Spaces
- 19 Total Stands (minimum provision)

 Proposed on-site east facing stands  
STANDS (west) : 4 STANDS

 Proposed on-site & on-street west facing stands  
STANDS (west) : 5 STANDS

This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

 Site 00  
Existing Bus Station

 Site 01  
Enlargement of existing Bus Station

- SITE 00 / 01 ENLARGEMENT - OPTION 2**
- Modified layout to provide wider pedestrian access ways via 2 one-way traffic lanes through bus station incorporating standard 'saw tooth' stand spacing
  - Existing priorities maintained on highways
  - Same overall number of bus stands (9 no.) within station
  - 4 no. on-site layover spaces & 6 no. on-street layover spaces provided (10 no.)
  - Space created for information / shops / Staff amenities

| Rev | Date     | Description      | By |
|-----|----------|------------------|----|
| A03 | 03.11.20 | Notes revised.   | AS |
| A02 | 02.10.20 | Red Notes added. | AS |
| A01 | 03.08.20 | First issue      | AS |

| Amendments |                                                                        |
|------------|------------------------------------------------------------------------|
| Project    | St Helens Bus                                                          |
| Title      | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 2 |
| Client     | Merseytravel & Liverpool City Region                                   |

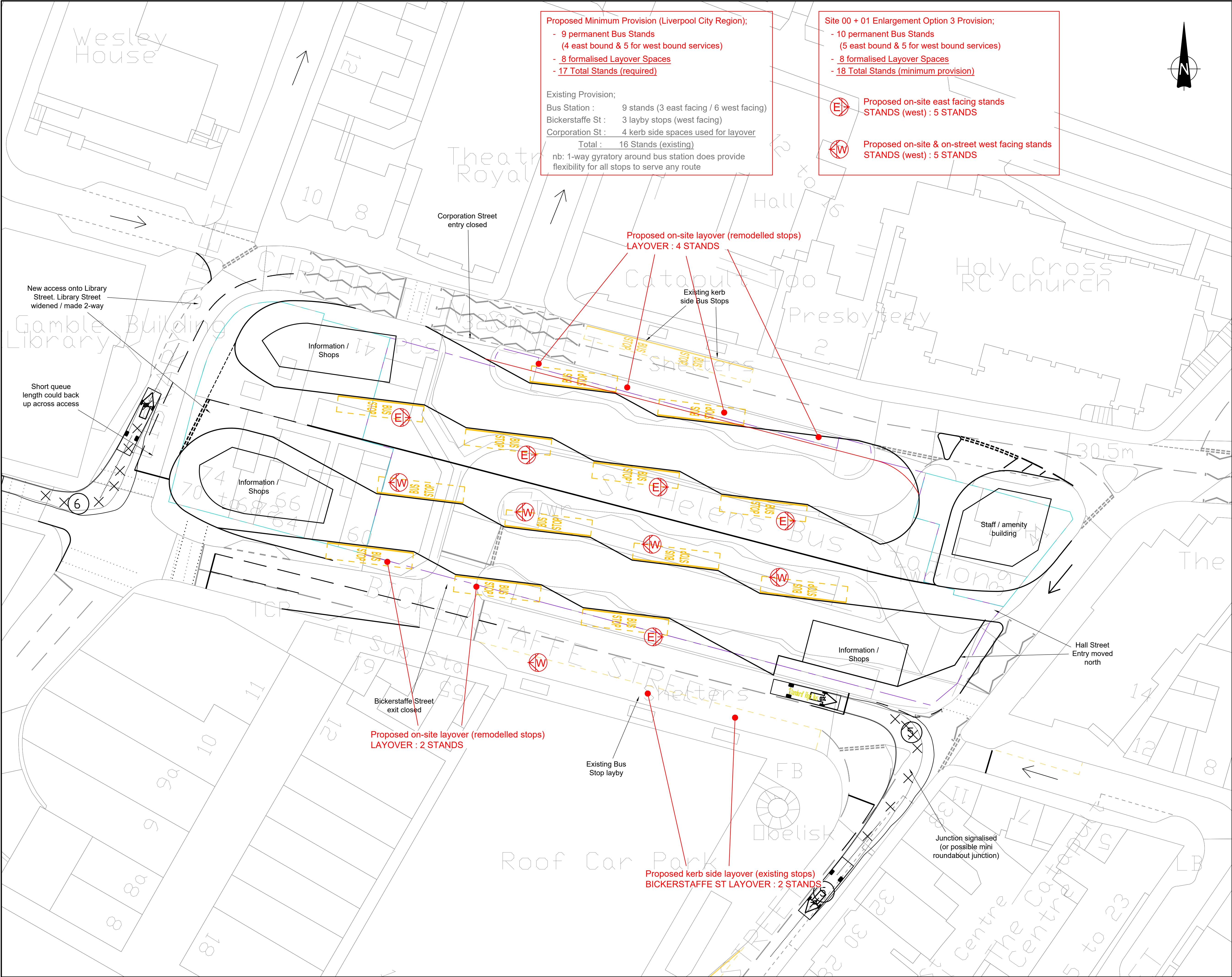


2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status  
**PRELIMINARY**

|             |      |            |                                                       |                  |          |
|-------------|------|------------|-------------------------------------------------------|------------------|----------|
| Designed by | AS   | Checked by | RB                                                    | Project No       | WIE16157 |
| Drawn by    | AS   | Date       | July 2020                                             | Computer File No |          |
| Scales @ A1 |      | 1:300      | WIE16157-SA-95-0102-St Helens Bus Stn enlarge rev.dwg |                  |          |
| Publisher   | Zone | Category   | Number                                                | Revision         |          |
| WIE         | SA   | 95         | 0102                                                  | A03              |          |





**Proposed Minimum Provision (Liverpool City Region);**

- 9 permanent Bus Stands  
(4 east bound & 5 for west bound services)
- 8 formalised Layover Spaces
- 17 Total Stands (required)

Existing Provision;  
Bus Station : 9 stands (3 east facing / 6 west facing)  
Bickerstaffe St : 3 layby stops (west facing)  
Corporation St : 4 kerb side spaces used for layover  
Total : 16 Stands (existing)

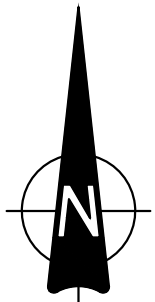
nb: 1-way gyratory around bus station does provide flexibility for all stops to serve any route

**Site 00 + 01 Enlargement Option 3 Provision;**

- 10 permanent Bus Stands  
(5 east bound & 5 for west bound services)
- 8 formalised Layover Spaces
- 18 Total Stands (minimum provision)

**Proposed on-site east facing stands  
STANDS (west) : 5 STANDS**

**Proposed on-site & on-street west facing stands  
STANDS (west) : 5 STANDS**



This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

- Site 00  
Existing Bus Station
- Site 01  
Enlargement of existing Bus Station

**SITE 00 / 01 ENLARGEMENT - OPTION 3**

- Modified layout to provide 'saw tooth' stands on both sides of 2 circulation islands within station fronting onto Corporation Street and Bickerstaffe Street.
- Requires widening of highways and changed highway priorities
- 13 no. bus stands provided within station
- Space created for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 4    | 13       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 18       |

| Rev | Date     | Description      | By |
|-----|----------|------------------|----|
| A02 | 02.10.20 | Red Notes added. | AS |
| A01 | 03.08.20 | First issue      | AS |

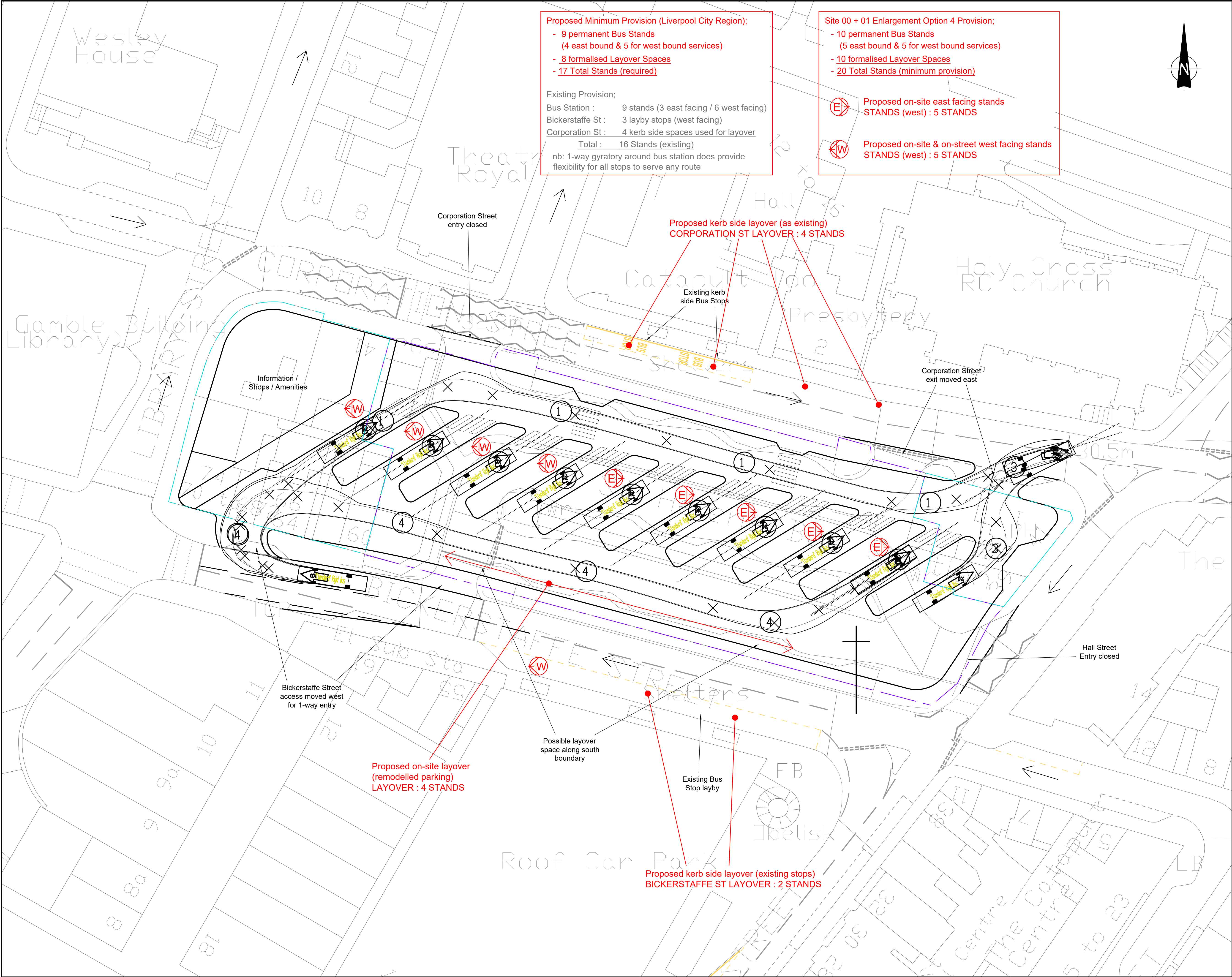
| Amendments |                                                                        |  |  |
|------------|------------------------------------------------------------------------|--|--|
| Project    | St Helens Bus                                                          |  |  |
| Title      | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 3 |  |  |
| Client     | Merseytravel & Liverpool City Region                                   |  |  |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status  
**PRELIMINARY**

|                                                |      |            |           |                  |                                                       |
|------------------------------------------------|------|------------|-----------|------------------|-------------------------------------------------------|
| Designed by                                    | AS   | Checked by | RB        | Project No       | WIE16157                                              |
| Drawn by                                       | AS   | Date       | July 2020 | Computer File No | WIE16157-SA-95-0103-St Helens Bus Stn enlargement.dwg |
| Scales @ A1<br>work to figured dimensions only |      | 1:300      |           |                  |                                                       |
| Publisher                                      | Zone | Category   | Number    | Revision         |                                                       |
| WIE                                            | SA   | 95         | 0103      | A02              |                                                       |





**Proposed Minimum Provision (Liverpool City Region);**

- 9 permanent Bus Stands  
(4 east bound & 5 for west bound services)
- 8 formalised Layover Spaces
- 17 Total Stands (required)

Existing Provision;  
Bus Station : 9 stands (3 east facing / 6 west facing)  
Bickerstaffe St : 3 layby stops (west facing)  
Corporation St : 4 kerb side spaces used for layover  
Total : 16 Stands (existing)

nb: 1-way gyratory around bus station does provide flexibility for all stops to serve any route

**Site 00 + 01 Enlargement Option 4 Provision;**

- 10 permanent Bus Stands  
(5 east bound & 5 for west bound services)
- 10 formalised Layover Spaces
- 20 Total Stands (minimum provision)

**Proposed on-site east facing stands**  
STANDS (west) : 5 STANDS

**Proposed on-site & on-street west facing stands**  
STANDS (west) : 5 STANDS

This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

**SITE 00 / 01 ENLARGEMENT - OPTION 4**

- Modified layout using island bus stands with one-way traffic flow through bus station
- Existing priorities maintained on highways
- 1 additional bus stand created within station (10 no. total)
- Single entry / exit points to highway network
- Space created for 5 - 6 layover spaces
- Space created for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 1    | 10       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 15       |

A02 02.10.20 Red Notes added.

A01 03.08.20 First issue

Rev Date Description By

Amendments

Project

Title

Client

Waterman

2nd Floor South Central 11 Peter Street Manchester M2 5QR

1 0161 839 8392 F 0161 839 8394

mail@watermangroup.com www.watermangroup.com

Drawing Status

Designed by AS Checked by RB Project No WIE16157

Drawn by AS Date July 2020 Computer File No

Scales @ A1 work to figured dimensions only 1:300 WIE16157-SA-95-0104-St Helens Bus Stn enlarged.dwg

Publisher Zone Category Number Revision

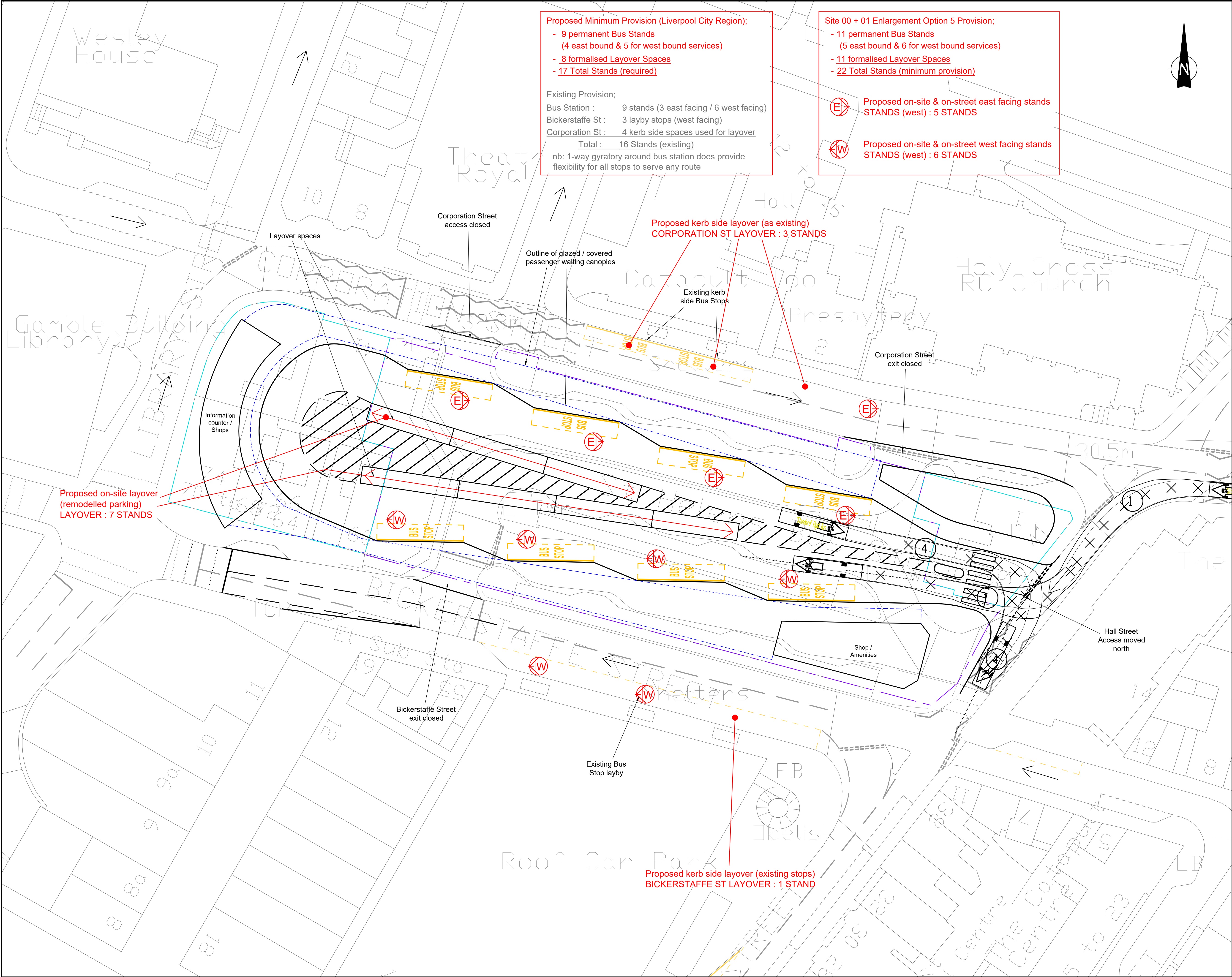
WIE SA 95 0104 A02

2460

A1-Wat-S\_Bndy\_Line SJ5095, Carto\_Area SJ5095, Carto\_Text SJ5095, Combined SJ5095, Topo\_Area SJ5095, Topo\_Line SJ5095

File Path: C:\Temp\Drawings\St Helens\Bauld\_C006\_Highways\St Helens





Proposed Minimum Provision (Liverpool City Region);

- 9 permanent Bus Stands  
(4 east bound & 5 for west bound services)
- 8 formalised Layover Spaces
- 17 Total Stands (required)

Existing Provision;

Bus Station : 9 stands (3 east facing / 6 west facing)

Bickerstaffe St : 3 layby stops (west facing)

Corporation St : 4 kerb side spaces used for layover

Total : 16 Stands (existing)

nb: 1-way gyratory around bus station does provide flexibility for all stops to serve any route

Site 00 + 01 Enlargement Option 5 Provision;

- 11 permanent Bus Stands  
(5 east bound & 6 for west bound services)
- 11 formalised Layover Spaces
- 22 Total Stands (minimum provision)

Proposed on-site & on-street east facing stands  
STANDS (west) : 5 STANDS

Proposed on-site & on-street west facing stands  
STANDS (west) : 6 STANDS

This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

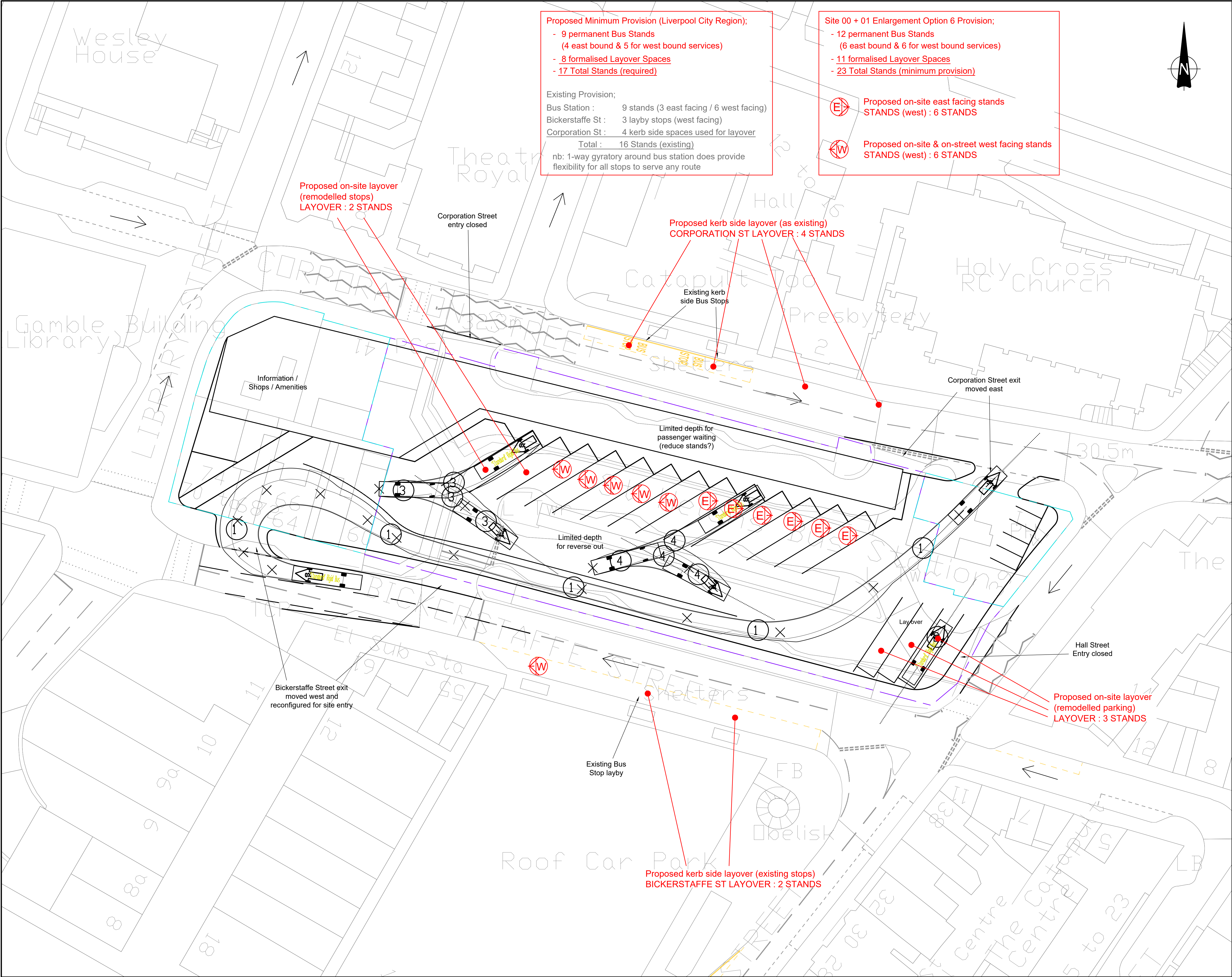
Site 01  
Enlargement of existing Bus Station

SITE 00 / 01 ENLARGEMENT - OPTION 5

- Modified layout to provide continuous 1-way loop through bus station via single access off Hall Street
- Bus stands provided at standard 'saw tooth' spaces
- Existing priorities maintained on highways
- 8 no. bus stop stands provided within station & 3 no. kerb side stops retained on-street (11no)
- 7 no. on-site layover spaces & 4 no. on-street layover spaces provided (11 no.)
- Space created for Information / shops / Staff amenities

|                                                                                                                                              |          |                         |                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------------------|--------------------------------------------------------------------|
| A03                                                                                                                                          | 03.11.20 | Layout / notes revised. | AS                                                                 |
| A02                                                                                                                                          | 02.10.20 | Red Notes added.        | AS                                                                 |
| A01                                                                                                                                          | 03.08.20 | First issue             | AS                                                                 |
| Rev                                                                                                                                          | Date     | Description             | By                                                                 |
| Amendments                                                                                                                                   |          |                         |                                                                    |
| Project<br>St Helens Bus                                                                                                                     |          |                         |                                                                    |
| Title<br>St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 5                                                              |          |                         |                                                                    |
| Client<br>Merseytravel & Liverpool City Region                                                                                               |          |                         |                                                                    |
|                                                                                                                                              |          |                         |                                                                    |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |                         |                                                                    |
| Drawing Status<br>PRELIMINARY                                                                                                                |          |                         |                                                                    |
| Designed by                                                                                                                                  | AS       | Checked by              | RB                                                                 |
| Drawn by                                                                                                                                     | AS       | Date                    | July 2020                                                          |
| Scales @ A1<br>work to figured dimensions only                                                                                               |          | 1:300                   | Computer File No<br>WIE16157-SA-95-0105-St Helens Bus Stn enlarged |
| Publisher                                                                                                                                    | Zone     | Category                | Number                                                             |
| WIE                                                                                                                                          | SA       | 95                      | 0105                                                               |
|                                                                                                                                              |          |                         | Revision<br>A03                                                    |





**Proposed Minimum Provision (Liverpool City Region);**

- 9 permanent Bus Stands  
(4 east bound & 5 for west bound services)
- 8 formalised Layover Spaces
- 17 Total Stands (required)

Existing Provision;  
Bus Station : 9 stands (3 east facing / 6 west facing)  
Bickerstaffe St : 3 layby stops (west facing)  
Corporation St : 4 kerb side spaces used for layover  
Total : 16 Stands (existing)

nb: 1-way gyratory around bus station does provide flexibility for all stops to serve any route

**Site 00 + 01 Enlargement Option 6 Provision;**

- 12 permanent Bus Stands  
(6 east bound & 6 for west bound services)
- 11 formalised Layover Spaces
- 23 Total Stands (minimum provision)

 Proposed on-site east facing stands  
STANDS (west) : 6 STANDS

 Proposed on-site & on-street west facing stands  
STANDS (west) : 6 STANDS

This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

 Site 00  
Existing Bus Station

 Site 01  
Enlargement of existing Bus Station

**SITE 00 / 01 ENLARGEMENT - OPTION 6**

- Modified layout to provide Drive in / Reverse out configuration via one-way circulation through bus station
- Existing priorities maintained on highways
- 4 additional bus stands created within station (13 no. total)
- 3 - 4 layover spaces provided
- Single entry / exit points to highway network
- Space created for information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 4    | 13       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 18       |

| Rev | Date     | Description      | By |
|-----|----------|------------------|----|
| A02 | 02.10.20 | Red Notes added. | AS |
| A01 | 03.08.20 | First issue      | AS |

| Amendments |                                                                        |
|------------|------------------------------------------------------------------------|
| Project    | St Helens Bus                                                          |
| Title      | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 6 |
| Client     | Merseytravel & Liverpool City Region                                   |



2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

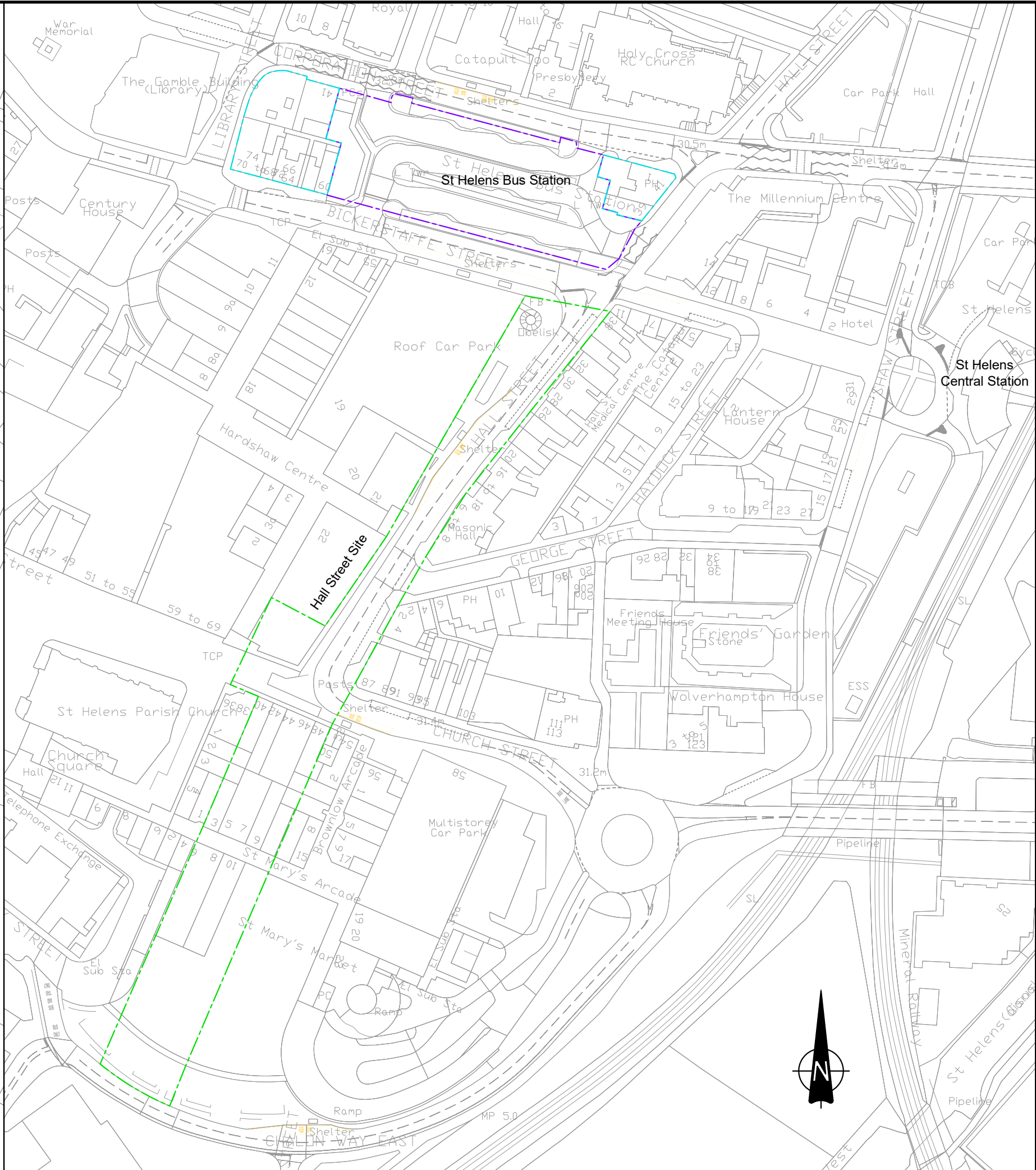
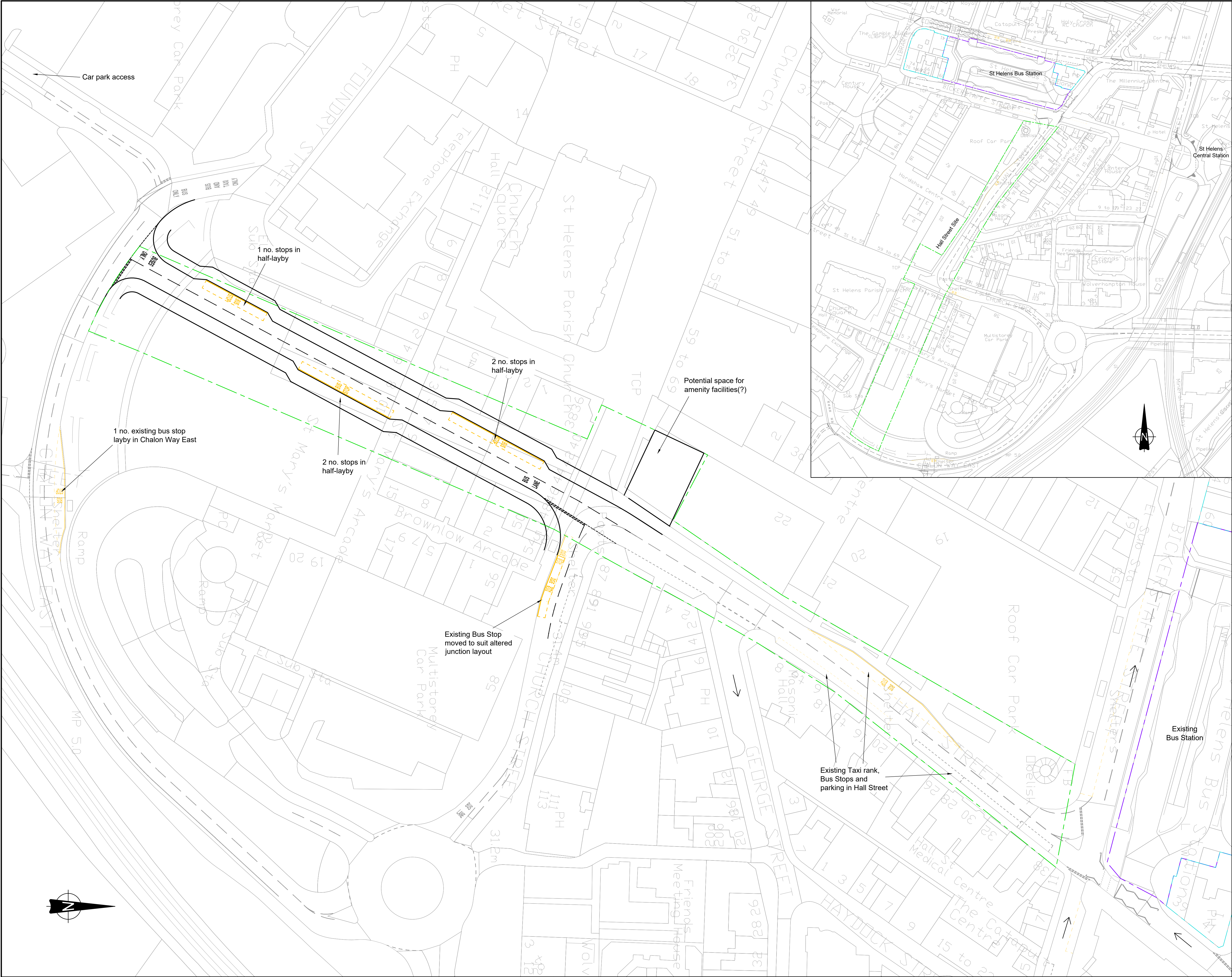
**PRELIMINARY**

|             |      |                                 |           |                  |                                                       |
|-------------|------|---------------------------------|-----------|------------------|-------------------------------------------------------|
| Designed by | AS   | Checked by                      | RB        | Project No       | WIE16157                                              |
| Drawn by    | AS   | Date                            | July 2020 | Computer File No | WIE16157-SA-95-0106-St Helens Bus Stn enlargement.dwg |
| Scales @ A1 |      | work to figured dimensions only | 1:300     |                  |                                                       |
| Publisher   | Zone | Category                        | Number    | Revision         |                                                       |
| WIE         | SA   | 95                              | 0106      | A02              |                                                       |



**D. Plans Site '00' + 02 : Existing Bus Station with new Facility in Hall Street**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

-  Site 00  
Existing Bus Station
-  Site 02  
Hall Street Site

- SITE 00 and new Hall Street Site 02 - OPTION 1
- Retention of existing Bus Station with new on-street bus stops located on extension of Hall Street (new alignment between Church Street and Chalon Way East)
  - Existing priorities maintained on highways
  - 5 no. new on-street stops created in Hall Street
  - Space available in Hall Street for amenity facilities.

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Hall St (kerb side)            | 2        | -      | 2        |
| Hall St (kerb side)            | 2        | + 5    | 7        |
| Total                          | 16       |        | 21       |

| A01 | 03.08.20 | First issue | AS |
|-----|----------|-------------|----|
| Rev | Date     | Description | By |

Amendments

|         |                                                        |
|---------|--------------------------------------------------------|
| Project | St Helens Bus                                          |
| Title   | St. Helens Bus Station<br>Hall Street Site<br>Option 1 |
| Client  | Merseytravel & Liverpool City Region                   |



2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

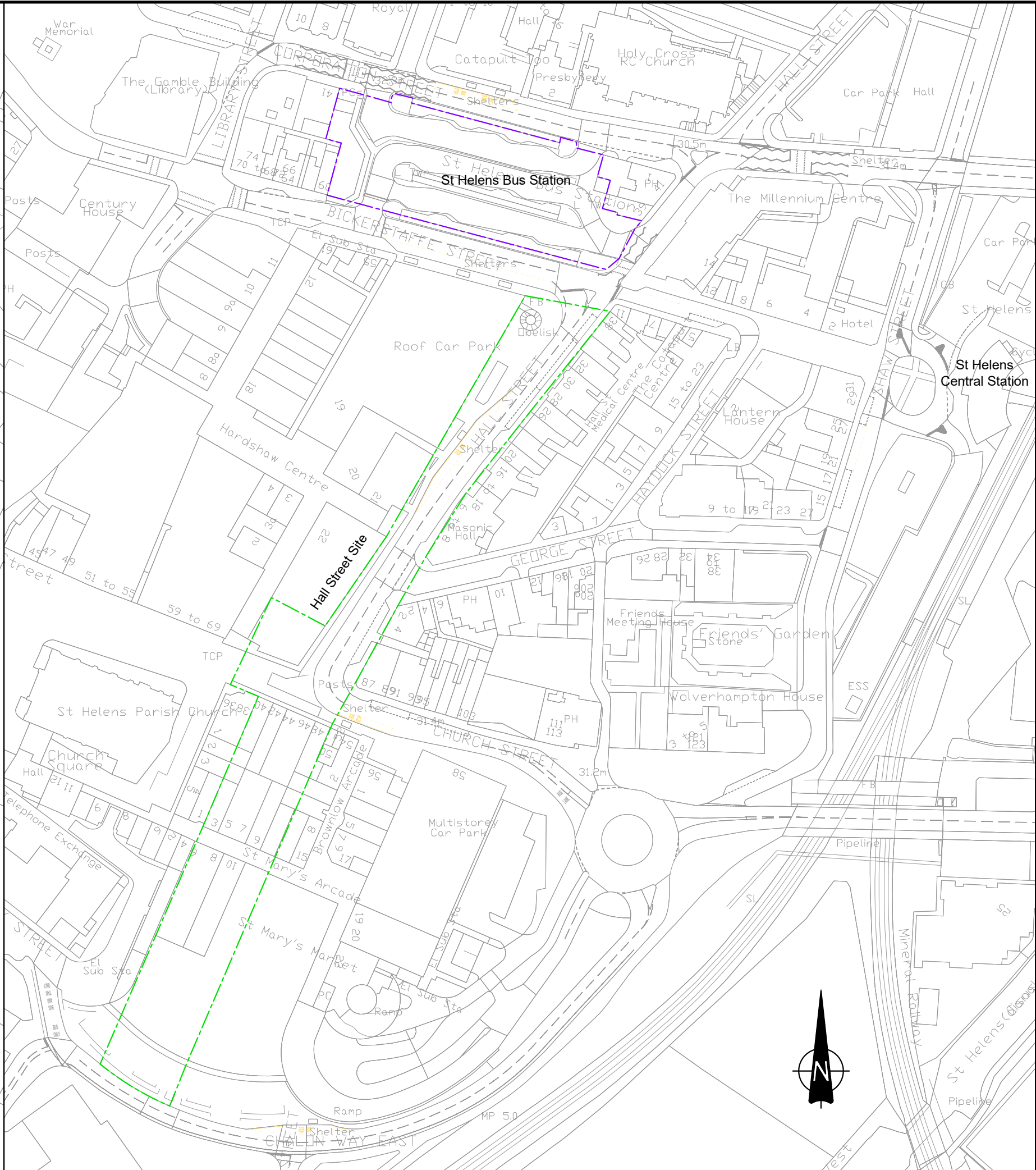
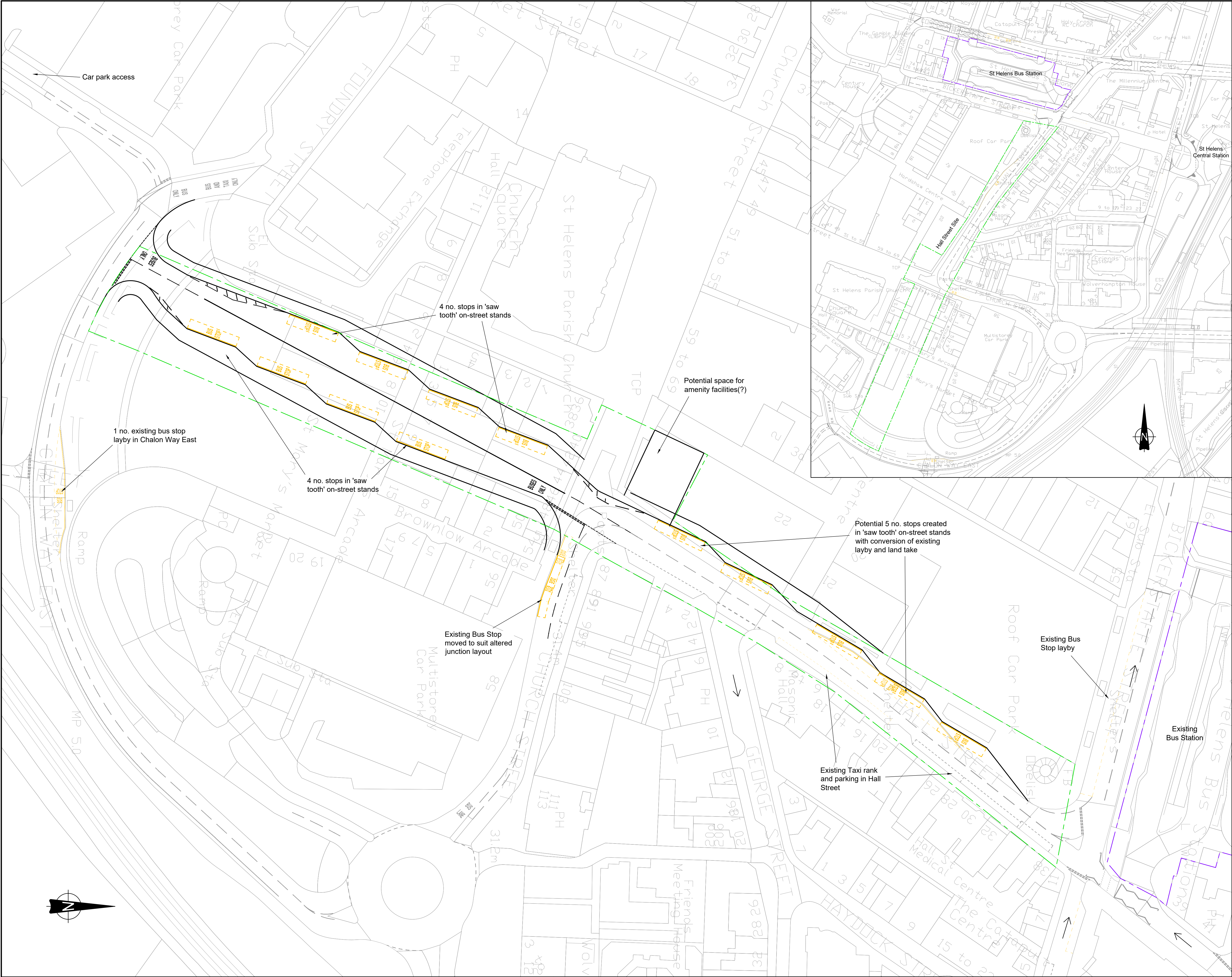
**PRELIMINARY**

|             |      |            |           |                                 |                                       |
|-------------|------|------------|-----------|---------------------------------|---------------------------------------|
| Designed by | AS   | Checked by | RB        | Project No                      | WIE16157                              |
| Drawn by    | AS   | Date       | July 2020 | Computer File No                | WIE16157-SA-95-0201-St Helens Hall St |
| Scales @ A1 |      | 1:500      |           | work to figured dimensions only |                                       |
| Publisher   | Zone | Category   | Number    | Revision                        |                                       |
| WIE         | SA   | 95         | 0201      | A01                             |                                       |









This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

- Site 00  
Existing Bus Station
- Site 02  
Hall Street Site

- SITE 00 and new Hall Street Site 02 - OPTION 3
- Retention of existing Bus Station with new on-street bus stops located on extension of Hall Street (new alignment between Church Street and Chalon Way East)
  - Existing priorities maintained on highways
  - 8 no. new on-street stops created in Hall Street in 'saw tooth' stands
  - Space available in Hall Street for amenity facilities.

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Hall St (kerb side)            | 2        | -      | 2        |
| Total                          | 16       | + 12   | 29       |

| A01 | 03.08.20 | First issue | AS |
|-----|----------|-------------|----|
| Rev | Date     | Description | By |

Amendments

Project  
**St Helens Bus**

Title  
**St. Helens Bus Station  
Hall Street Site  
Option 3**

Client  
Merseytravel & Liverpool City Region

**waterman**

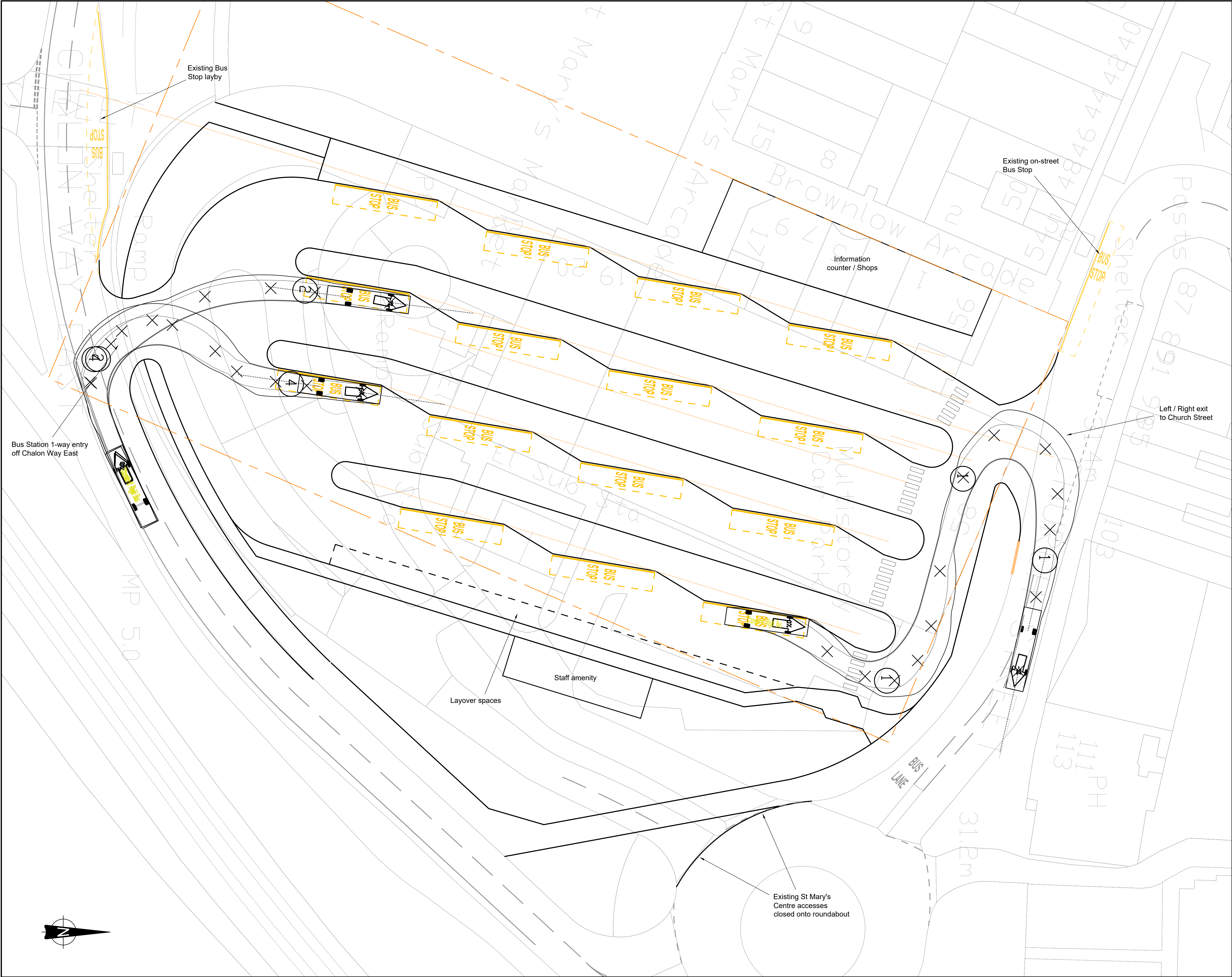
2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status  
**PRELIMINARY**

|                                                |      |            |           |                  |                                           |
|------------------------------------------------|------|------------|-----------|------------------|-------------------------------------------|
| Designed by                                    | AS   | Checked by | RB        | Project No       | WIE16157                                  |
| Drawn by                                       | AS   | Date       | July 2020 | Computer File No | WIE16157-SA-95-0203 St Helens Hall St.dwg |
| Scales @ A1<br>work to figured dimensions only |      | 1:500      |           |                  |                                           |
| Publisher                                      | Zone | Category   | Number    | Revision         |                                           |
| WIE                                            | SA   | 95         | 0203      | A01              |                                           |



## **E. Plans Site '03' : New Bus Station on St Mary's Site**



This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

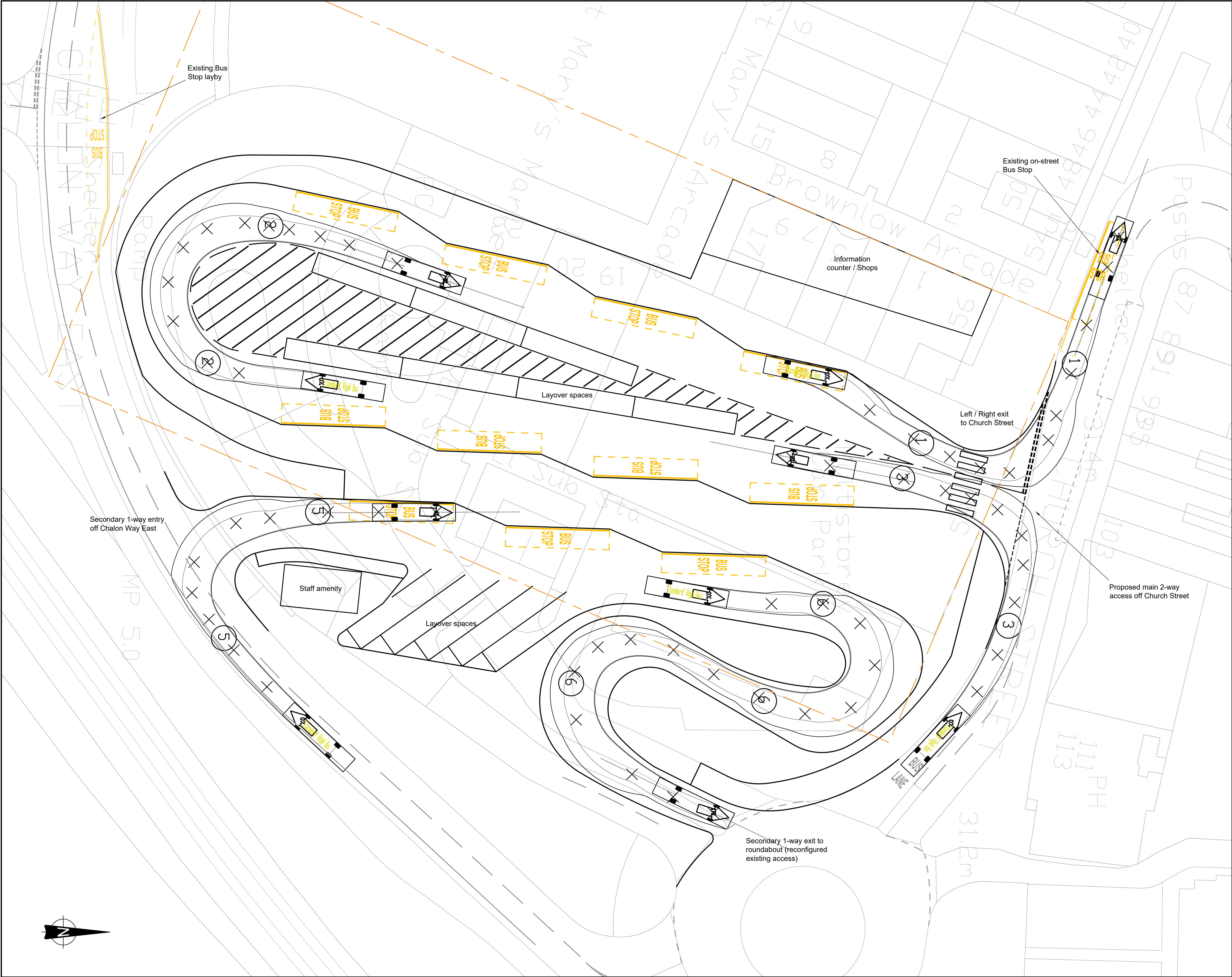
SITE 03 new Site with removal of existing Bus Station - OPTION 1

- New central station with one-way circulation through bus station serving 'saw tooth' bus stands
- New access points onto Highway network (close existing site accesses onto Church Street roundabout)
- Existing priorities maintained on highways
- 14 no. bus stands provided
- 4 no. layover spaces provided (min)
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 14       | + 15   | 15       |

|                                                                                                                                              |          |             |                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|------------------------------------------|
| A01                                                                                                                                          | 03.08.20 | First issue | AS                                       |
| Rev                                                                                                                                          | Date     | Description | By                                       |
| Amendments                                                                                                                                   |          |             |                                          |
| Project                                                                                                                                      |          |             |                                          |
| St Helens Bus                                                                                                                                |          |             |                                          |
| Title                                                                                                                                        |          |             |                                          |
| St. Helens Bus Station<br>St Mary's Site<br>Option 1                                                                                         |          |             |                                          |
| Client                                                                                                                                       |          |             |                                          |
| Merseytravel & Liverpool City Region                                                                                                         |          |             |                                          |
| Waterman                                                                                                                                     |          |             |                                          |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |             |                                          |
| Drawing Status                                                                                                                               |          |             |                                          |
| PRELIMINARY                                                                                                                                  |          |             |                                          |
| Designed by                                                                                                                                  | AS       | Checked by  | RB                                       |
| Drawn by                                                                                                                                     | AS       | Date        | July 2020                                |
| Scales @ A1                                                                                                                                  |          | 1:250       | Computer File No                         |
| work to figured dimensions only                                                                                                              |          |             | WIE\16157-SA-95-0301-St Helens St Mary's |
| Publisher                                                                                                                                    | Zone     | Category    | Number                                   |
| WIE                                                                                                                                          | SA       | 95          | 0301                                     |
| Revision                                                                                                                                     |          |             |                                          |
| A01                                                                                                                                          |          |             |                                          |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

SITE 03 new Site with removal of existing Bus Station - OPTION 2

- New central station with one-way circulation through 'horse shoe' Bus Station layout with secondary access from Chalon Way East
- New access point onto Highway network (Church Street)
- Existing priorities maintained on highways
- 11 no. bus stands provided
- 13 no. layover spaces provided
- Space available for Information / shops / Staff amenities

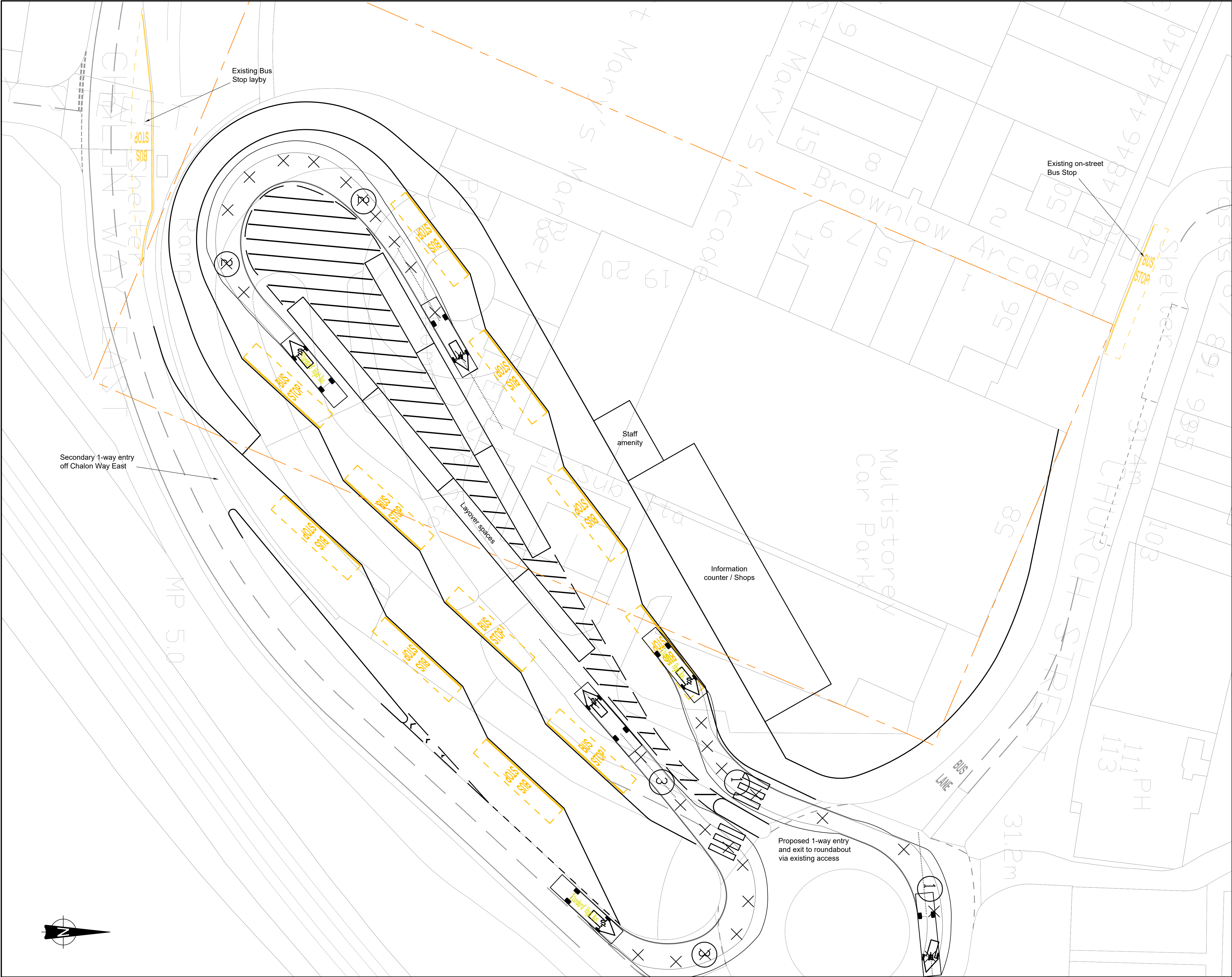
| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 14       | + 11   | 11       |

|            |          |             |    |
|------------|----------|-------------|----|
| A01        | 03.08.20 | First issue | AS |
| Rev        | Date     | Description | By |
| Amendments |          |             |    |
| Project    |          |             |    |
| Title      |          |             |    |
| Client     |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

| PRELIMINARY                     |      |            |                                         |            |
|---------------------------------|------|------------|-----------------------------------------|------------|
| Designed by                     | AS   | Checked by | RB                                      | Project No |
| Drawn by                        | AS   | Date       | July 2020                               | WIE16157   |
| Scales @ A1                     |      | 1:250      | Computer File No                        |            |
| work to figured dimensions only |      |            | WIE16157-SA-95-0302-St Helens St Mary's |            |
| Publisher                       | Zone | Category   | Number                                  | Revision   |
| WIE                             | SA   | 95         | 0302                                    | A01        |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

SITE 03 new Site with removal of existing Bus Station - OPTION 3

- New central station with one-way circulation through 'horse shoe' Bus Station layout with secondary access from Chalon Way East
- Trained access point onto Highway network (roundabout junction)
- Existing priorities maintained on highways
- 11 no. bus stands provided
- 7 no. layover spaces provided
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 14       | + 11   | 11       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |
| Rev | Date     | Description | By |

Amendments

Project

St Helens Bus

Title

St. Helens Bus Station  
St Mary's Site  
Option 3

Client

Merseytravel & Liverpool City Region

2nd Floor South Central 11 Peter Street Manchester M2 5QR

1 0161 839 8392 F 0161 839 8394

mail@watermangroup.com www.watermangroup.com

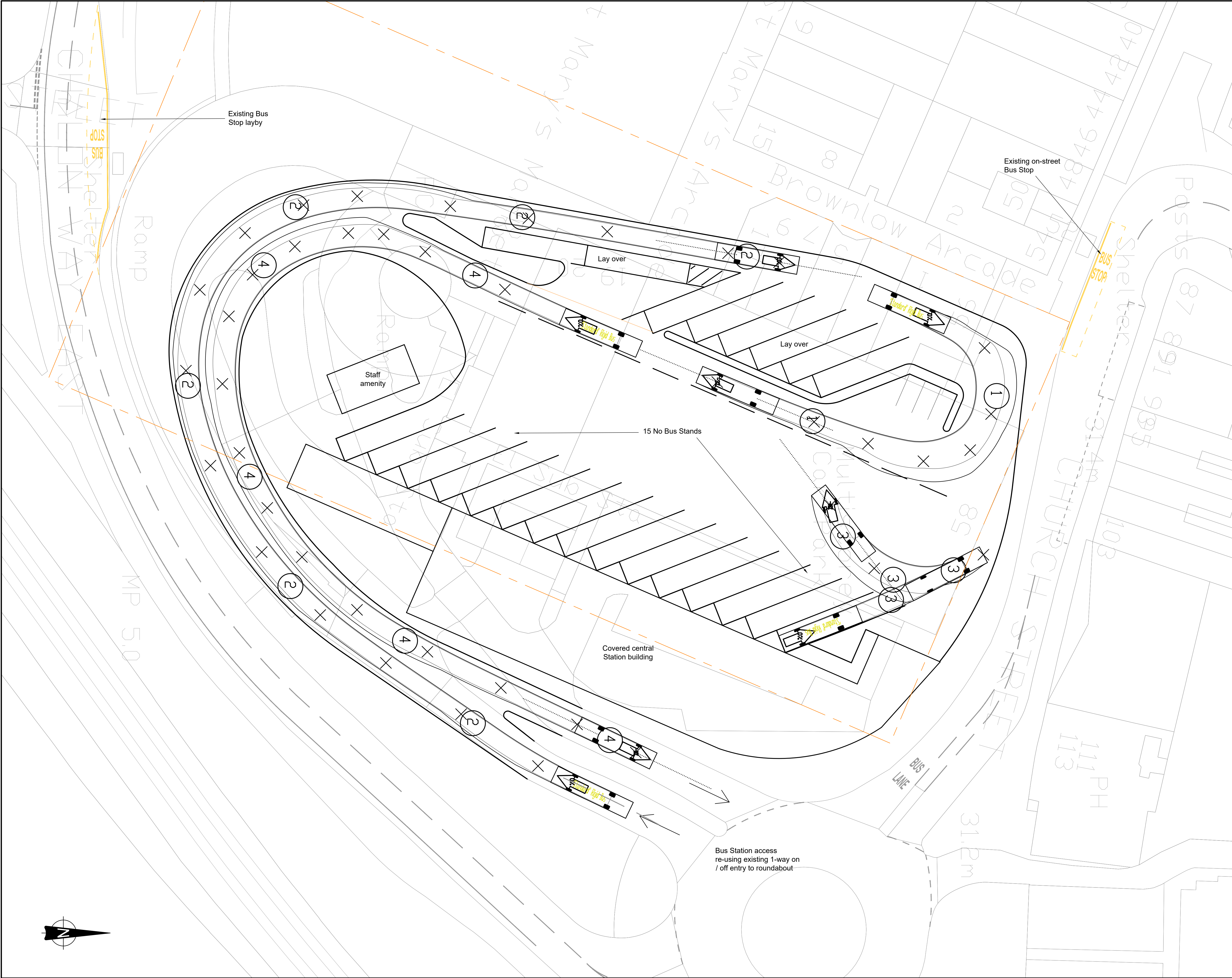
Drawing Status

PRELIMINARY

|             |    |            |           |                                 |                                         |
|-------------|----|------------|-----------|---------------------------------|-----------------------------------------|
| Designed by | AS | Checked by | RB        | Project No                      | WIE16157                                |
| Drawn by    | AS | Date       | July 2020 | Computer File No                | WIE16157-SA-95-0303-St Helens St Mary's |
| Scales @ A1 |    | 1:250      |           | work to figured dimensions only |                                         |

| Publisher | Zone | Category | Number | Revision |
|-----------|------|----------|--------|----------|
| WIE       | SA   | 95       | 0303   | A01      |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

SITE 03 new Site with removal of existing Bus Station - OPTION 4

- New central station with Drive-in / Reverse-out configuration via one-way circulation through bus station
- Re-use existing site access from Church Street roundabout
- Existing priorities maintained on highways
- 15 no. bus stands provided
- 8 no. layover spaces provided
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 14       | + 15   | 15       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |
| Rev | Date     | Description | By |

Amendments

Project

St Helens Bus

Title

St. Helens Bus Station  
St Mary's Site  
Option 4

Client

Merseytravel & Liverpool City Region

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

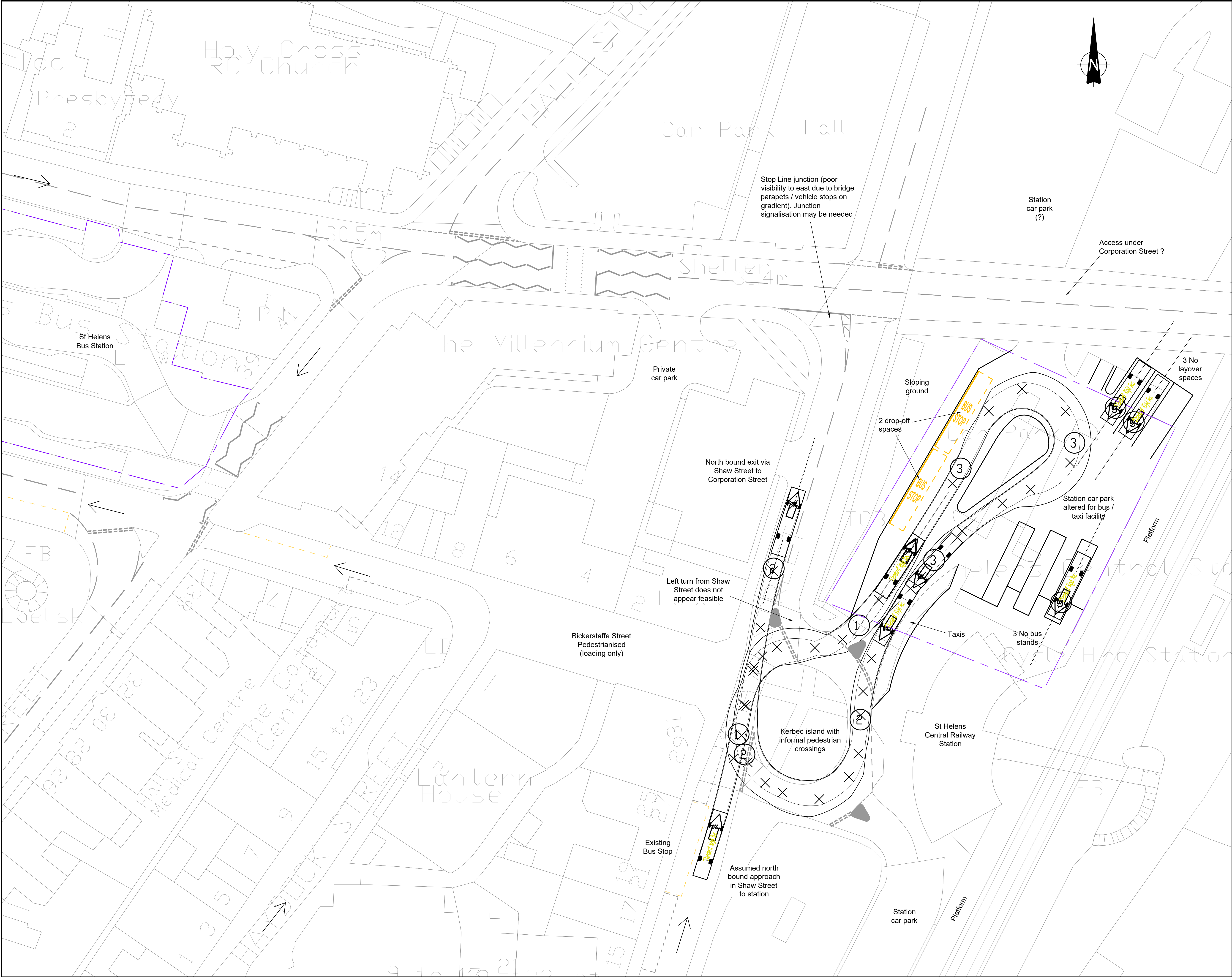
PRELIMINARY

|             |    |            |           |                                 |                                         |
|-------------|----|------------|-----------|---------------------------------|-----------------------------------------|
| Designed by | AS | Checked by | RB        | Project No                      | WIE16157                                |
| Drawn by    | AS | Date       | July 2020 | Computer File No                | WIE16157-SA-95-0304-St Helens St Mary's |
| Scales @ A1 |    | 1:250      |           | work to figured dimensions only |                                         |

| Publisher | Zone | Category | Number | Revision |
|-----------|------|----------|--------|----------|
| WIE       | SA   | 95       | 0304   | A01      |

**F. Plans Site '00' + '04' : Existing Bus Station with new Facility at Central  
Railway Station**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 04  
Central Station Site

SITE 04 new Site with retention of existing Bus Station - OPTION 1

- New bus station facility next to Central Railway Station
- Access from Shaw Street
- Existing priorities maintained on highways
- 5 no. bus stands provided
- 3 no. layover spaces provided
- Pedestrian access to Central Bus Station via Bickerstaffe Street (pedestrianised), approx 160m walk
- Existing amenities available in Central Railway Station

GENERAL NOTES

1. The existing station car park contains 68 No car parking spaces, inclusive of 7 No. disabled and 2 No. electric car charging spaces (numbers TBC).

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Central Railway Station        | 0        | + 5    | 5        |
| Total                          | 14       |        | 19       |

|                                                                                                                                              |          |             |                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|-------------------------------------------------------------------|
| A01                                                                                                                                          | 03.08.20 | First Issue | AS                                                                |
| Rev                                                                                                                                          | Date     | Description | By                                                                |
| Amendments                                                                                                                                   |          |             |                                                                   |
| Project                                                                                                                                      |          |             |                                                                   |
| St Helens Bus                                                                                                                                |          |             |                                                                   |
| Title                                                                                                                                        |          |             |                                                                   |
| St. Helens Bus Station<br>Existing Bus Station + Central Station                                                                             |          |             |                                                                   |
| Client                                                                                                                                       |          |             |                                                                   |
| Merseytravel & Liverpool City Region                                                                                                         |          |             |                                                                   |
| Waterman                                                                                                                                     |          |             |                                                                   |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |             |                                                                   |
| Drawing Status                                                                                                                               |          |             |                                                                   |
| PRELIMINARY                                                                                                                                  |          |             |                                                                   |
| Designed by                                                                                                                                  | AS       | Checked by  | RB                                                                |
| Drawn by                                                                                                                                     | AS       | Date        | July 2020                                                         |
| Scales @ A1<br>work to figured dimensions only                                                                                               |          | 1:300       | Computer File No<br>WIE16157-SA-85-0401-St Helens Central Station |
| Publisher                                                                                                                                    | Zone     | Category    | Number                                                            |
| WIE                                                                                                                                          | SA       | 95          | 0401                                                              |
| Revision                                                                                                                                     |          |             |                                                                   |
| A01                                                                                                                                          |          |             |                                                                   |

2473

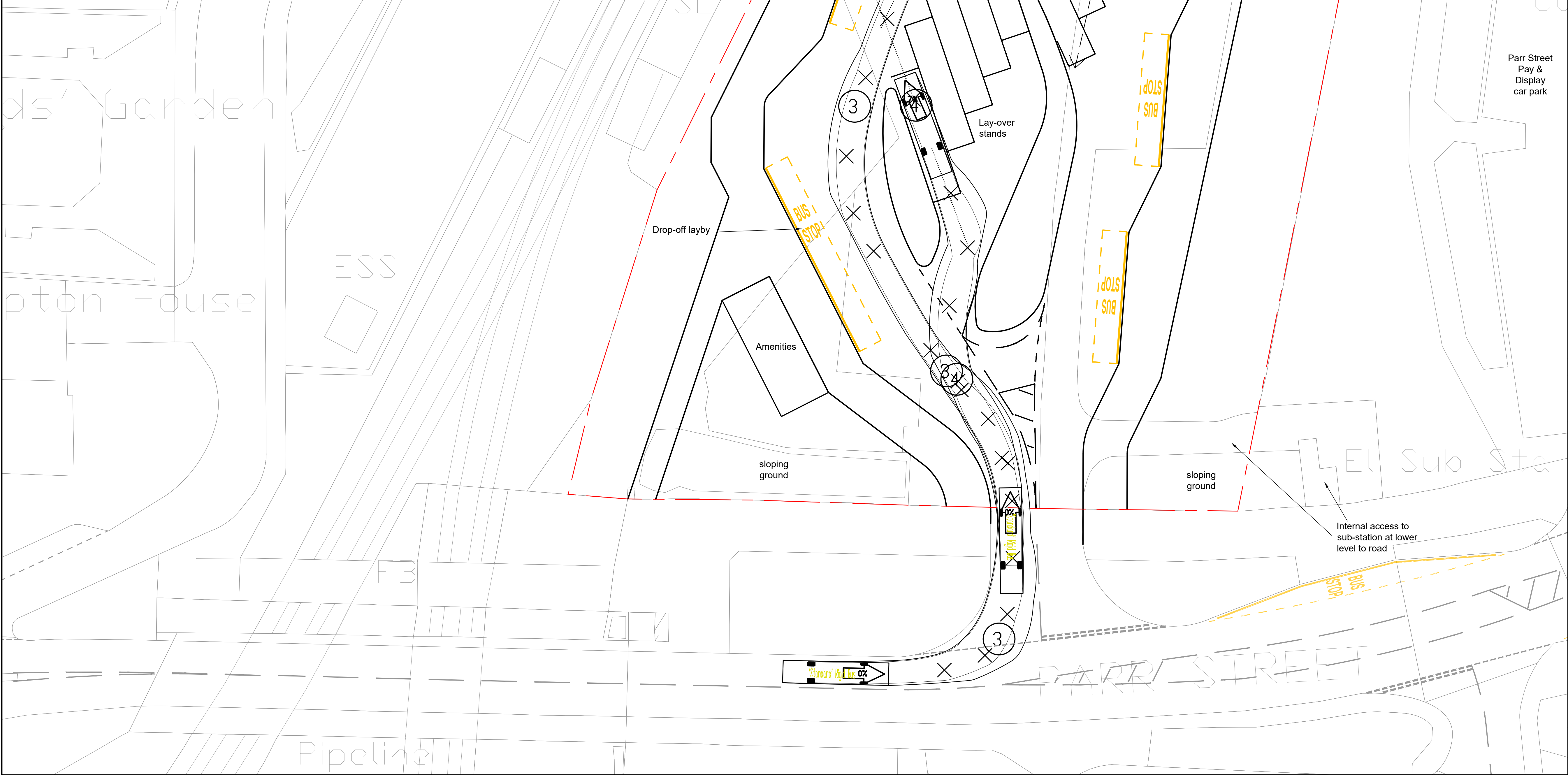
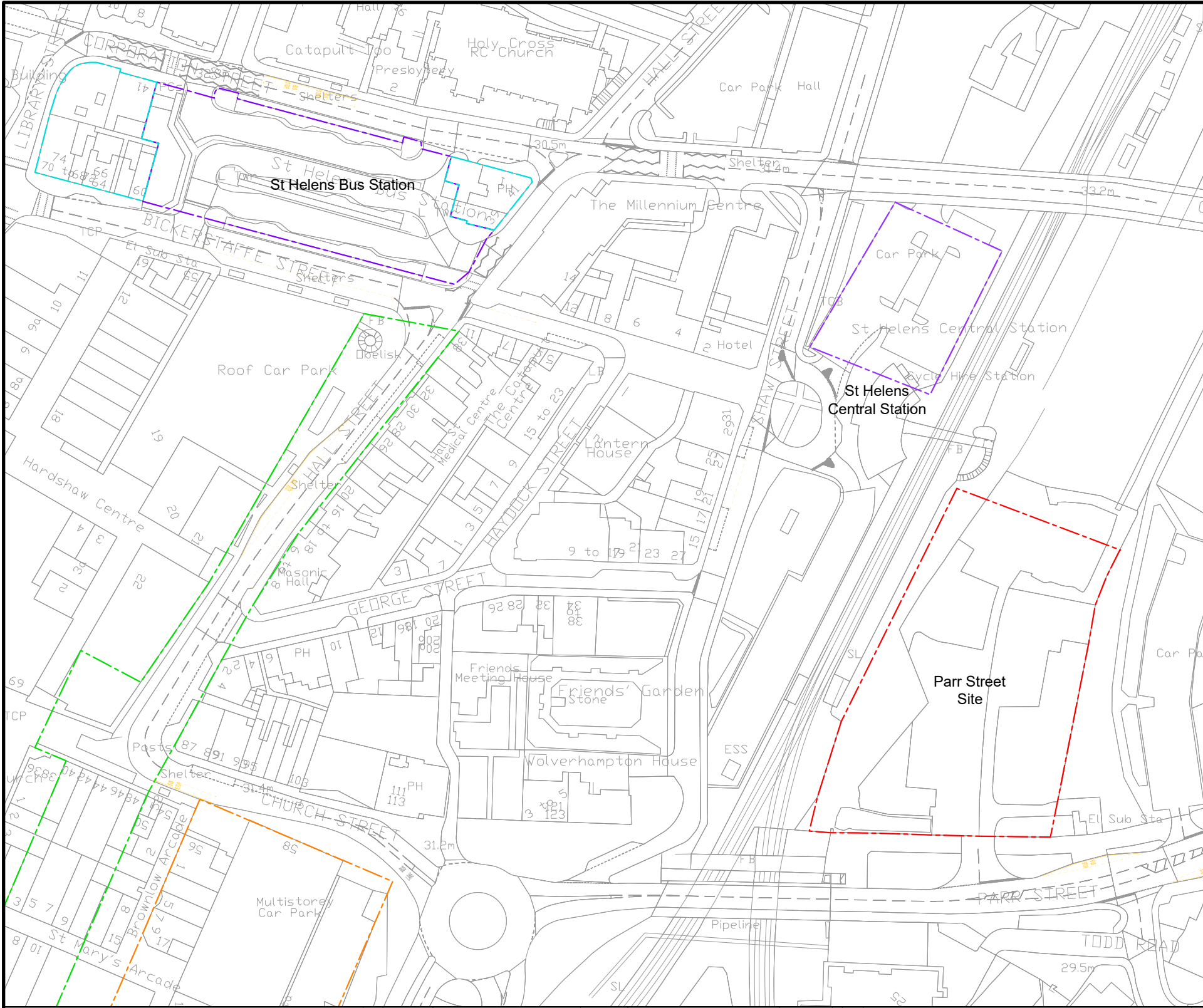
A1-Wat-S, Bndy\_Line SJ5095, Carls\_Area SJ5095, Carls\_Text SJ5095, Combined SJ5095, Topo\_Area SJ5095, Topo\_Line SJ5095

File Path: C:\Temp\Drawings\St Helens\Bauld\_C0406\_Highways\St Helens



**G. Plans Site '05' + '00' : Existing Bus Station with new Facility on Parr Street Site**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 1UG 1 020 7928 7888 1 020 7902 0992

**Site 00**  
Existing Bus Station

**Site 05**  
Parr Street Site

**SITE 05 new Site to operate in conjunction with existing Bus Station - OPTION 1**

- New bus station facility with one-way circulation serving 'saw tooth' bus stands
- Existing access point onto Highway network in Parr Street
- Existing priorities maintained on highways
- 7 no. bus stands / drop-off provided
- 10 no. layover spaces provided
- Potential pedestrian link to Central Railway Station via platform footbridge
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |           |        |           |
|--------------------------------|-----------|--------|-----------|
| Bus Station                    | Existing  | Change | Proposed  |
| Bickerstaffe St (kerb side)    | 3         | -      | 3         |
| Corporation St (kerb side)     | 2         | -      | 2         |
| Parr Street Site               | 0         | + 7    | 7         |
| <b>Total</b>                   | <b>14</b> |        | <b>21</b> |

| Rev | Date     | Description | By |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |

Amendments

Project: **St Helens Bus**

Title: **St. Helens Bus Station  
Existing Bus Station + Parr Street Site  
Option 1**

Client: **Merseytravel & Liverpool City Region**

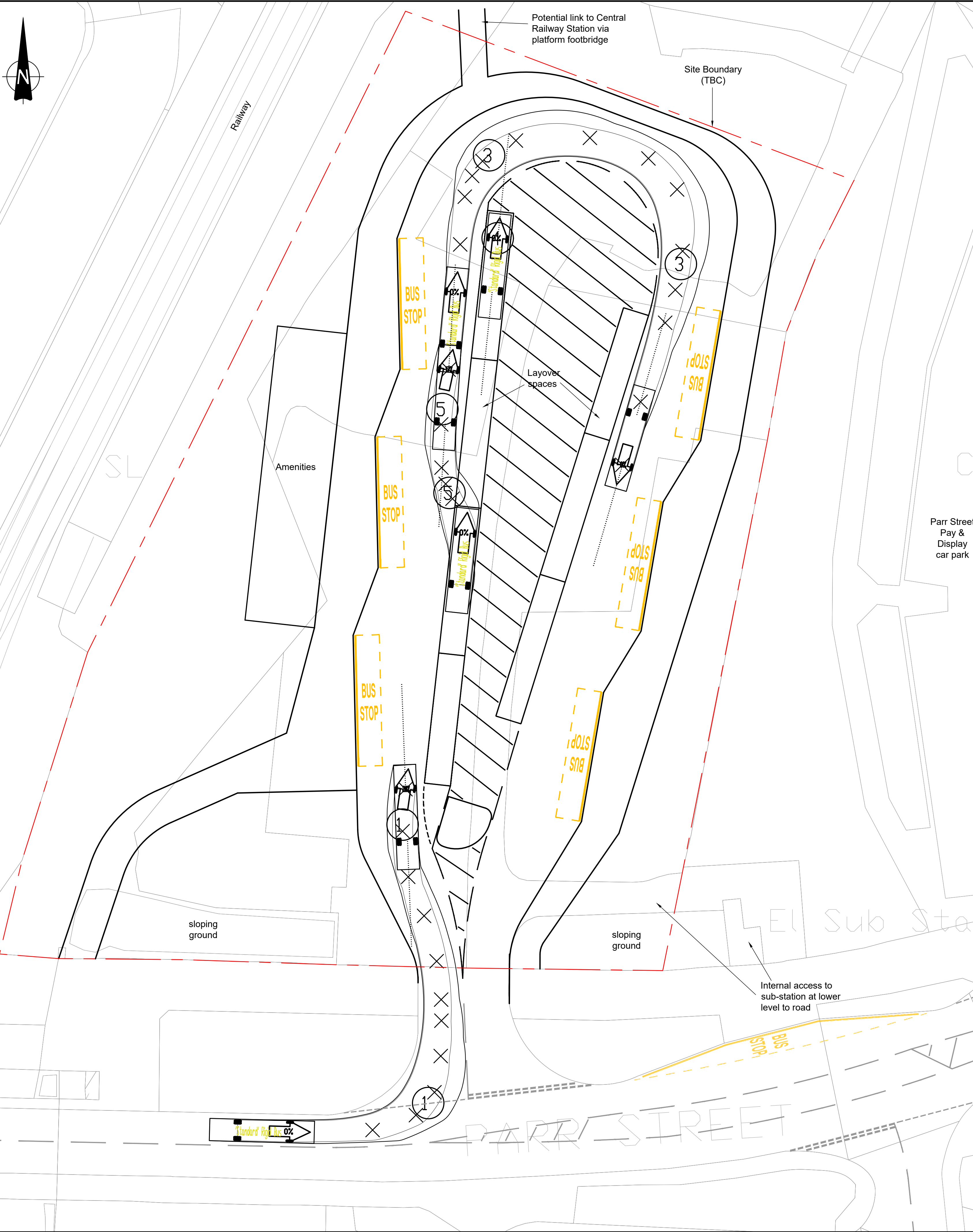
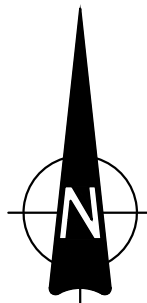
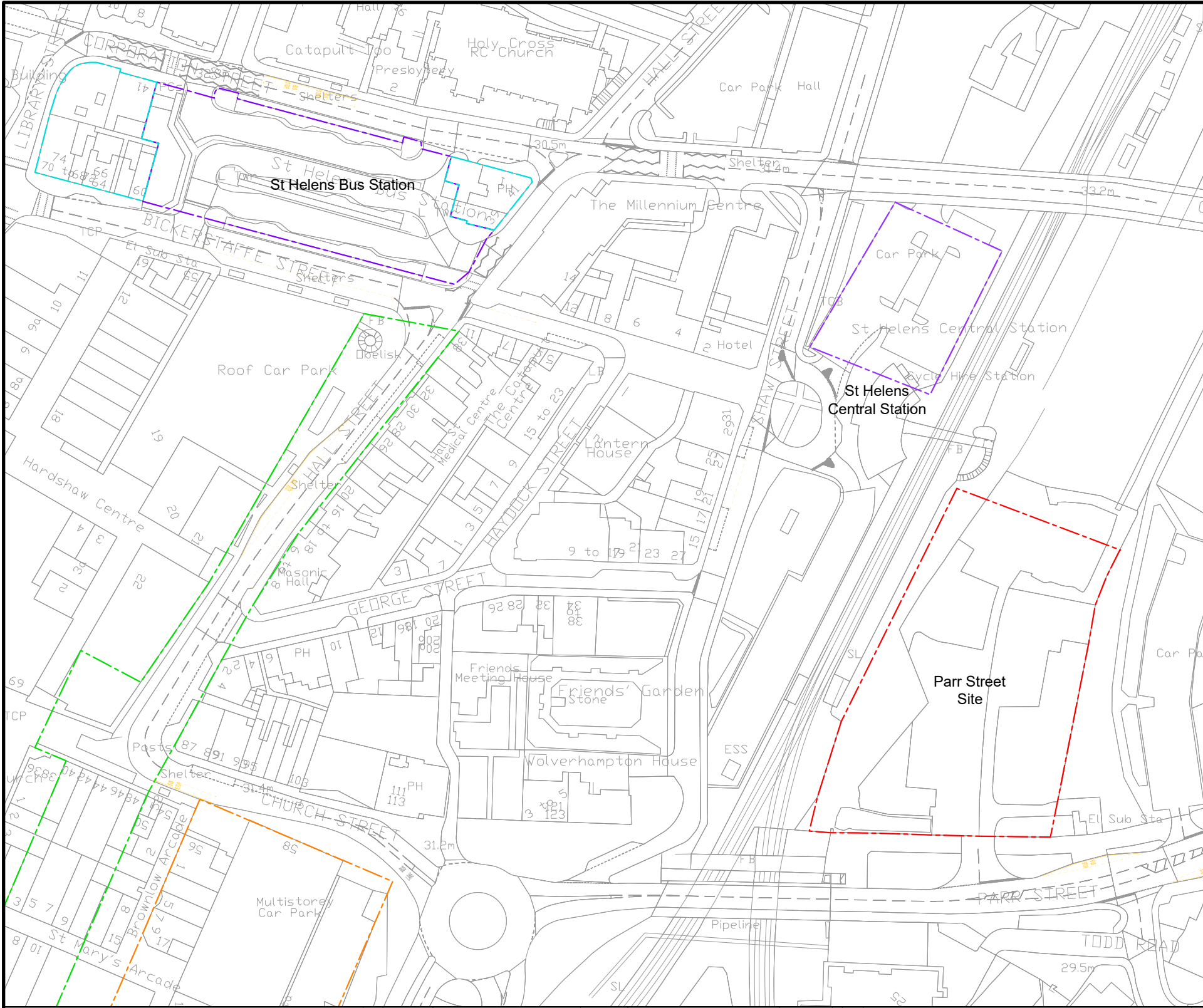
**Waterman**

**2nd Floor South Central 11 Peter Street Manchester M2 5QR**  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status: **PRELIMINARY**

| Designed by | AS                              | Checked by | RB        | Project No       | WIE16157                                  |
|-------------|---------------------------------|------------|-----------|------------------|-------------------------------------------|
| Drawn by    | AS                              | Date       | July 2020 | Computer File No | WIE16157-SA-95-0501-St Helens Parr Street |
| Scales @ A1 | work to figured dimensions only | 1:250      |           |                  |                                           |
| Publisher   | WIE                             | Zone       | SA        | Category         | 95                                        |
| Number      | 0501                            | Revision   | A01       |                  |                                           |





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, related or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 05  
Parr Street Site

- SITE 05 new Site to operate in conjunction with existing Bus Station - OPTION 2
- New bus station facility with one-way circulation serving 'saw tooth' bus stands
  - Existing access point onto Highway network in Parr Street
  - Existing priorities maintained on highways
  - 6 no. bus stands / drop-off provided
  - 7 no. layover spaces provided
  - Potential pedestrian link to Central Railway Station via platform footbridge
  - Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Parr Street Site               | 0        | + 6    | 6        |
| Total                          | 14       |        | 20       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |
| Rev | Date     | Description | By |

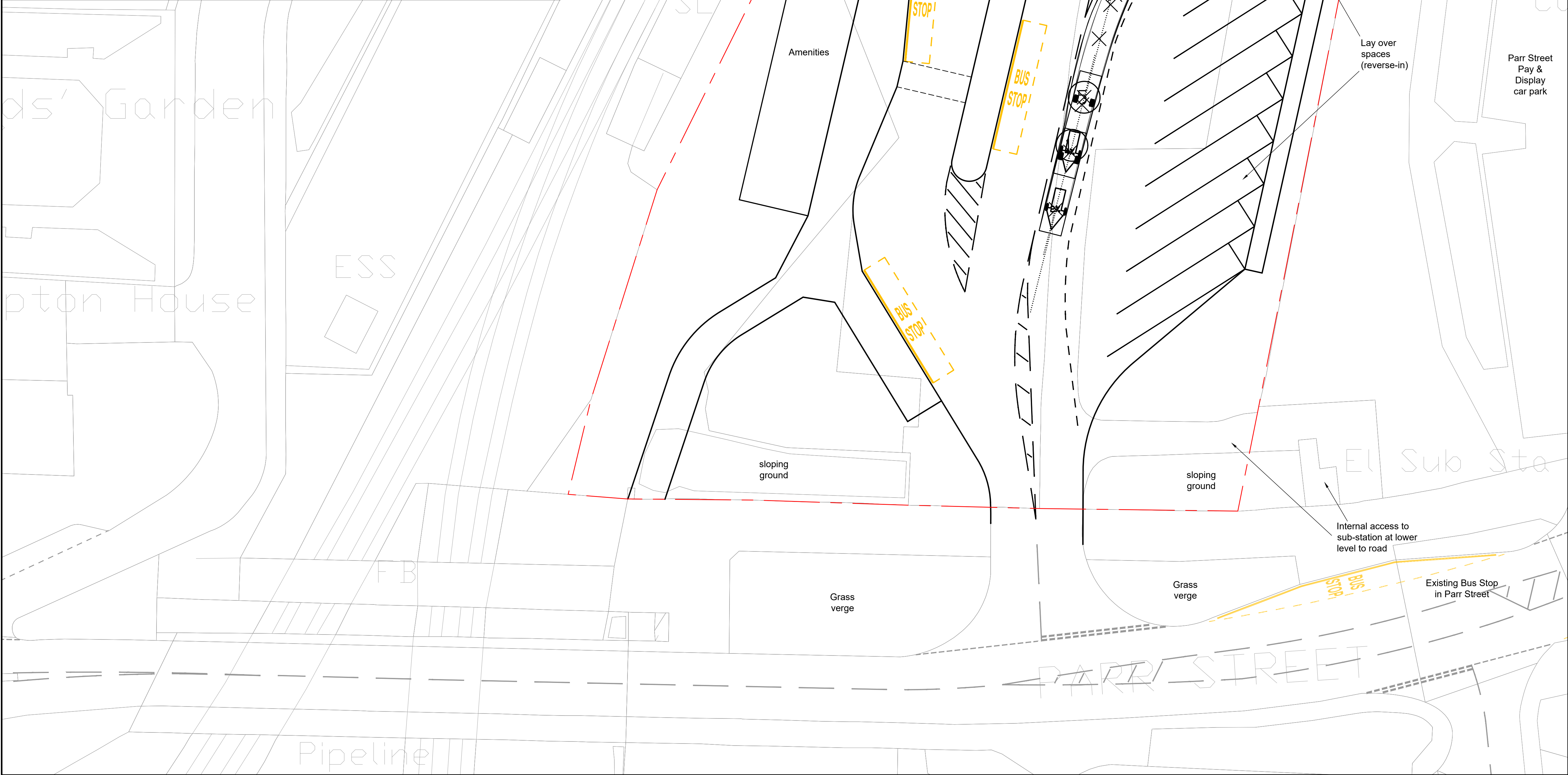
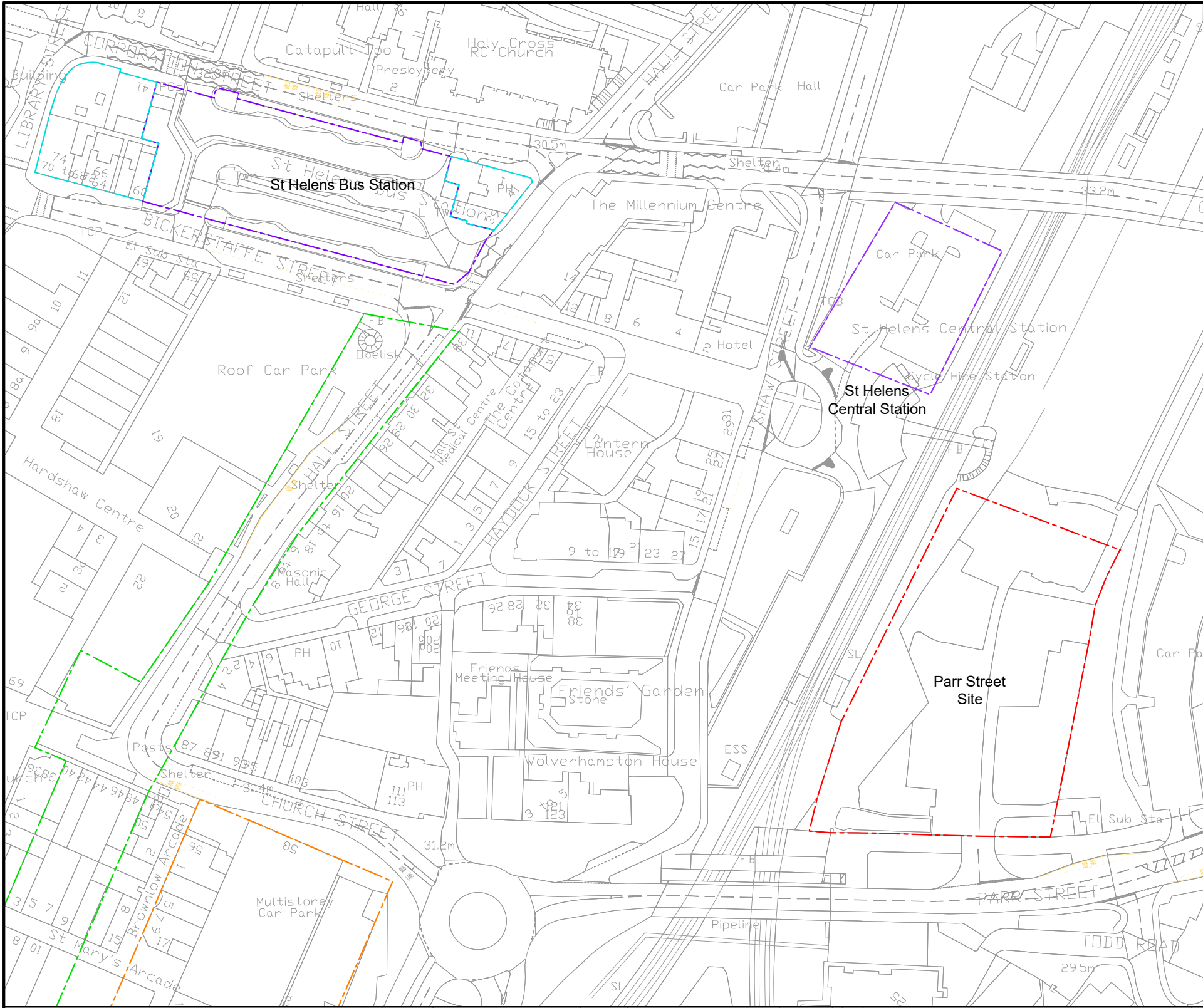
| Amendments |                                                                               |
|------------|-------------------------------------------------------------------------------|
| Project    | St Helens Bus                                                                 |
| Title      | St. Helens Bus Station<br>Existing Bus Station + Parr Street Site<br>Option 2 |
| Client     | Merseytravel & Liverpool City Region                                          |

**2nd Floor South Central 11 Peter Street Manchester M2 5QR**  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

**Drawing Status**  
**PRELIMINARY**

|             |      |            |                                 |                  |                                           |
|-------------|------|------------|---------------------------------|------------------|-------------------------------------------|
| Designed by | AS   | Checked by | RB                              | Project No       | WIE16157                                  |
| Drawn by    | AS   | Date       | July 2020                       | Computer File No | WIE16157-SA-95-0502-St Helens Parr St.dwg |
| Scales @ A1 |      | 1:250      | work to figured dimensions only |                  |                                           |
| Publisher   | Zone | Category   | Number                          | Revision         |                                           |
| WIE         | SA   | 95         | 0502                            | A01              |                                           |





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, related or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

**Site 00**  
Existing Bus Station

**Site 05**  
Parr Street Site

**SITE 05 new Site to operate in conjunction with existing Bus Station - OPTION 3**

- New bus station facility with one-way circulation serving 'saw tooth' bus stands
- Existing access point onto Highway network in Parr Street
- Existing priorities maintained on highways
- 5 no. bus stands / drop-off provided
- 10 no. layover spaces provided
- Potential pedestrian link to Central Railway Station via platform footbridge
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |           |        |           |
|--------------------------------|-----------|--------|-----------|
| Bus Station                    | Existing  | Change | Proposed  |
| Bickerstaffe St (kerb side)    | 3         | -      | 3         |
| Corporation St (kerb side)     | 2         | -      | 2         |
| Parr Street Site               | 0         | + 5    | 5         |
| <b>Total</b>                   | <b>14</b> |        | <b>19</b> |

| Rev | Date     | Description | By |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |

**Amendments**

**Project**  
**St Helens Bus**

**Title**  
**St. Helens Bus Station**  
**Existing Bus Station + Parr Street Site**  
**Option 3**

**Client**  
Merseytravel & Liverpool City Region

**Waterman**

**2nd Floor South Central 11 Peter Street Manchester M2 5QR**  
t 0161 839 8392 f 0161 839 8394  
m@watermangroup.com www.watermangroup.com

**Drawing Status**  
**PRELIMINARY**

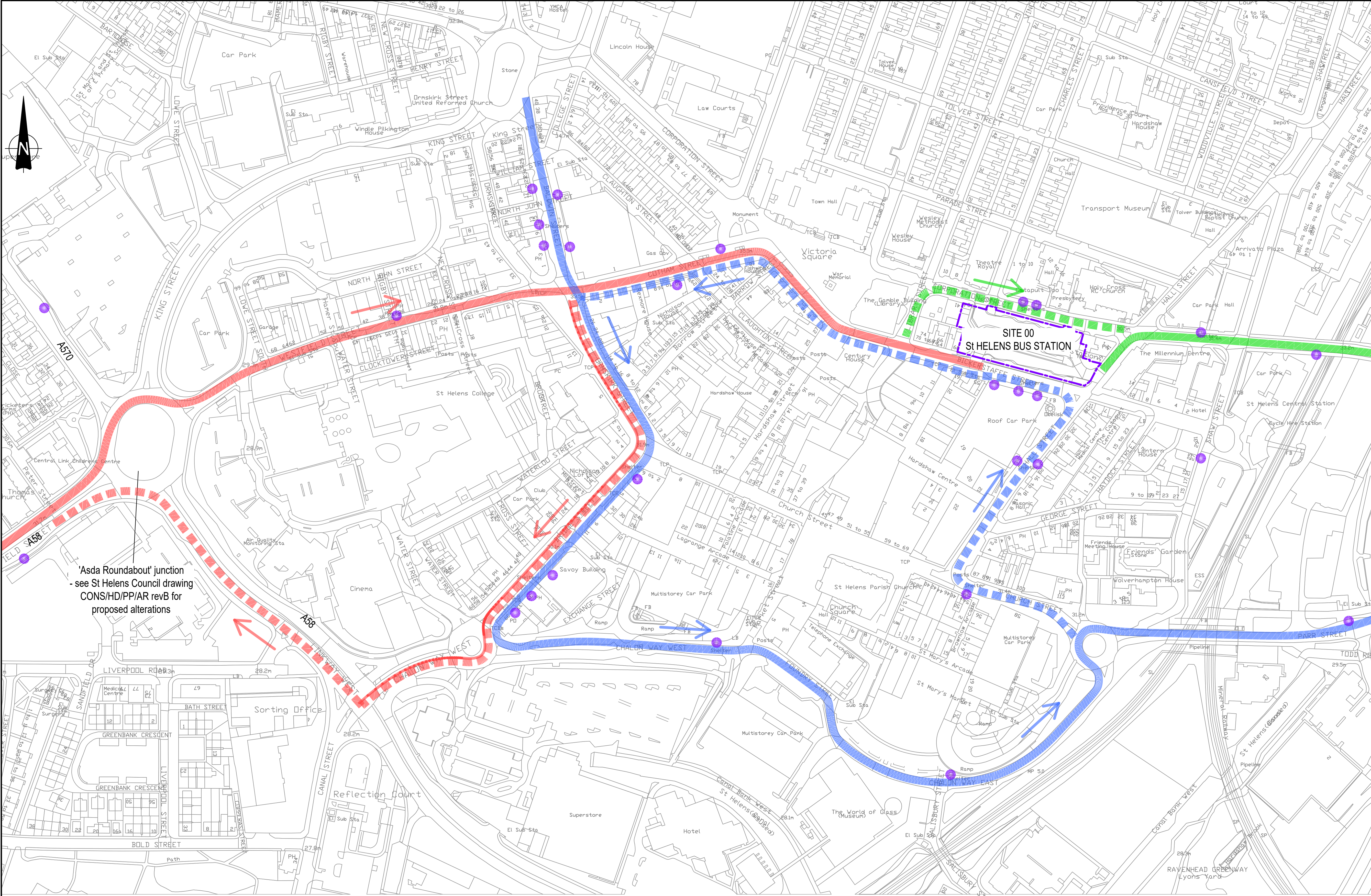
| Designed by | AS                              | Checked by | RB        | Project No       | WIE16157                                  |
|-------------|---------------------------------|------------|-----------|------------------|-------------------------------------------|
| Drawn by    | AS                              | Date       | July 2020 | Computer File No | WIE16157-SA-95-0503-St Helens Parr St.dwg |
| Scales @ A1 | work to figured dimensions only | 1:250      |           |                  |                                           |
| Publisher   | WIE                             | Zone       | SA        | Category         | 95                                        |
|             |                                 |            |           | Number           | 0503                                      |
|             |                                 |            |           | Revision         | A01                                       |





## **H. Plans Bus Service Routing Plans**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pittfields Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

**KEY**

- West Route into St Helens
- West Route (return route)
- North - South Route
- North - South Route (return route)
- East Route into St Helens
- East Route (return route)
- Bus Stop (kerb side)

| A01                                                              | 03.08.20 | First issue | AS |
|------------------------------------------------------------------|----------|-------------|----|
| Rev                                                              | Date     | Description | By |
| Amendments                                                       |          |             |    |
| Project                                                          |          |             |    |
| St Helens Bus                                                    |          |             |    |
| Title                                                            |          |             |    |
| St. Helens Bus Routes<br>Main City Centre<br>Bus Routes Existing |          |             |    |
| Client                                                           |          |             |    |
| Merseytravel & Liverpool City Region                             |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR

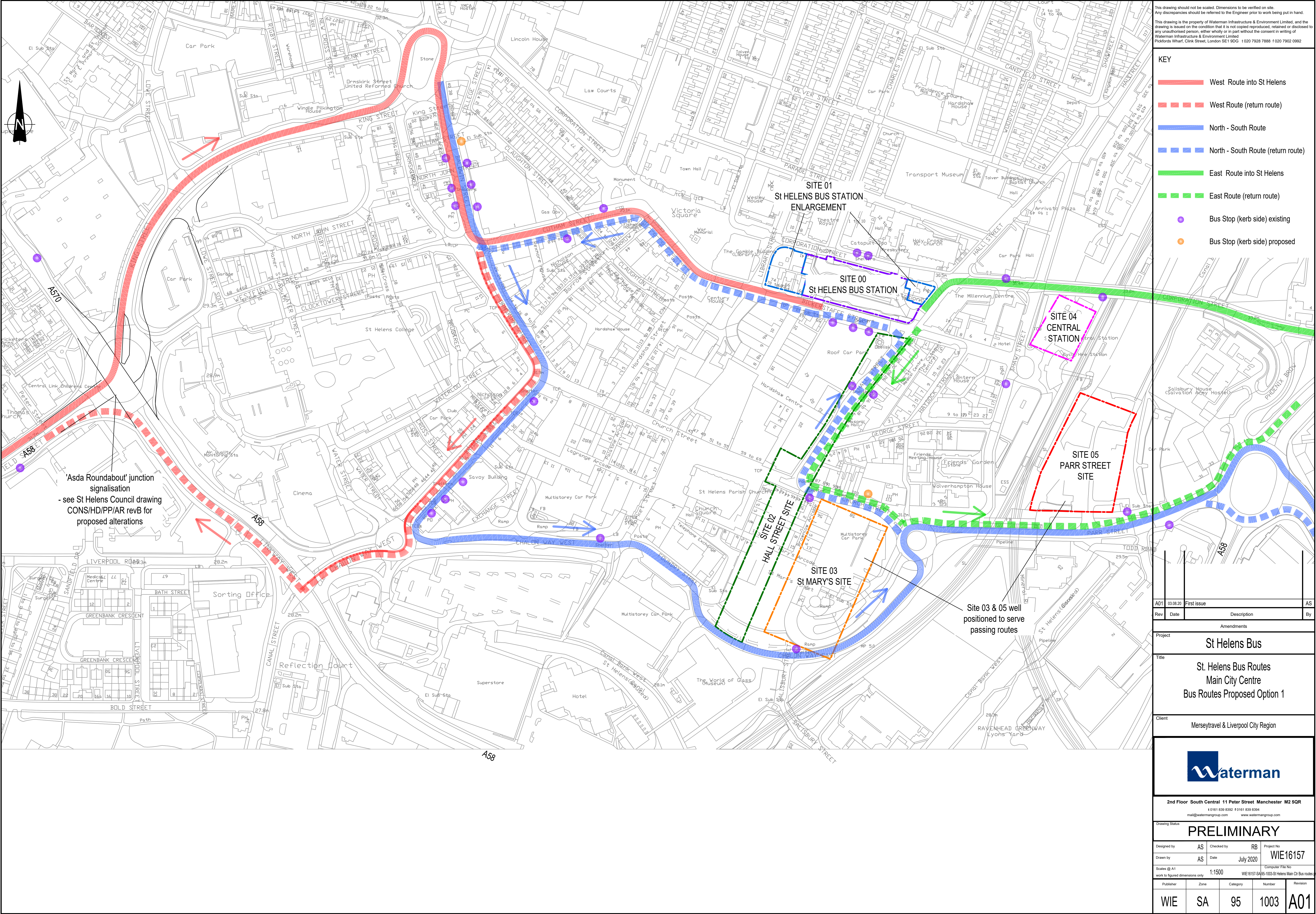
1 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

**PRELIMINARY**

|                                 |      |            |           |                  |                                                            |
|---------------------------------|------|------------|-----------|------------------|------------------------------------------------------------|
| Designed by                     | AS   | Checked by | RB        | Project No       | WIE16157                                                   |
| Drawn by                        | AS   | Date       | July 2020 | Computer File No | WIE16157-05-1002-St Helens Main Cr Bus routes existing.dwg |
| Scales @ A1                     |      | 1:1500     |           |                  |                                                            |
| work to figured dimensions only |      |            |           |                  |                                                            |
| Publisher                       | Zone | Category   | Number    | Revision         |                                                            |
| WIE                             | SA   | 95         | 1002      | A01              |                                                            |





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited. Piffards Wharf, Clink Street, London SE1 9DG. 1 020 7928 7888 1 020 7902 0992.

| Rev | Date     | Description | By |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |

| Amendments    |                                                                     |
|---------------|---------------------------------------------------------------------|
| Project       | Title                                                               |
| St Helens Bus | St. Helens Bus Routes Main City Centre Bus Routes Proposed Option 1 |
| Client        | Merseytravel & Liverpool City Region                                |

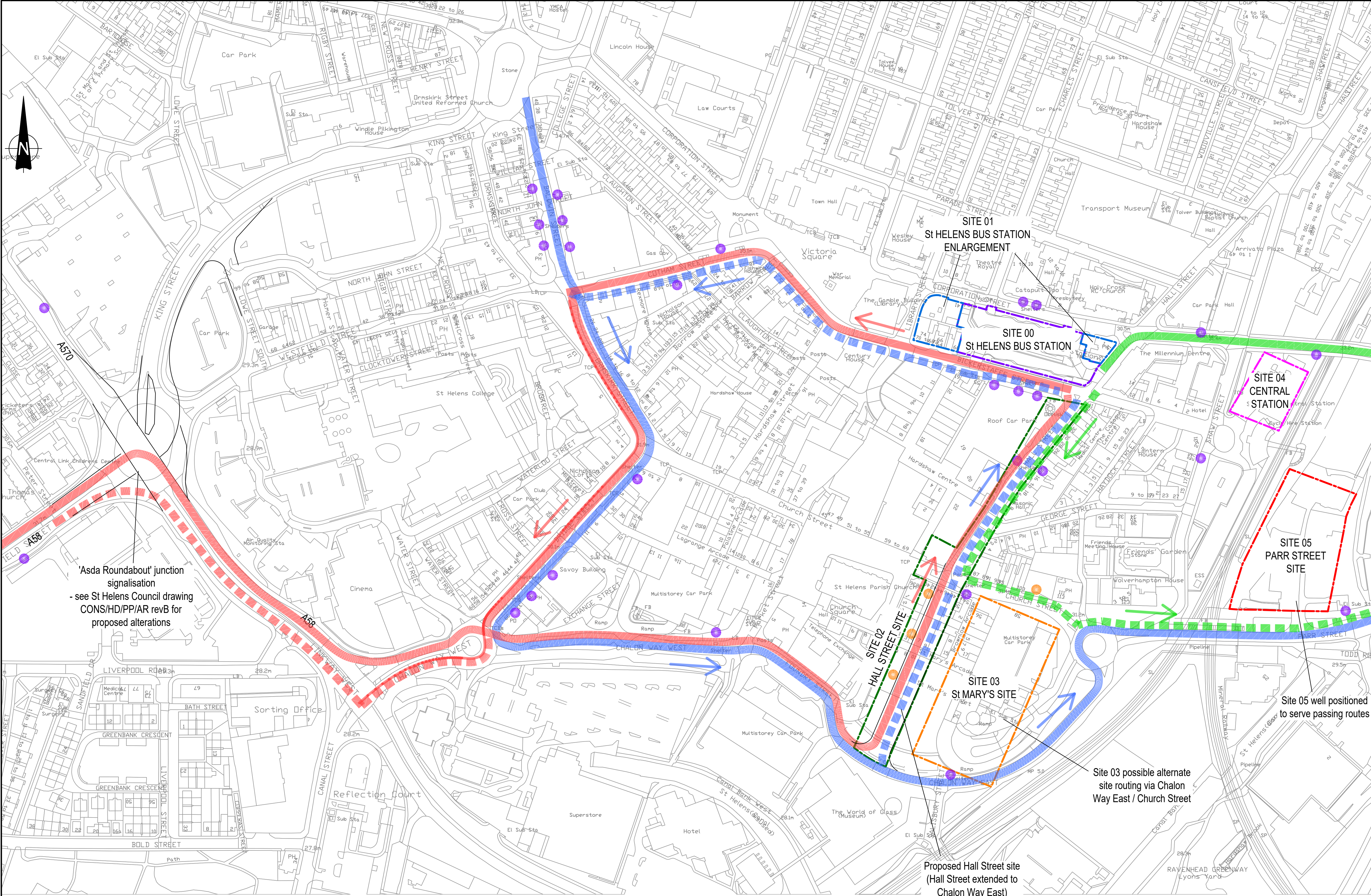
**Waterman**

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status: **PRELIMINARY**

| Designed by | AS     | Checked by       | RB                                                          | Project No |
|-------------|--------|------------------|-------------------------------------------------------------|------------|
| Drawn by    | AS     | Date             | July 2020                                                   | WIE16157   |
| Scales @ A1 | 1:1500 | Computer File No | WIE16157-Sub-1003-St Helens Main City Bus Routes Proposed 1 |            |
| Publisher   | Zone   | Category         | Number                                                      | Revision   |
| WIE         | SA     | 95               | 1003                                                        | A01        |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.  
This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Preston Road, Clifton, Clifton, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

- KEY
- West Route into St Helens
  - West Route (return route)
  - North - South Route
  - North - South Route (return route)
  - East Route into St Helens
  - East Route (return route)
  - Bus Stop (kerb side) existing
  - Bus Stop (kerb side) proposed

|                                                                           |          |             |    |
|---------------------------------------------------------------------------|----------|-------------|----|
| AS                                                                        | 03.08.20 | First issue | AS |
| Rev                                                                       | Date     | Description | By |
| Amendments                                                                |          |             |    |
| Project                                                                   |          |             |    |
| St Helens Bus                                                             |          |             |    |
| Title                                                                     |          |             |    |
| St. Helens Bus Routes<br>Main City Centre<br>Bus Routes Proposed Option 2 |          |             |    |
| Client                                                                    |          |             |    |
| Merseytravel & Liverpool City Region                                      |          |             |    |

|                                                                           |  |  |  |
|---------------------------------------------------------------------------|--|--|--|
| Amendments                                                                |  |  |  |
| Project                                                                   |  |  |  |
| St Helens Bus                                                             |  |  |  |
| Title                                                                     |  |  |  |
| St. Helens Bus Routes<br>Main City Centre<br>Bus Routes Proposed Option 2 |  |  |  |
| Client                                                                    |  |  |  |
| Merseytravel & Liverpool City Region                                      |  |  |  |

2nd Floor South Central 11 Peter Street Manchester M2 5QR

0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

PRELIMINARY

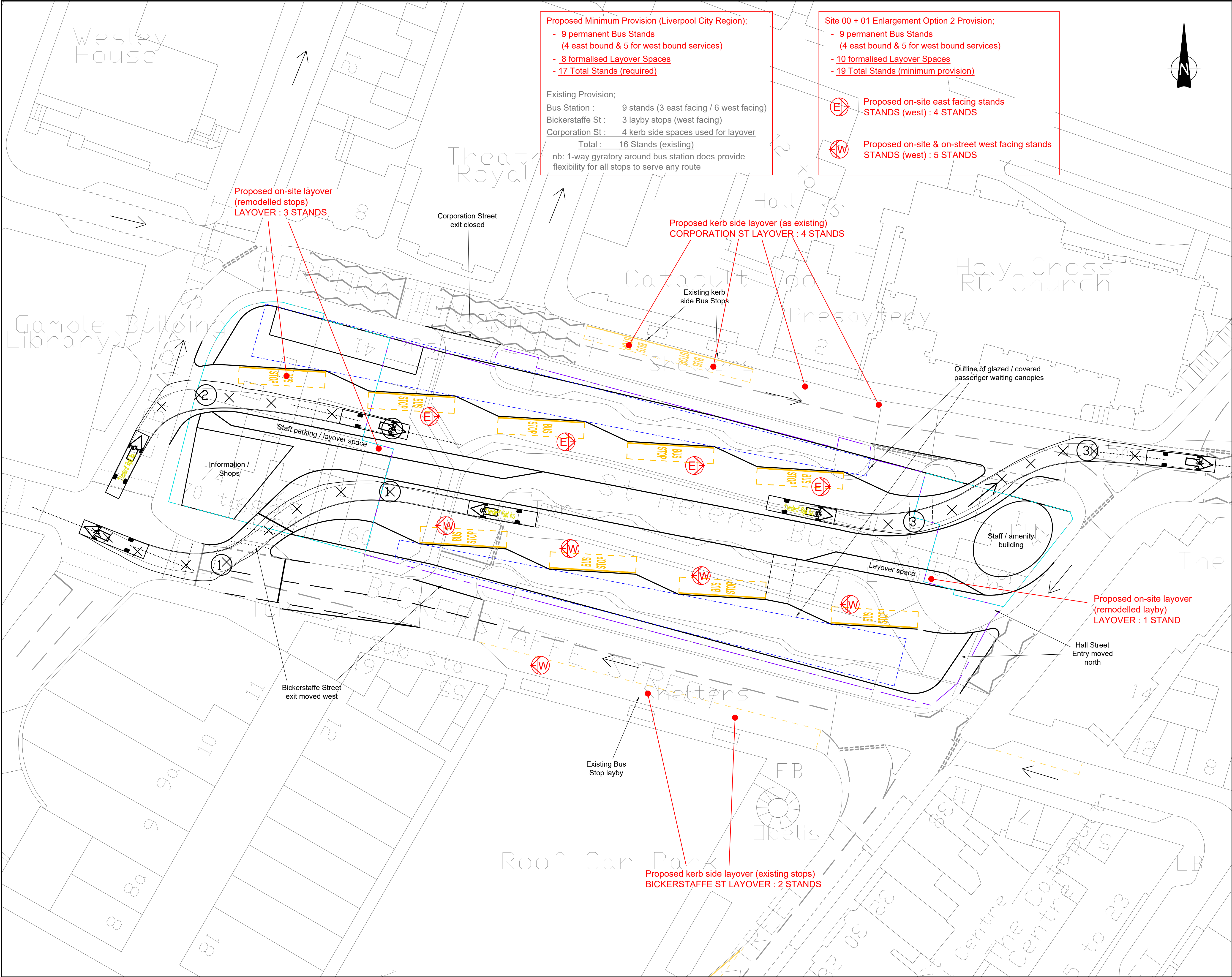
|             |        |                                 |           |                  |                                                                  |
|-------------|--------|---------------------------------|-----------|------------------|------------------------------------------------------------------|
| Designed by | AS     | Checked by                      | RB        | Project No       | WIE16157                                                         |
| Drawn by    | AS     | Date                            | July 2020 | Computer File No | WIE16157-SH-05-1004-St Helens Main City Bus routes proposed2.dwg |
| Scales @ A1 | 1:1500 | work to figured dimensions only |           |                  |                                                                  |
| Publisher   | Zone   | Category                        | Number    | Revision         |                                                                  |
| WIE         | SA     | 95                              | 1004      | A01              |                                                                  |





## **I. Option 2 and 5 Estimate Supporting Plans**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

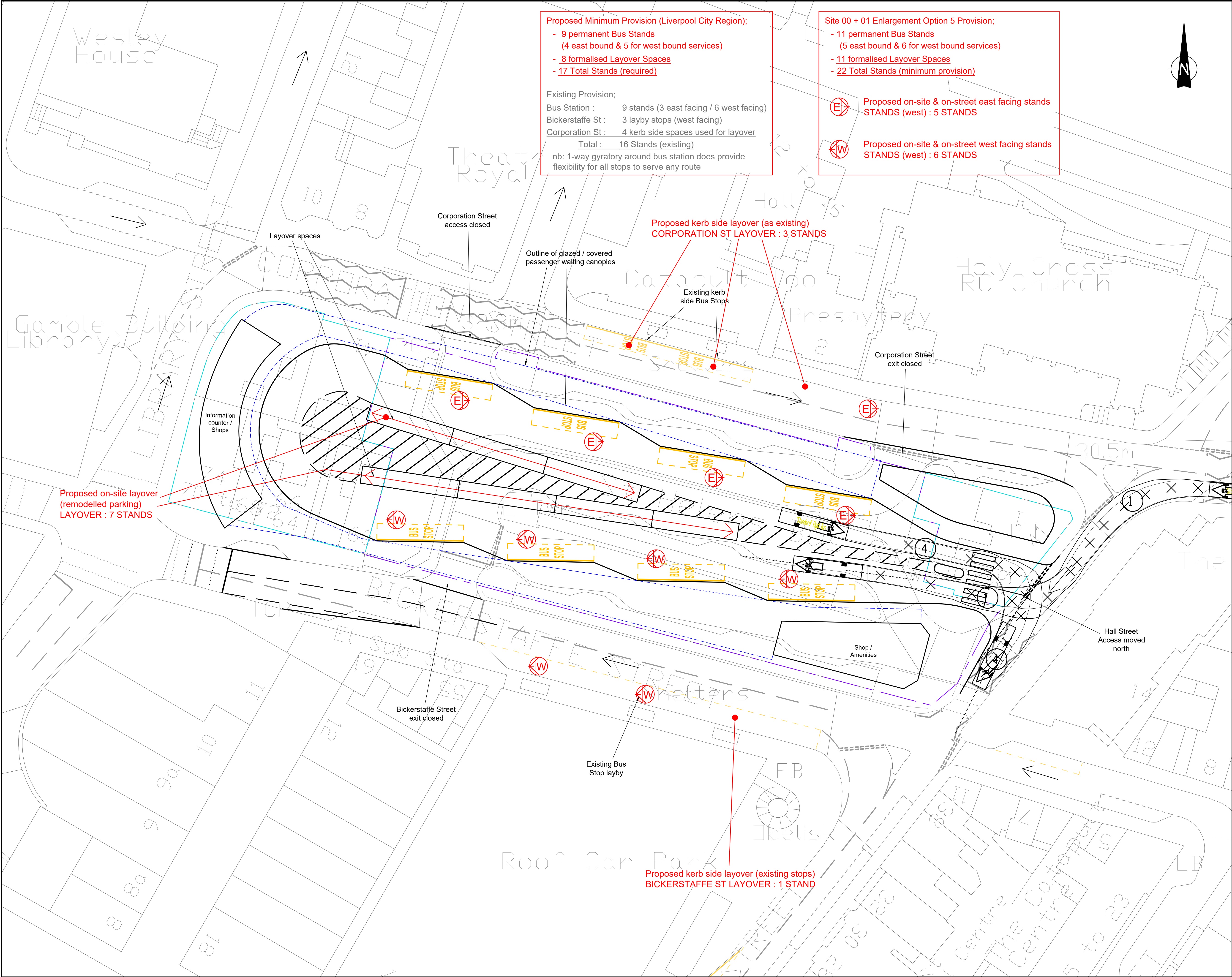
Site 01  
Enlargement of existing Bus Station

SITE 00 / 01 ENLARGEMENT - OPTION 2

- Modified layout to provide wider pedestrian access ways via 2 one-way traffic lanes through bus station incorporating standard 'saw tooth' stand spacing
- Existing priorities maintained on highways
- Same overall number of bus stands (9 no.) within station
- 4 no. on-site layover spaces & 6 no. on-street layover spaces provided (10 no.)
- Space created for information / shops / Staff amenities

|                                                                                                                                              |          |                  |                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------|---------------------------------------------------------------------------|
| A03                                                                                                                                          | 03.11.20 | Notes revised.   | AS                                                                        |
| A02                                                                                                                                          | 02.10.20 | Red Notes added. | AS                                                                        |
| A01                                                                                                                                          | 03.08.20 | First issue      | AS                                                                        |
| Rev                                                                                                                                          | Date     | Description      | By                                                                        |
| Amendments                                                                                                                                   |          |                  |                                                                           |
| Project                                                                                                                                      |          |                  |                                                                           |
| St Helens Bus                                                                                                                                |          |                  |                                                                           |
| Title                                                                                                                                        |          |                  |                                                                           |
| St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 2                                                                       |          |                  |                                                                           |
| Client                                                                                                                                       |          |                  |                                                                           |
| Merseytravel & Liverpool City Region                                                                                                         |          |                  |                                                                           |
|                                                                                                                                              |          |                  |                                                                           |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |                  |                                                                           |
| Drawing Status                                                                                                                               |          |                  |                                                                           |
| PRELIMINARY                                                                                                                                  |          |                  |                                                                           |
| Designed by                                                                                                                                  | AS       | Checked by       | RB                                                                        |
| Drawn by                                                                                                                                     | AS       | Date             | July 2020                                                                 |
| Scales @ A1<br>work to figured dimensions only                                                                                               |          | 1:300            | Computer File No<br>WIE16157-SA-95-0102-St Helens Bus Stn enlarge rev.dwg |
| Publisher                                                                                                                                    | Zone     | Category         | Number                                                                    |
| WIE                                                                                                                                          | SA       | 95               | 0102                                                                      |
|                                                                                                                                              |          |                  | Revision                                                                  |
|                                                                                                                                              |          |                  | A03                                                                       |





**Proposed Minimum Provision (Liverpool City Region);**

- 9 permanent Bus Stands  
(4 east bound & 5 for west bound services)
- 8 formalised Layover Spaces
- 17 Total Stands (required)

Existing Provision;  
Bus Station : 9 stands (3 east facing / 6 west facing)  
Bickerstaffe St : 3 layby stops (west facing)  
Corporation St : 4 kerb side spaces used for layover  
Total : 16 Stands (existing)

nb: 1-way gyratory around bus station does provide flexibility for all stops to serve any route

**Site 00 + 01 Enlargement Option 5 Provision;**

- 11 permanent Bus Stands  
(5 east bound & 6 for west bound services)
- 11 formalised Layover Spaces
- 22 Total Stands (minimum provision)

**Proposed on-site & on-street east facing stands  
STANDS (west) : 5 STANDS**

**Proposed on-site & on-street west facing stands  
STANDS (west) : 6 STANDS**

This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

**SITE 00 / 01 ENLARGEMENT - OPTION 5**

- Modified layout to provide continuous 1-way loop through bus station via single access off Hall Street
- Bus stands provided at standard 'saw tooth' spaces
- Existing priorities maintained on highways
- 8 no. bus stop stands provided within station & 3 no. kerb side stops retained on-street (11no)
- 7 no. on-site layover spaces & 4 no. on-street layover spaces provided (11 no.)
- Space created for information / shops / Staff amenities

|     |          |                         |    |
|-----|----------|-------------------------|----|
| Rev | Date     | Description             | By |
| A03 | 03.11.20 | Layout / notes revised. | AS |
| A02 | 02.10.20 | Red Notes added.        | AS |
| A01 | 03.08.20 | First issue             | AS |

Amendments

|         |                                                                        |
|---------|------------------------------------------------------------------------|
| Project | St Helens Bus                                                          |
| Title   | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 5 |
| Client  | Merseytravel & Liverpool City Region                                   |

**2nd Floor South Central 11 Peter Street Manchester M2 5QR**

1 0161 839 8392 F 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

**PRELIMINARY**

|             |                                 |            |           |                  |                                                |
|-------------|---------------------------------|------------|-----------|------------------|------------------------------------------------|
| Designed by | AS                              | Checked by | RB        | Project No       | WIE16157                                       |
| Drawn by    | AS                              | Date       | July 2020 | Computer File No | WIE16157-SA-95-0105-St Helens Bus Stn enlarged |
| Scales @ A1 | work to figured dimensions only | 1:300      |           |                  |                                                |
| Publisher   | Zone                            | Category   | Number    | Revision         |                                                |
| WIE         | SA                              | 95         | 0105      | A03              |                                                |





- WORKS ESTIMATES October 2020
- Assume whole block cleared for station redevelopment
  - Assume minimal tie-in works in Hall St, Bickerstaffe St, Library St & Corporation St
  - Existing kerbs removed with hard paving

|                               |   |       |      |
|-------------------------------|---|-------|------|
| <b>Setup / Preliminaries:</b> |   |       |      |
| -Site set-up                  | : | ..... | item |
| -prelims                      | : | ..... | item |
| -Site decomm                  | : | ..... | item |

|                                           |   |      |            |
|-------------------------------------------|---|------|------------|
| <b>Site Clearance:</b>                    |   |      |            |
| -Demo 2-Storey Swan Hotel & Town Fryer    | : |      |            |
| Fish & Chips                              | : | 270  | ..... m2   |
| -Demo 2-Storey Bickerstaffe Shops         | : | 425  | ..... m2   |
| -Demo 2-Storey Corporation St Shops       | : |      |            |
| (Phoenix Apparel)                         | : | 180  | ..... m2   |
| -Demo 1-Storey MerseyTravel Building      | : | 290  | ..... m2   |
| -Demo 1-Storey Library St Building        | : | 45   | ..... m2   |
| -Demo 3 x Bus station shelters at 260m2   | : | 780  | ..... m2   |
| -T/D and disconnect 2 x mast Flood Lights | : | 2    | ..... no.  |
| -T/D trees / vegetation                   | : |      | ..... item |
| -T/D masonry boundary walls (45m),        | : |      |            |
| railings (200m), signs etc                | : |      | ..... item |
| -T/U Hard paving                          | : | 2800 | ..... m2   |
| -T/U Redundant drains etc                 | : | 300  | ..... m    |

|                                     |   |     |        |
|-------------------------------------|---|-----|--------|
| <b>WORKS ESTIMATES October 2020</b> |   |     |        |
| <b>Fencing &amp; Railings:</b>      |   |     |        |
| -Pedestrian g/railing               | : | 400 | .....m |

|                                     |   |     |            |
|-------------------------------------|---|-----|------------|
| <b>Drainage Works:</b>              |   |     |            |
| -Gullies                            | : | 18  | ..... no.  |
| -Gully connections (allow 4m/gully) | : | 72  | ..... m    |
| -225mm carrier pipe                 | : | 300 | ..... m    |
| -Manholes                           | : | 15  | ..... no.  |
| -Attenuation Tank                   | : |     | ..... item |
| -Backfill trenches                  | : | 300 | ..... m    |

|                           |   |     |          |
|---------------------------|---|-----|----------|
| <b>External Lighting:</b> |   |     |          |
| -ducting                  | : | 400 | ..... m  |
| -Inspection chambers      | : | 15  | ..... no |
| -Backfill trenches        | : | 400 | ..... m  |
| -LCs                      | : | 6   | ..... no |

|                              |   |      |          |
|------------------------------|---|------|----------|
| <b>Earthworks:</b>           |   |      |          |
| -General Exc site (0.9x6530) | : | 5880 | ..... m3 |
| -Disposal acceptable         | : | 5880 | ..... m3 |
| -Capping (0.45x6530)         | : | 2940 | ..... m3 |

|                             |   |      |          |
|-----------------------------|---|------|----------|
| <b>New Pavements:</b>       |   |      |          |
| -Type 1 sub-base (0.2x6070) | : | 1200 | ..... m3 |
| -DBM base                   | : | 2650 | ..... m2 |
| -DBM binder                 | : | 2650 | ..... m2 |
| -AC surface course          | : | 2650 | ..... m2 |

|                                |   |     |         |
|--------------------------------|---|-----|---------|
| <b>Kerbing &amp; Footways:</b> |   |     |         |
| -Bus kerbs                     | : | 90  | ..... m |
| -HB kerbs                      | : | 510 | ..... m |
| -Edgings                       | : | 350 | ..... m |

|                   |   |      |          |
|-------------------|---|------|----------|
| -Footways (DBM)   | : | 750  | ..... m2 |
| -Footways (block) | : | 2590 | ..... m2 |

|                 |   |    |          |
|-----------------|---|----|----------|
| -Tactile Paving | : | 50 | ..... m2 |
|-----------------|---|----|----------|

|                                        |   |       |            |
|----------------------------------------|---|-------|------------|
| <b>Others / misc:</b>                  |   |       |            |
| -Road markings                         | : | ..... | item       |
| -Building 1 (Travel Info desk - 190m2) | : | ..... | item       |
| -Building 2 (Small shops - 130m2)      | : | ..... | item       |
| -Building 3 (Staff Amenity - 140m2)    | : | ..... | item       |
| -Bus Canopy (north)                    | : | 520   | ..... m2   |
| -Bus Canopy (south)                    | : | 675   | ..... m2   |
| -Soft Planting scheme                  | : |       | ..... item |
| -Utility diversions: electric          | : |       | ..... item |
| gas                                    | : |       | ..... item |
| BT                                     | : |       | ..... item |
| water                                  | : |       | ..... item |

|                                                                 |   |       |      |
|-----------------------------------------------------------------|---|-------|------|
| <b>Off-site Works:</b>                                          |   |       |      |
| -Tie-ins (4 no bellmouths)                                      | : | ..... | item |
| -modify traffic signal junction (Bickerstaffe / Library Street) | : | ..... | item |
| -modify street lighting                                         | : | ..... | item |
| -new utility connections                                        | : | ..... | item |
| -changed / revoked TROs                                         | : | ..... | item |

This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

SITE 00 / 01 ENLARGEMENT - OPTION 2  
- refer drawing WIE16157-SA-95-0102

|                                     |   |      |         |
|-------------------------------------|---|------|---------|
| <b>WORKS ESTIMATES October 2020</b> |   |      |         |
| <b>Adjacent Public Realm:</b>       |   |      |         |
| -Carriageway (plane)                | : | 3830 | .....m2 |
| -Carriageway (resurface)            | : | 3830 | .....m2 |
| -Footway (take up)                  | : | 1740 | .....m2 |
| -Footway (resurface)                | : | 1740 | .....m2 |
| -Renew bus shelters                 | : | 5    | .....no |

|       |                                                            |
|-------|------------------------------------------------------------|
| ----- | Boundary Bus Station site<br>6530m2 (main measure)         |
| ----- | Boundary Public Realm streets<br>bounding Bus Station site |
| ----- | Area Public Realm bounding<br>Bus Station (5570m2)         |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.11.20 | First issue | AS |
| Rev | Date     | Description | By |

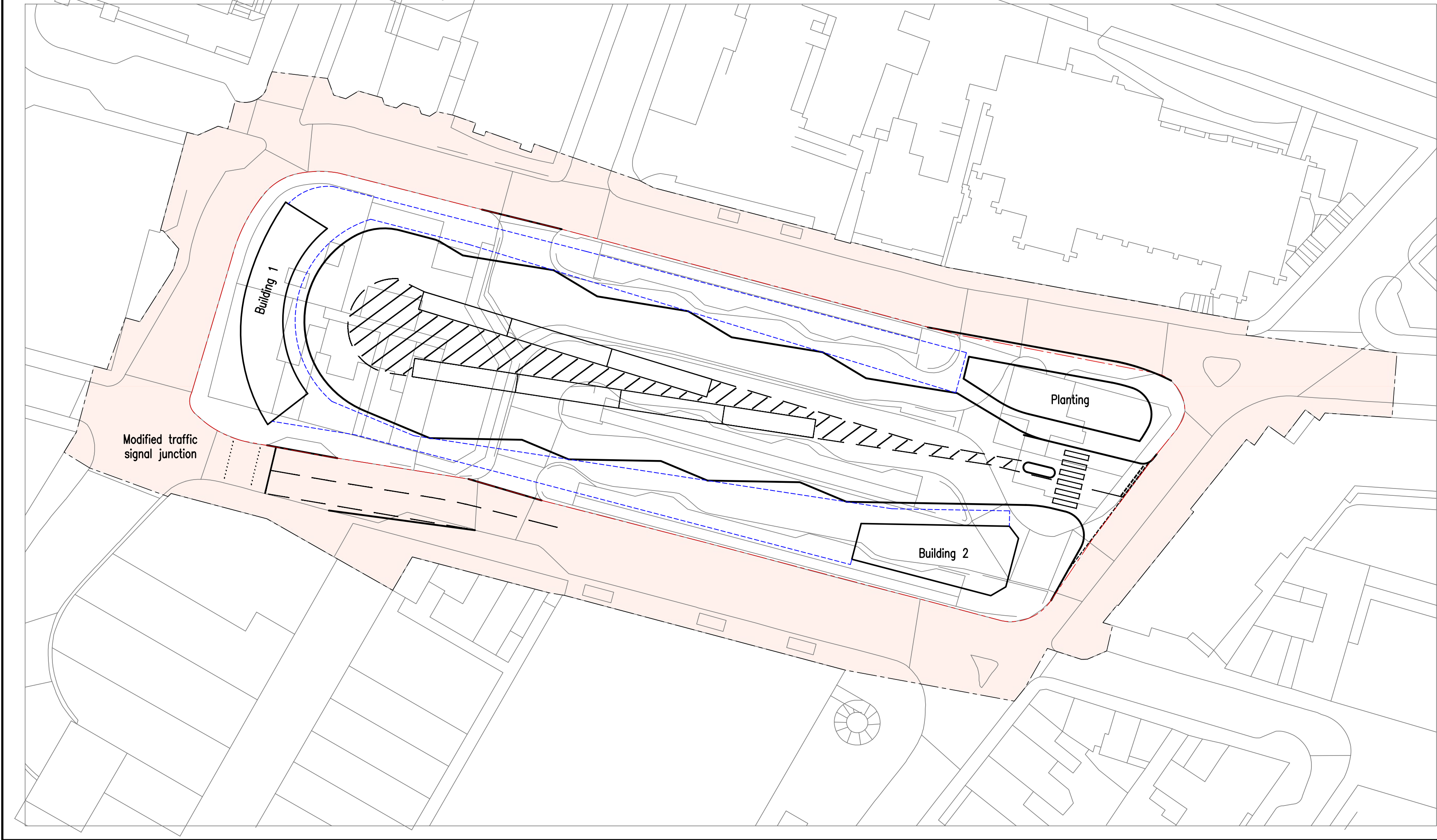
|            |                                                                                        |
|------------|----------------------------------------------------------------------------------------|
| Amendments |                                                                                        |
| Project    | St Helens Bus                                                                          |
| Title      | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 2<br>Costing Plan |
| Client     | Merseytravel & Liverpool City Region                                                   |



2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

|                                 |          |                                                       |          |
|---------------------------------|----------|-------------------------------------------------------|----------|
| Drawing Status                  |          | PRELIMINARY                                           |          |
| Designed by                     | AS       | Checked by                                            | RB       |
| Drawn by                        | AS       | Date                                                  | Oct 2020 |
| Computer File No                | WIE16157 |                                                       |          |
| work to figured dimensions only | 1:500    | WIE16157-SA-95-0107-St Helens Bus Stn Op2 costing.dwg |          |
| Publisher                       | Zone     | Category                                              | Number   |
| WIE                             | SA       | 95                                                    | 0107     |
| A01                             |          |                                                       |          |





WORKS ESTIMATES October 2020

- Assume whole block cleared for station redevelopment
- Assume minimal tie-in works in Hall St, Bickerstaffe St, Library St & Corporation St
- Existing kerbs removed with hard paving

|                               |   |       |      |
|-------------------------------|---|-------|------|
| <b>Setup / Preliminaries:</b> |   |       |      |
| -Site set-up                  | : | ..... | item |
| -prelims                      | : | ..... | item |
| -Site decomm                  | : | ..... | item |

|                                           |   |      |            |
|-------------------------------------------|---|------|------------|
| <b>Site Clearance:</b>                    |   |      |            |
| -Demo 2-Storey Swan Hotel & Town Fryer    | : |      |            |
| Fish & Chips                              | : | 270  | ..... m2   |
| -Demo 2-Storey Bickerstaffe Shops         | : | 425  | ..... m2   |
| -Demo 2-Storey Corporation St Shops       | : |      |            |
| (Phoenix Apparel)                         | : | 180  | ..... m2   |
| -Demo 1-Storey MerseyTravel Building      | : | 290  | ..... m2   |
| -Demo 1-Storey Library St Building        | : | 45   | ..... m2   |
| -Demo 3 x Bus station shelters at 260m2   | : | 780  | ..... m2   |
| -T/D and disconnect 2 x mast Flood Lights | : | 2    | ..... no.  |
| -T/D trees / vegetation                   | : |      | ..... item |
| -T/D masonry boundary walls (45m),        | : |      |            |
| railings (200m), signs etc                | : |      | ..... item |
| -T/U Hard paving                          | : | 2800 | ..... m2   |
| -T/U Redundant drains etc                 | : | 300  | ..... m    |

WORKS ESTIMATES October 2020

|                                |              |
|--------------------------------|--------------|
| <b>Fencing &amp; Railings:</b> |              |
| -Pedestrian g/railing          | : 200 .....m |

|                                     |                |
|-------------------------------------|----------------|
| <b>Drainage Works:</b>              |                |
| -Gullies                            | : 22 ..... no. |
| -Gully connections (allow 4m/gully) | : 88 ..... m   |
| -225mm carrier pipe                 | : 300 ..... m  |
| -Manholes                           | : 15 ..... no. |
| -Attenuation Tank                   | : ..... item   |
| -Backfill trenches                  | : 300 ..... m  |

|                           |               |
|---------------------------|---------------|
| <b>External Lighting:</b> |               |
| -ducting                  | : 400 ..... m |
| -Inspection chambers      | : 15 ..... no |
| -Backfill trenches        | : 400 ..... m |
| -LCs                      | : 6 ..... no  |

|                                |                 |
|--------------------------------|-----------------|
| <b>Earthworks:</b>             |                 |
| -General Exc Roads (0.90x6530) | : 5880 ..... m3 |
| -Disposal acceptable           | : 5880 ..... m3 |
| -Capping (0.45x6530)           | : 2940 ..... m3 |

|                             |                 |
|-----------------------------|-----------------|
| <b>New Pavements:</b>       |                 |
| -Type 1 sub-base (0.2x6055) | : 1210 ..... m3 |
| -DBM base                   | : 3200 ..... m2 |
| -DBM binder                 | : 3200 ..... m2 |
| -AC surface course          | : 3200 ..... m2 |

|                                |               |
|--------------------------------|---------------|
| <b>Kerbing &amp; Footways:</b> |               |
| -Bus kerbs                     | : 80 ..... m  |
| -HB kerbs                      | : 240 ..... m |
| -Edgings                       | : 100 ..... m |

|                   |                 |
|-------------------|-----------------|
| -Footways (DBM)   | : 750 ..... m2  |
| -Footways (block) | : 2055 ..... m2 |

|                 |               |
|-----------------|---------------|
| -Tactile Paving | : 20 ..... m2 |
|-----------------|---------------|

|                                                        |                 |
|--------------------------------------------------------|-----------------|
| <b>Others / misc:</b>                                  |                 |
| -Road markings                                         | : ..... item    |
| -Building 1 (Travel Info desk & Staff Amenity - 245m2) | : ..... item    |
| -Building 2 (Small shops - 230m2)                      | : ..... item    |
| -Bus Canopy                                            | : 1220 ..... m2 |
| -Soft Planting scheme                                  | : ..... item    |
| -Utility diversions: electric                          | : ..... item    |
| gas                                                    | : ..... item    |
| BT                                                     | : ..... item    |
| water                                                  | : ..... item    |

|                                                                 |              |
|-----------------------------------------------------------------|--------------|
| <b>Off-site Works:</b>                                          |              |
| -Tie-ins (1 no bellmouth)                                       | : ..... item |
| -modify traffic signal junction (Bickerstaffe / Library Street) | : ..... item |
| -modify street lighting                                         | : ..... item |
| -new utility connections                                        | : ..... item |
| -changed / revoked TR0s                                         | : ..... item |

This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.  
This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

SITE 00 / 01 ENLARGEMENT - OPTION 5  
- refer drawing WIE16157-SA-95-0105

WORKS ESTIMATES October 2020

|                               |                |
|-------------------------------|----------------|
| <b>Adjacent Public Realm:</b> |                |
| -Carriageway (plane)          | : 3830 .....m2 |
| -Carriageway (resurface)      | : 3830 .....m2 |

|                      |                |
|----------------------|----------------|
| -Footway (take up)   | : 1740 .....m2 |
| -Footway (resurface) | : 1740 .....m2 |
| -Renew bus shelters  | : 5 .....no    |

- Boundary Bus Station site 6530m2 (main measure)
- Boundary Public Realm streets bounding Bus Station site
- Area Public Realm bounding Bus Station (5570m2)

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.11.20 | First issue | AS |
| Rev | Date     | Description | By |

Amendments

|         |               |
|---------|---------------|
| Project | St Helens Bus |
|---------|---------------|

|       |                                                                                        |
|-------|----------------------------------------------------------------------------------------|
| Title | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 5<br>Costing Plan |
|-------|----------------------------------------------------------------------------------------|

|        |                                      |
|--------|--------------------------------------|
| Client | Merseytravel & Liverpool City Region |
|--------|--------------------------------------|



2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status  
**PRELIMINARY**

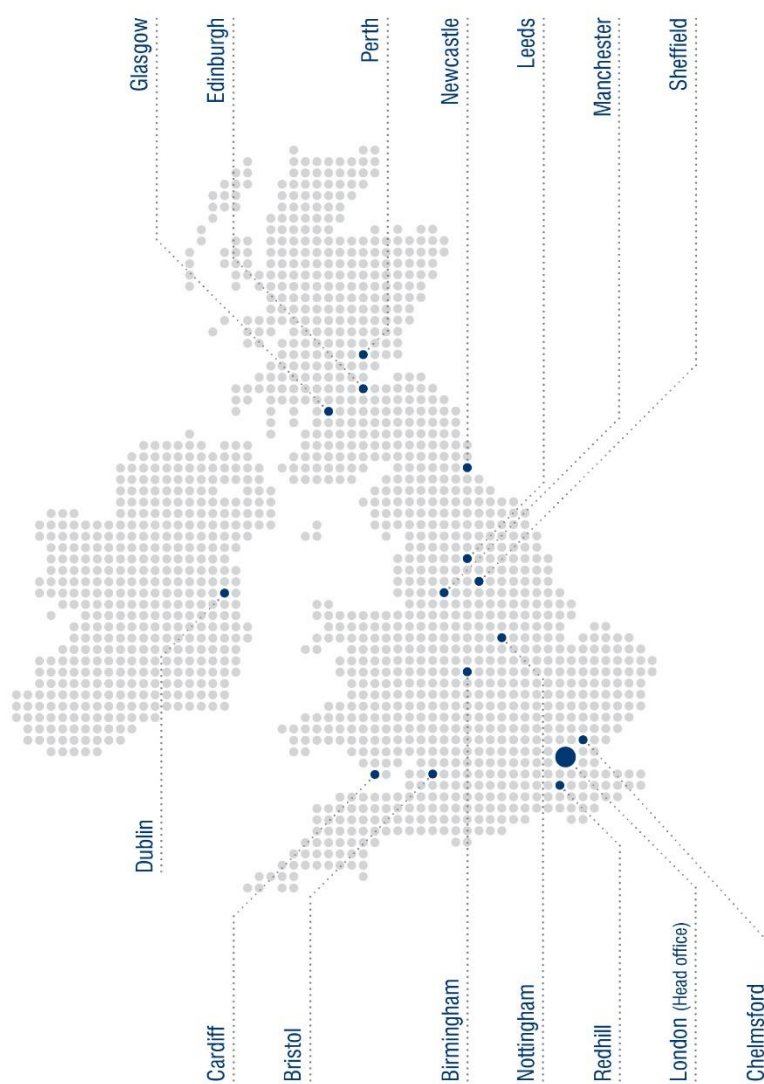
|             |    |            |          |                  |                                                        |
|-------------|----|------------|----------|------------------|--------------------------------------------------------|
| Designed by | AS | Checked by | RB       | Project No       | WIE16157                                               |
| Drawn by    | AS | Date       | Oct 2020 | Computer File No | WIE16157-SA-95-0105-St Helens Bus Stn Opts costing.dwg |

|             |                                 |       |                                                        |
|-------------|---------------------------------|-------|--------------------------------------------------------|
| Scales @ A1 | work to figured dimensions only | 1:500 | WIE16157-SA-95-0105-St Helens Bus Stn Opts costing.dwg |
|-------------|---------------------------------|-------|--------------------------------------------------------|

|           |      |          |        |          |
|-----------|------|----------|--------|----------|
| Publisher | Zone | Category | Number | Revision |
| WIE       | SA   | 95       | 0108   | A01      |



## UK and Ireland Office Locations





## St HELENS BUS OPTIONS REVIEW

Options are being considered to improve Bus capacity and passenger facilities in St Helens town centre. Drawing titled *St Helens Town Centre Proposed Bus Station Locations* (dated 11.4.2018) attached at **Appendix A** indicates the locations and summary options for new or improved facilities in St Helens. The sites as indicated on this drawing (sites 00, 01, 02, 03, 04 and 05) are as we have referenced and subsequently reviewed in this report.

The existing bus routes serving St Helens have been summarised on drawing WIE-SA-95-1000 attached at **Appendix A**. The position of the proposed sites 00 – 05 are indicated on this plan.



## Review of Site Options

A review of the site layout options were considered for each of the sites / site combinations, and a number of draft layouts prepared, as discussed in the following sections (Drawings appended as noted).

### 1.1 Site '00' : Existing Bus Station

St Helens Bus Station is located on a site bounded by Corporation Street, Hall Street, Bickerstaffe Street and Library Street. A number of third-party properties also occupy parts of the site bounded within these highways. These roads are all 1-way operating in a clockwise direction around the Bus Station.

Buses travel through the Bus Station 1-way, with an entrance off and exit back to Corporation Street, and a second entrance off Hall Street with associated exit to Bickerstaffe Street. Internal circulation within the Bus Station is not possible. The station provides 9 independent stands, with no layover spaces. We understand the existing station houses a Merseytravel Office / counter, that also provides toilet facilities for staff only.

Kerb side bus stops with shelters are also provided in Corporation Street (2 no.) and Bickerstaffe Street (3 no.) adjacent to the Bus Station.

The 1-way gyratory around the Bus Station provides flexibility for buses to enter and leave the station on various routes.

Reviewing the existing layout (saw tooth / laybys orientated over 3 through lanes), the existing bus stands appear to be at less than recommended standard spacing. Without increasing the size of the station, it is difficult to increase the number of stands or improved amenity buildings using this type of configuration. Three alternate layouts have been considered;

#### Option 1

Drawing WIE-SA-95-0001 (**Appendix B**) shows an option to provide 12 bus stops in 'saw tooth' lay-bys arranged in 3 no. north – south (2-way) through lanes. The layout would alter highway existing access points.

The proposals show the total number of on-site stands provided would be 12 no (i.e. 3 additional stands), with no layover spaces. The layout would likely however require the removal of 2 kerbside stops in Corporation Street. Pedestrian movements would need to cross wide junction areas. Buses turning right into the station from near lanes (of 1-way roads) will tend to part overrun the exit lane (i.e. layout requires greater spacing entry and exiting vehicles).

Space for an enlarged office / amenity building would be possible.

External highways would be largely unaltered.

#### Option 2

Drawing WIE-SA-95-0002 (**Appendix B**) shows an option to provide an east -west waiting area with buses entering off Bickerstaffe Street / exiting to Corporation Street. Buses would access stands via 'drive-in / reverse-out'. The layout retains 2 of the 4 existing access points.

The proposals show the total number of spaces provided would be 9 no (i.e. no additional stands), with no layover spaces. Space for an enlarged office / amenity building would be possible, but as noted the space available to provide waiting and circulation area at bus stands is likely to be cramped.



External highways would be largely unaltered.

### Option 3

Drawing WIE-SA-95-0003 (**Appendix B**) shows an option to provide a central waiting area with buses split between east and west standing areas with separate 1-way access. Buses would access stands via 'drive-in / reverse-out'. The layout retains 4 access points (modified). The central building would have good pedestrian links.

The proposals show the total number of spaces provided would be 10 no (i.e. 1 additional space), with 1 no. layover space. Space for an office / amenity building would be possible, but as noted the available space to provide waiting and circulation area is likely to be cramped catering for bus stands on both sides of the building.

External highways would be largely unaltered.

## **1.2 Site '00' + '01' : Enlargement of Existing Bus Station**

### Option 1

Drawing WIE-SA-95-0101 (**Appendix C**) shows the basic option to extend the existing layout into the enlarged site. The existing bus stands have been adjusted to provide recommended spacing for 'saw tooth' stands. Two existing access points would be moved.

The proposals show the total number of spaces provided would be 10 no (i.e. 1 additional space), with no layover spaces. Space for an enlarged office / amenity building would be possible. The layout would retain the same / existing 3 x through lanes in the Bus Station which provides a somewhat cramped layout.

External highways would be largely unaltered.

### Option 2

Drawing WIE-SA-95-0102 (**Appendix C**) shows a layout providing maximum stands on 2 traffic lanes through the Station (to provide less cramped layout). The proposal would adjust all 4 accesses but largely retain the existing external highways. The modified access points would probably marginally better suit the existing routes to the station (i.e. east bound routes from Bickerstaffe Street into Library Street).

The proposals show the total number of spaces provided would be 9 no (i.e. same as existing), but with 4 layover spaces. Space for an enlarged office / amenity building(s) would be provided.

### Option 3

Drawing WIE-SA-95-0103 (**Appendix C**) shows a layout providing maximum stands on 2 x 'Bus Station islands', operated with changed highway circulation to provide anti-clockwise circulation on each island. The proposal would require fairly extensive works to widen Library Street, and the re-introduction of 2-way traffic in Corporation, Library and Bickerstaffe Streets. Bickerstaffe St / Hall St junction may require signalisation.

The proposals show the total number of spaces provided would be 13 no (i.e. 4 additional spaces), but with no layover spaces. Space for an enlarged office / amenity building(s) would be provided.



#### Option 4

Drawing WIE-SA-95-0104 (**Appendix C**) shows a layout providing drive through arrangement with buses operating from independent islands stands. The proposal would provide a single entry from Bickerstaffe Street and single exit to Corporation Street.

The proposals show the total number of spaces provided would be 10 no (i.e. 1 additional space), but with space for 4 – 5 layover spaces on the south boundary. Space for an enlarged office / amenity building(s) would be provided. The layout would require pedestrians to cross between islands to reach relevant bus stands.

External highways would be largely unaltered.

#### Option 5

Drawing WIE-SA-95-0105 (**Appendix C**) shows a layout providing a 'horseshoe' arrangement using a 1-way circulation off Hall Street. The proposal would provide a single entry / exit off Hall Street.

The proposal shows the total number of spaces provided would be 8 no (i.e. 1 less space), though an additional stand might also be feasible on the internal radius (west side). 7 layover spaces could be provided within the central zone inside the main circulation route. Space for an enlarged office / amenity building(s) would be provided. A continuous covered roof could shield waiting areas. The layout would largely segregate pedestrians from bus movements.

The layout is shown with a priority junction onto Hall Street. To ensure bus priority a mini roundabout junction might be preferable. External highways would otherwise be largely unaltered.

The layout could probably be reversed with access off Library Street.

#### Option 6

Drawing WIE-SA-95-0106 (**Appendix C**) shows a layout providing drive through arrangement using a 'Drive-in / Reverse -out' arrangement to access stands. The proposal would provide a single entry from Bickerstaffe Street and single exit to Corporation Street.

The proposals show the total number of spaces provided would be 13 no. (i.e. 4 additional spaces), with space for 3 – 4 layover spaces. Space for an enlarged office / amenity building(s) would be provided. The layout would largely segregate pedestrians from bus movements. The relatively narrow width of the site would need assessment if sufficient passenger waiting / circulation space can be provided for the number of stands.

External highways would be largely unaltered.



### 1.3 Site '00' + 02 : Existing Bus Station with new Facility in Hall Street

A site on Hall Street (extended / new alignment south onto Chalon Way East) could work well in conjunction with the existing Bus Station without major alteration to road priorities. Buses can naturally exit the Bus Station and loop to or from Hall Street (as some existing services). The proposed new alignment linking to Chalon Way East would provide access to serve routes to the east or west.

The proposed site boundary appears to indicate space allocated for an office / amenity building on corner of Hall Street and Church Street.

#### Option 1

Drawing WIE-SA-95-0201 (**Appendix D**) shows the proposed new bus only alignment with half width lay-bys. The new alignment would operate 2-way as a bus only route.

The proposal shows the total number of new spaces provided would be 5 no. (stands or layover).

#### Option 2

Drawing WIE-SA-95-0202 (**Appendix D**) shows the proposed new bus only alignment with 'saw tooth' stands on both sides of the new alignment.

The proposal shows the total number of new stands provided would be 8 no.

#### Option 3

Drawing WIE-SA-95-0203 (**Appendix D**) shows the proposed new bus only alignment with 'saw tooth' stands on both sides of the new alignment and also extended up the west side of the existing Hall Street.

The proposal shows the total number of new stands provided would be 12 no.



## 1.4 Site '03' : New Bus Station on St Mary's Site

This proposal assumes closure of the existing Central Bus Station with a new Bus Station constructed on the existing St Mary's Shopping centre site. The St Mary's site benefits from good highway links to Church Street / Hall Street and Parr Street roundabout for connection into existing bus routes.

The site provides potentially more space / capacity in comparison to the existing Bus Station. In the St Mary's location, the central Bus Station would however move approx. 300m further away from the residential areas located north of the existing Bus Station.

In comparing potential bus stand provision below, comparison is made with the existing bus station which provides 9 stands with no layover spaces.

The site is nearer the main shopping areas, but about twice the distance from the Central Railway station at 300m.

It is assumed the existing kerb side bus stops in Corporation Street and Bickerstaffe Street would be retained if the existing Bus Station were closed.

### Option 1

Drawing WIE-SA-95-0301 (**Appendix E**) shows a layout providing a drive through arrangement using 'saw-tooth' bus stands arranged over 4 no. through lanes. To maximise bus stand provision the proposal uses a proposed 1-way entry off Chalon Way East and 1-way exit to Church Street. The existing site access arms onto Parr Street roundabout would be closed.

The proposal shows the total number of spaces provided would be 15 no. (i.e. 6 additional spaces), with space for 3 - 4 layover spaces. Provision of a 2-way aisle to the layover spaces would provide better internal circulation from layover to the stands. Space for an enlarged office / amenity building(s) would be provided.

Highways priorities bounding the site would be unaltered.

### Option 2

Drawing WIE-SA-95-0302 (**Appendix E**) shows a layout providing a 'horseshoe' arrangement using a 1-way circulation off Church Street. A secondary 1-way entry off Chalon Way East and associated 1-way exit to Parr Street roundabout provides access to additional bus stands and layover space.

The proposals show the total number of spaces provided would be 11 no. (i.e. 2 additional spaces), with space for 12 layover spaces. Space for an enlarged office / amenity building(s) would be provided.

Highways priorities bounding the site would be unaltered

### Option 3

Drawing WIE-SA-95-0303 (**Appendix E**) shows a layout providing a 'horseshoe' arrangement using a 1-way circulation off Parr Street Roundabout. A secondary 1-way entry / exit back to Chalon Way East provides access to additional bus stands.

The proposals show the total number of spaces provided would be 11 no. (i.e. 2 additional spaces), with space for 7 layover spaces. Space for an enlarged office / amenity building(s) would be provided.

Highways priorities bounding the site would be unaltered.



#### Option 4

Drawing WIE-SA-95-0304 (**Appendix E**) shows a layout providing drive through arrangement using a 'Drive-in / Reverse -out' arrangement to access stands. The proposal would re-use the existing 1-way off and on entry arms to Parr Street roundabout to access the site.

The proposals show the total number of spaces provided would be 15 no. (i.e. 6 additional spaces), with space for 8 layover spaces. Space for an enlarged office / amenity building(s) would be provided. The layout would largely segregate pedestrians from bus movements.

Highways bounding the site would be largely unaltered.

### **1.5 Site '00' + '04' : Existing Bus Station with new Facility at Central Railway Station**

This proposal assumes retention of the existing Central Bus Station with new bus stops / layover spaces provided at the Central Railway Station (on what is part of the existing station car park). Access to the site is off Shaw Street at the compact gyratory outside the train station.

It is assumed bus access would use a 1-way (northbound) loop off Shaw Street (as the southbound left turn at gyratory into the site is not feasible for large vehicles). Exit from the site would continue north on Shaw Street to Stop Line junction with Corporation Street. This junction has poor visibility (to east) due to bridge parapets and might require signalisation for frequent bus use.

Detailed design would need to validate if the existing highway junction outside the station would accommodate bus movements into the site.

The site would provide additional bus stands / layover spaces and provide good links with the Central Railway station.

It is noted the proposal would remove a number of car parking spaces, including disabled and electric car charging spaces in the car park that would need to be replaced elsewhere.

#### Option 1

Drawing WIE-SA-95-0401 (**Appendix F**) shows a layout providing drive through arrangement using 2 drop-off and a 'Drive-in / Reverse -out' arrangement to access 3 no. stands. The proposal would use the existing site access with modified on site layout / circulation.

The proposal shows the total number of bus stands provided would be 5 no., with space for 3 layover spaces. The existing taxi rank could be retained (subject to design). Amenities would be available in the station building.

Highways bounding the site would be largely unaltered.



## 1.6 Site '05' + '00' : Existing Bus Station with new Facility on Parr Street Site

A site on Parr Street could work well in conjunction with the existing Bus Station without major alteration to road priorities. Buses can naturally exit the Bus Station and loop into Hall Street, Church Street and via roundabout to Parr Street. A city centre loop using Parr Street could operate in either a clockwise or anticlockwise direction.

Parr Street has potential for good pedestrian links to Central Railway station if access can be provided via the station platform footbridge, however this has ticketing / access issues to platforms. Pedestrian access from Parr Street gives access to town centre via footbridge or employment areas to the east.

The site has potential to provide good layover space from location with good access to passing routes.

We note there appears to be an existing substation located on the site with internal access (site is at lower elevation to Parr Street). If the sub-station is live / to be maintained, then this access would need to be accommodated on the site (we note the site access appears to be gated at the back of footway in Parr Street).

### Option 1

Drawing WIE-SA-95-0501 (**Appendix G**) shows a layout providing a 'horseshoe' type arrangement using a 1-way circulation off the existing Parr Street access and 'saw tooth' stands.

The proposals show the total number of spaces provided would be 7 no., with 10 layover spaces inside the main circulation route. Space for an amenity building could be provided.

Highways bounding the site would be unaltered.

### Option 2

Drawing WIE-SA-95-0502 (**Appendix G**) shows a layout providing an alternate 'horseshoe' type arrangement using a 1-way circulation off the existing Parr Street access and 'saw tooth' stands.

The proposals show the total number of spaces provided would be 6 no., with 7 layover spaces inside the main circulation route. Space for an amenity building could be provided.

Highways bounding the site would be unaltered.

### Option 3

Drawing WIE-SA-95-0503 (**Appendix G**) shows a layout providing a 1-way loop arrangement off the existing Parr Street access and 'saw tooth' stands. Bus stands are located to west side and layover spaces to east side of the site.

The proposals show the total number of spaces provided would be 5 no., with 10 layover spaces. Space for an amenity building could be provided.

Highways bounding the site would be unaltered.



## Bus Service Re-routing Options

Drawing WIE-SA-95-1002 (**Appendix H**) shows a summary of the existing main bus service routes through St Helens centre.

Drawings WIE-SA-95-1003 and 1004 (**Appendix H**) show 2 options to re-route these services with reference to the proposed new bus facility sites. Both drawings 1003 and 1004 assume implementation of the 'Asda Roundabout' scheme to signalise the A58 Westfield Street / A570 Kirkland Street roundabout junction. This proposal is indicated on St Helens Council drawing CONS/HD/PP/AR (rev B) also attached at **Appendix H**.

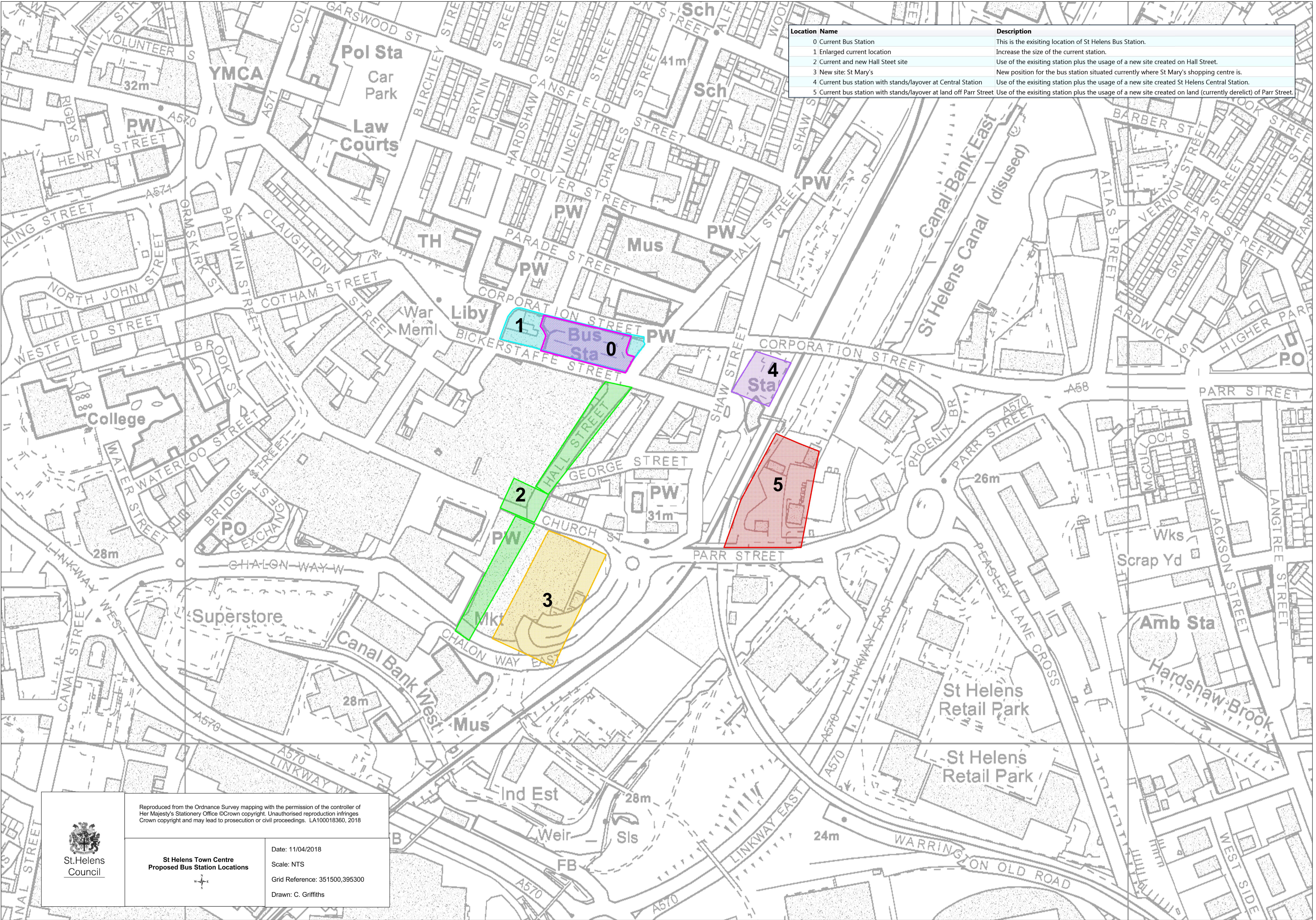
This plans show options for re-routing of services within St Helens centre for further review and discussion.



## **APPENDICES**

### **A. St Helens Locations Reference Plan & Existing Bus Routes**





| Location Name                                                     | Description                                                                                                   |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| 0 Current Bus Station                                             | This is the existing location of St Helens Bus Station.                                                       |
| 1 Enlarged current location                                       | Increase the size of the current station.                                                                     |
| 2 Current and new Hall Steet site                                 | Use of the existing station plus the usage of a new site created on Hall Street.                              |
| 3 New site: St Mary's                                             | New position for the bus station situated currently where St Mary's shopping centre is.                       |
| 4 Current bus station with stands/layover at Central Station      | Use of the existing station plus the usage of a new site created St Helens Central Station.                   |
| 5 Current bus station with stands/layover at land off Parr Street | Use of the existing station plus the usage of a new site created on land (currently derelict) of Parr Street. |



St Helens  
Council

Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office ©Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. LA100018360, 2018

St Helens Town Centre  
Proposed Bus Station Locations



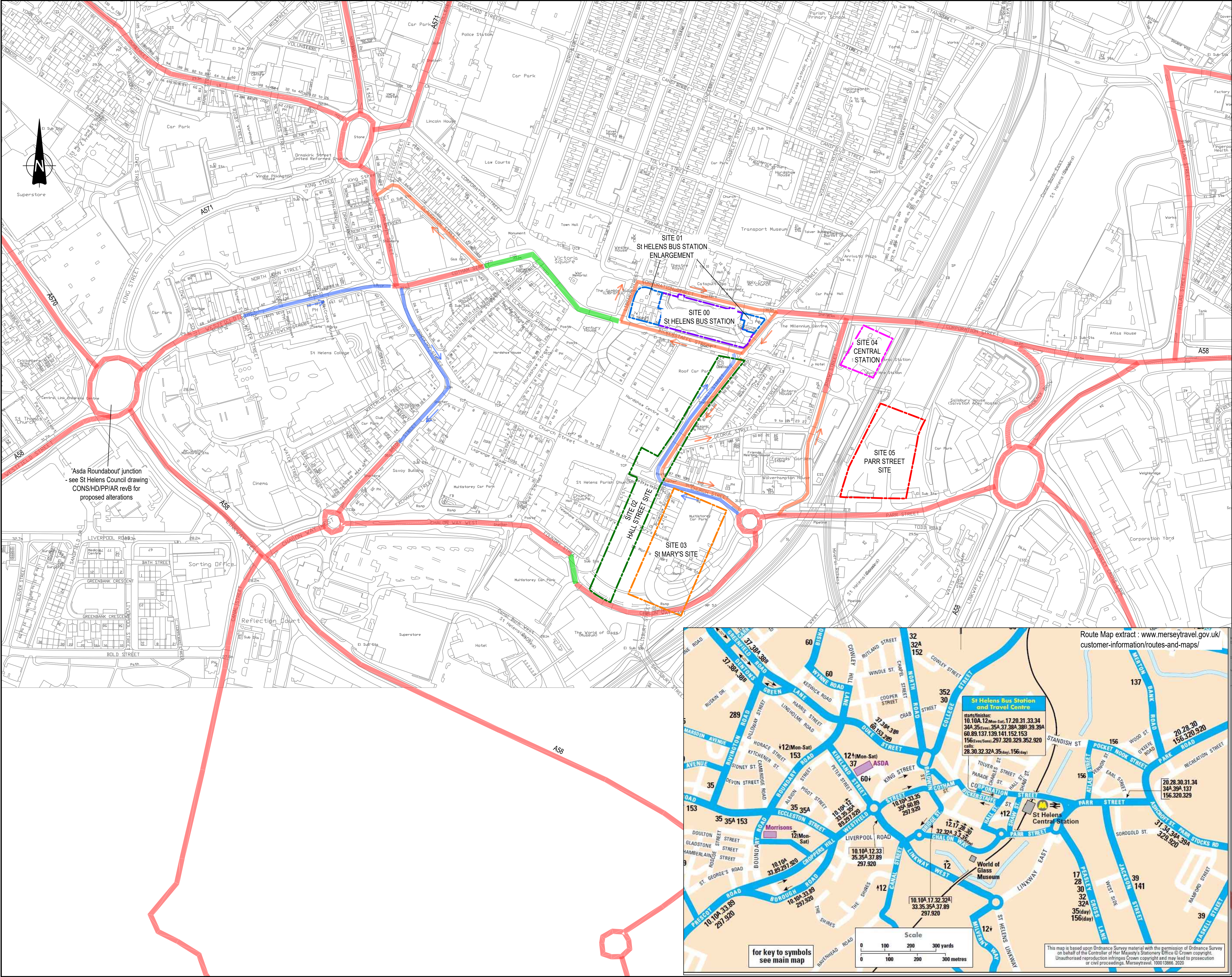
Date: 11/04/2018

Scale: NTS

Grid Reference: 351500,395300

Drawn: C. Griffiths





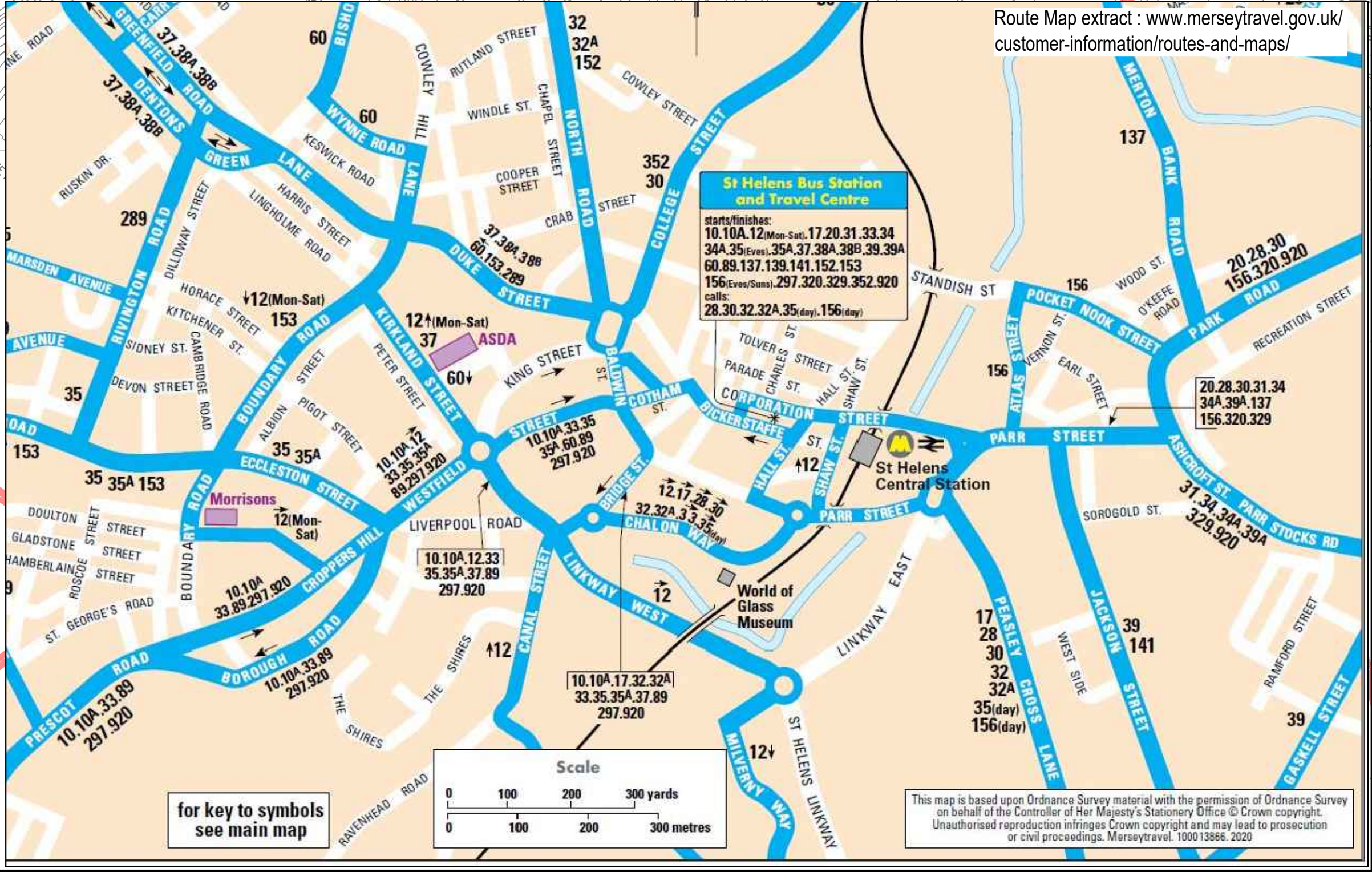
This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.  
This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Balfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

| KEY |                                      |
|-----|--------------------------------------|
|     | 2-way Road                           |
|     | 1-way Road                           |
|     | 2-way Bus / taxi / loading only lane |
|     | 1-way Bus / taxi / loading only lane |

| A01 | 03.08.20 | First issue | AS |
|-----|----------|-------------|----|
| Rev | Date     | Description | By |

| Amendments |                                      |
|------------|--------------------------------------|
| Project    | St Helens Bus                        |
| Title      | St. Helens Bus Station Bus Routes    |
| Client     | Merseytravel & Liverpool City Region |

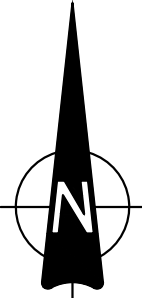
|                                                                                                       |                                          |
|-------------------------------------------------------------------------------------------------------|------------------------------------------|
|  <b>waterman</b> |                                          |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR                                             |                                          |
| t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com                       |                                          |
| Drawing Status                                                                                        |                                          |
| PRELIMINARY                                                                                           |                                          |
| Designed by                                                                                           | AS                                       |
| Checked by                                                                                            | RB                                       |
| Drawn by                                                                                              | AS                                       |
| Date                                                                                                  | July 2020                                |
| Project No                                                                                            | WIE16157                                 |
| Computer File No                                                                                      | WIE16157-SA-95-1000-St Helens Bus routes |
| Scaltes @ A1                                                                                          | work to figured dimensions only          |
| 1:2000                                                                                                |                                          |
| Publisher                                                                                             | Zone                                     |
| Category                                                                                              | Number                                   |
| Revision                                                                                              |                                          |
| WIE                                                                                                   | SA                                       |
| 95                                                                                                    | 1000                                     |
| A01                                                                                                   |                                          |





## **B. Plans Site '00' : Review of Existing Bus Station**





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

- SITE 00 EXISTING LAYOUT REVIEW - OPTION 1
- Modified layout to provide 'saw tooth' stands on both sides of 3 lanes running station
  - 3 additional stands created within station, but 2 off-site stops likely to require removal
  - Additional footway crossovers created with width pedestrian crossing widths
  - Space created for Information / shops / Staff amenities
  - Maintains existing highway priorities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 3    | 12       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | - 2    | 0        |
| Total                          | 14       |        | 15       |

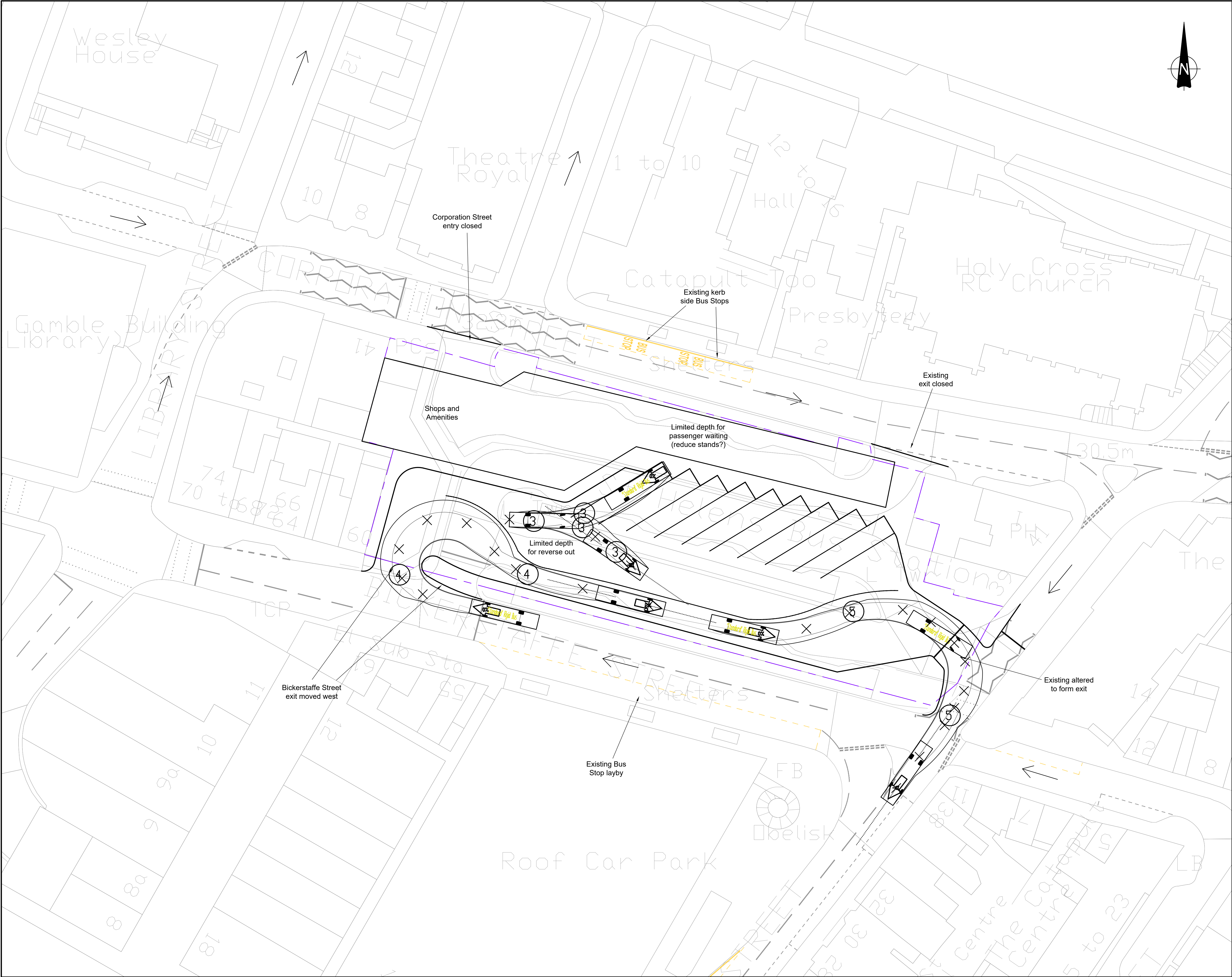
| A01 | 03.08.20 | First Issue | AS |
|-----|----------|-------------|----|
| Rev | Date     | Description | By |

|            |                                                            |
|------------|------------------------------------------------------------|
| Amendments |                                                            |
| Project    | St Helens Bus                                              |
| Title      | St. Helens Bus Station<br>Existing Bus Station<br>Option 1 |
| Client     | Merseytravel & Liverpool City Region                       |



|                                                                                                                                              |      |                                       |           |            |
|----------------------------------------------------------------------------------------------------------------------------------------------|------|---------------------------------------|-----------|------------|
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |      |                                       |           |            |
| Drawing Status                                                                                                                               |      |                                       |           |            |
| PRELIMINARY                                                                                                                                  |      |                                       |           |            |
| Designed by                                                                                                                                  | AS   | Checked by                            | RB        | Project No |
| Drawn by                                                                                                                                     | AS   | Date                                  | July 2020 | WIE16157   |
| Scales @ A1                                                                                                                                  |      | work to figured dimensions only 1:300 |           |            |
| Publisher                                                                                                                                    | Zone | Category                              | Number    | Revision   |
| WIE                                                                                                                                          | SA   | 95                                    | 0001      | A01        |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

SITE 00 EXISTING LAYOUT REVIEW - OPTION 2

- Changes operation of stands to 'Drive-in / Reverse out'
- No additional stands created within station
- Space created for Information / shops / Staff amenities
- Maintains existing highway priorities (though single entry point may suit reintroduction of 2-way traffic in Bickerstaffe Street)

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
|                                | Existing | Change | Proposed |
| Bus Station                    | 9        | -      | 9        |
| Bickerstaffe St (kerb side)    | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 14       |

| A01                                                        | 03.08.20 | First Issue | AS |
|------------------------------------------------------------|----------|-------------|----|
| Rev                                                        | Date     | Description | By |
| Amendments                                                 |          |             |    |
| Project                                                    |          |             |    |
| St Helens Bus                                              |          |             |    |
| Title                                                      |          |             |    |
| St. Helens Bus Station<br>Existing Bus Station<br>Option 2 |          |             |    |
| Client                                                     |          |             |    |
| Merseytravel & Liverpool City Region                       |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

| Drawing Status                  |      |            |                                           |            |
|---------------------------------|------|------------|-------------------------------------------|------------|
| PRELIMINARY                     |      |            |                                           |            |
| Designed by                     | AS   | Checked by | RB                                        | Project No |
| Drawn by                        | AS   | Date       | July 2020                                 | WIE16157   |
| Scales @ A1                     |      | 1:300      | Computer File No                          |            |
| work to figured dimensions only |      |            | WIE16157-SA-95-0002-St Helens Bus Station |            |
| Publisher                       | Zone | Category   | Number                                    | Revision   |
| WIE                             | SA   | 95         | 0002                                      | A01        |

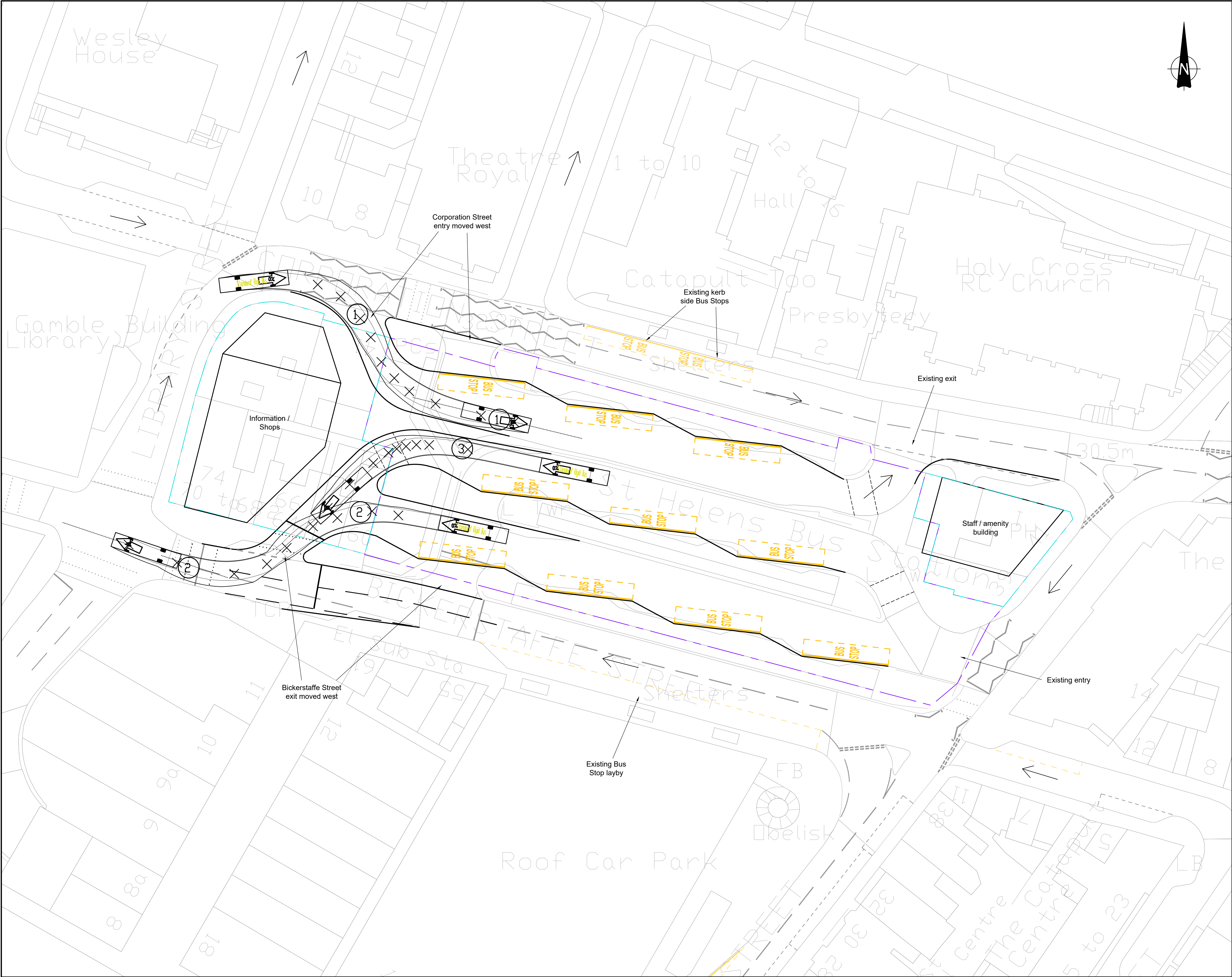






### **C. Plans Site '00' + '01' : Enlargement of Existing Bus Station**





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus  
Station

SITE 00 / 01 ENLARGEMENT - OPTION 1

- Maintains existing movements / operation of bus station
- Existing stands adjusted to standard 'saw tooth' spacing
- 1 additional stand created within station
- Space created for Information / shops / Staff amenities

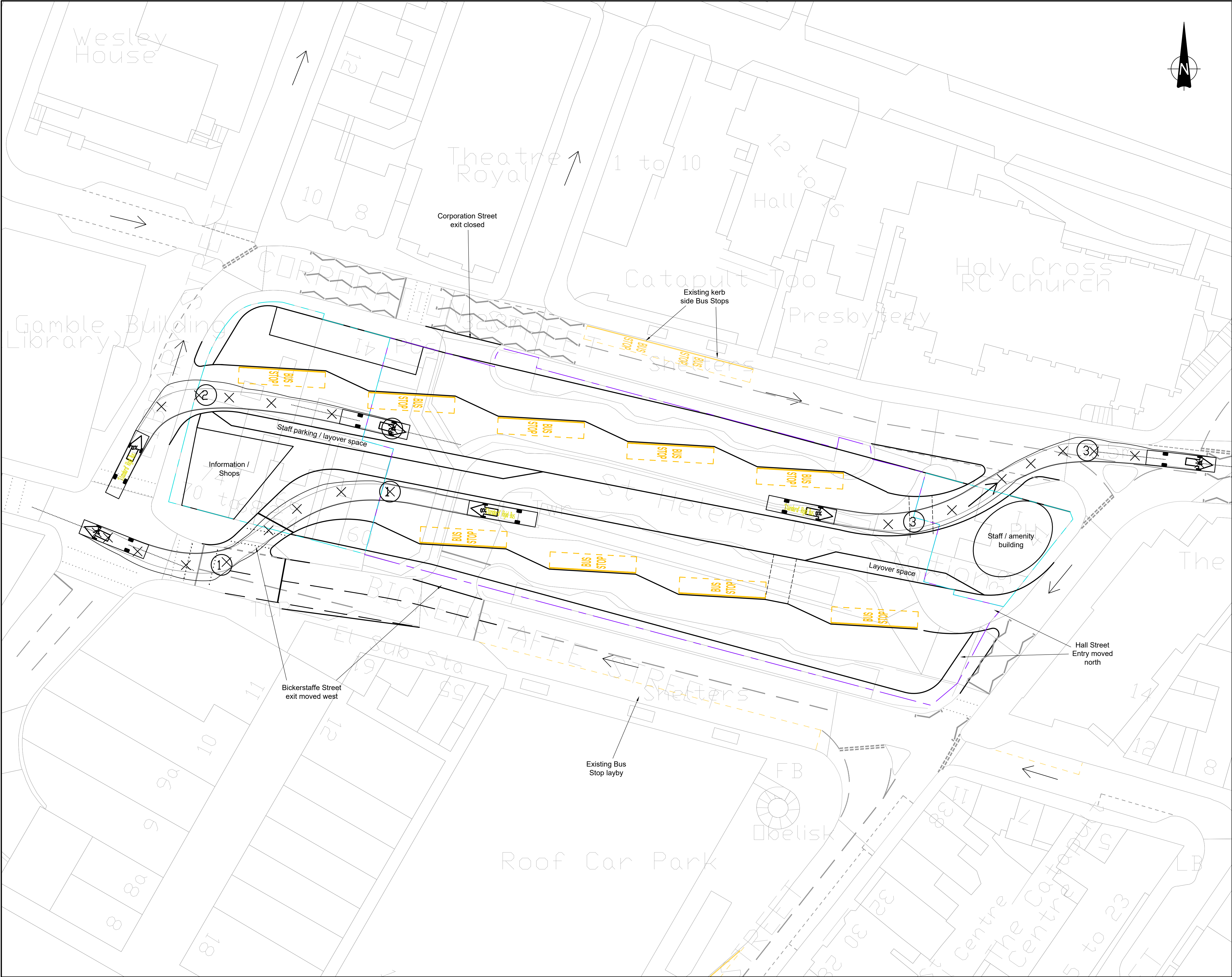
| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 1    | 10       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Total                          | 14       |        | 15       |

| A01                                                                   | 03.08.20 | First issue | AS |
|-----------------------------------------------------------------------|----------|-------------|----|
| Rev                                                                   | Date     | Description | By |
| Amendments                                                            |          |             |    |
| Project                                                               |          |             |    |
| Title                                                                 |          |             |    |
| St Helens Bus Station<br>Enlargement of Existing Bus Station Option 1 |          |             |    |
| Client                                                                |          |             |    |
| Merseytravel & Liverpool City Region                                  |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

| Drawing Status                  |      |            |                                                  |            |
|---------------------------------|------|------------|--------------------------------------------------|------------|
| PRELIMINARY                     |      |            |                                                  |            |
| Designed by                     | AS   | Checked by | RB                                               | Project No |
| Drawn by                        | AS   | Date       | July 2020                                        | WIE16157   |
| Scales @ A1                     |      | 1:300      | Computer File No                                 |            |
| work to figured dimensions only |      |            | WIE16157-SA-95-0101-St Helens Bus Stn enlarg.dwg |            |
| Publisher                       | Zone | Category   | Number                                           | Revision   |
| WIE                             | SA   | 95         | 0101                                             | A01        |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

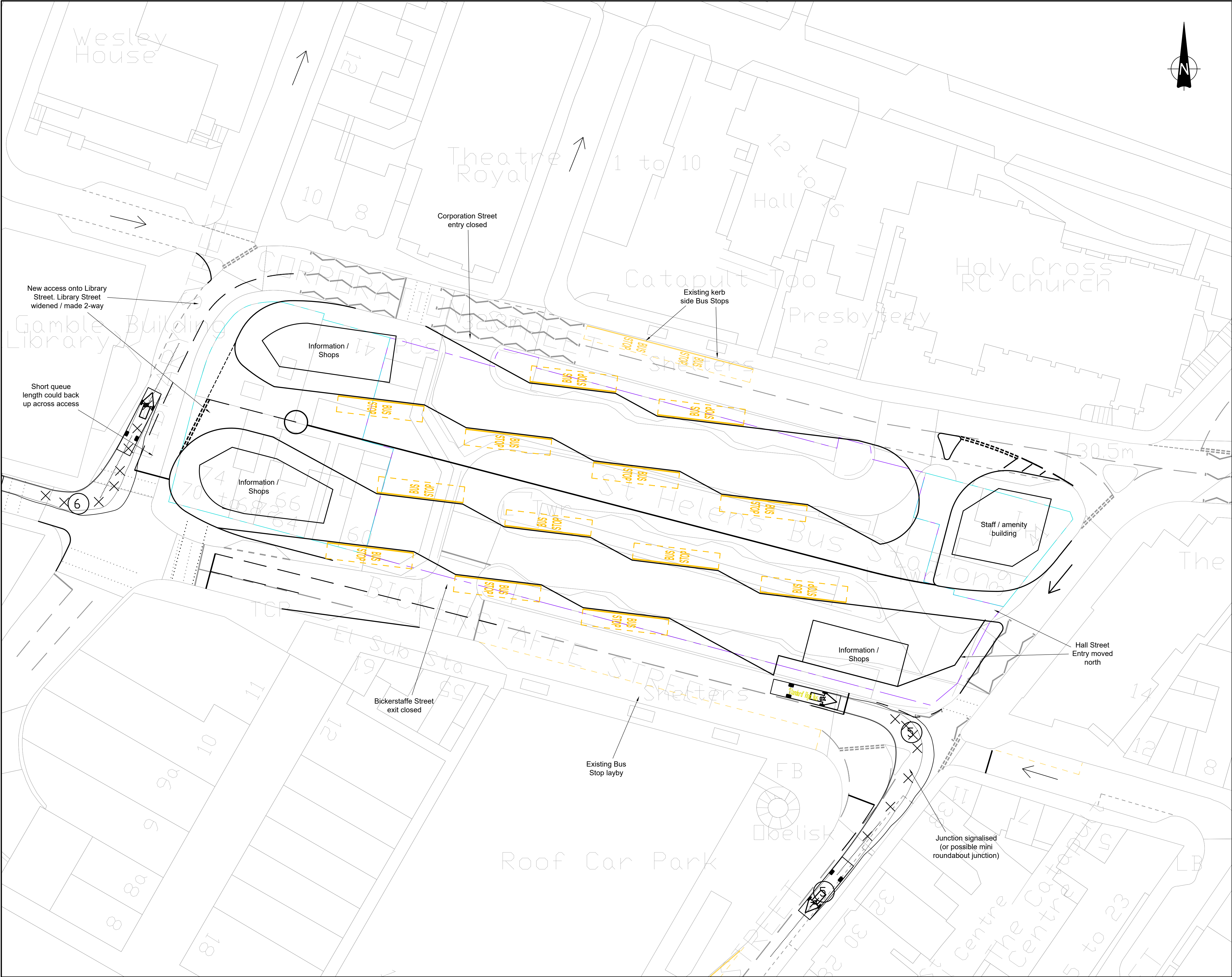
SITE 00 / 01 ENLARGEMENT - OPTION 2

- Modified layout to provide wider pedestrian access ways via 2 one-way traffic lanes through bus station incorporating standard 'saw tooth' stand spacing
- Existing priorities maintained on highways
- Same overall number of bus stands (9 no.) within station
- 3 - 4 layover spaces provided
- Space created for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Total                          | 14       |        | 14       |

| A01                                                                                                                                          | 03.08.20 | First issue | AS               |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|------------------|
| Rev                                                                                                                                          | Date     | Description | By               |
| Amendments                                                                                                                                   |          |             |                  |
| Project                                                                                                                                      |          |             |                  |
| St Helens Bus                                                                                                                                |          |             |                  |
| Title                                                                                                                                        |          |             |                  |
| St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 2                                                                       |          |             |                  |
| Client                                                                                                                                       |          |             |                  |
| Merseytravel & Liverpool City Region                                                                                                         |          |             |                  |
| Waterman                                                                                                                                     |          |             |                  |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |             |                  |
| Drawing Status                                                                                                                               |          |             |                  |
| PRELIMINARY                                                                                                                                  |          |             |                  |
| Designed by                                                                                                                                  | AS       | Checked by  | RB               |
| Drawn by                                                                                                                                     | AS       | Date        | July 2020        |
| Scales @ A1                                                                                                                                  |          | 1:300       | Computer File No |
| work to figured dimensions only                                                                                                              |          |             | WIE16157         |
| Publisher                                                                                                                                    | Zone     | Category    | Number           |
| WIE                                                                                                                                          | SA       | 95          | 0102             |
| Revision                                                                                                                                     |          |             |                  |
| A01                                                                                                                                          |          |             |                  |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

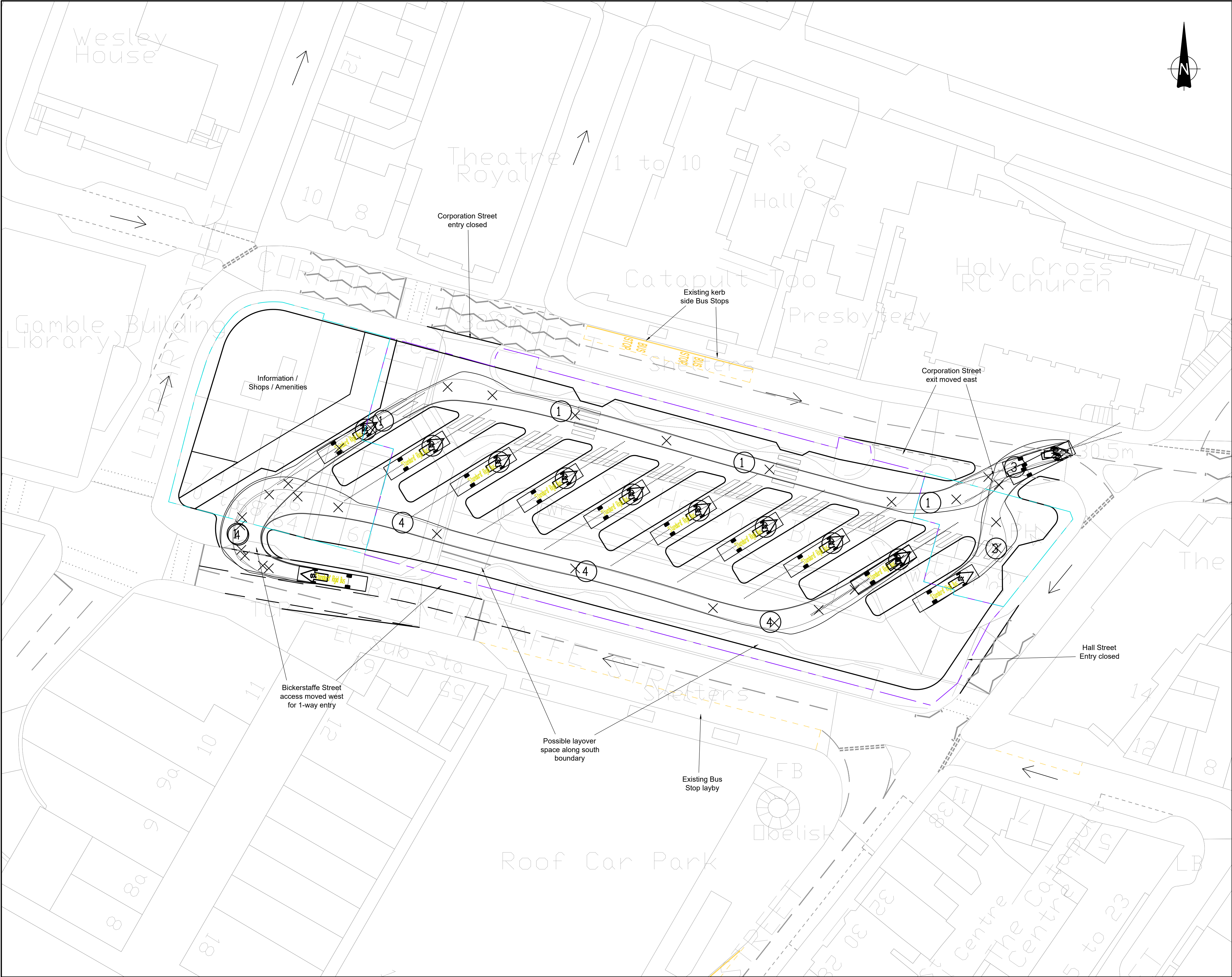
SITE 00 / 01 ENLARGEMENT - OPTION 3

- Modified layout to provide 'saw tooth' stands on both sides of 2 circulation islands within station fronting onto Corporation Street and Bickerstaffe Street.
- Requires widening of highways and changed highway priorities
- 13 no. bus stands provided within station
- Space created for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 4    | 13       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Total                          | 14       |        | 18       |

|                                                                                                                                              |          |             |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|------------------|
| A01                                                                                                                                          | 03.08.20 | First issue | AS               |
| Rev                                                                                                                                          | Date     | Description | By               |
| Amendments                                                                                                                                   |          |             |                  |
| Project                                                                                                                                      |          |             |                  |
| St Helens Bus                                                                                                                                |          |             |                  |
| Title                                                                                                                                        |          |             |                  |
| St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 3                                                                       |          |             |                  |
| Client                                                                                                                                       |          |             |                  |
| Merseytravel & Liverpool City Region                                                                                                         |          |             |                  |
| Waterman                                                                                                                                     |          |             |                  |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |             |                  |
| Drawing Status                                                                                                                               |          |             |                  |
| PRELIMINARY                                                                                                                                  |          |             |                  |
| Designed by                                                                                                                                  | AS       | Checked by  | RB               |
| Drawn by                                                                                                                                     | AS       | Date        | July 2020        |
| Scales @ A1                                                                                                                                  |          | 1:300       | Computer File No |
| work to figured dimensions only                                                                                                              |          |             | WIE16157         |
| Publisher                                                                                                                                    | Zone     | Category    | Number           |
| WIE                                                                                                                                          | SA       | 95          | 0103             |
| Revision                                                                                                                                     |          |             |                  |
| A01                                                                                                                                          |          |             |                  |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

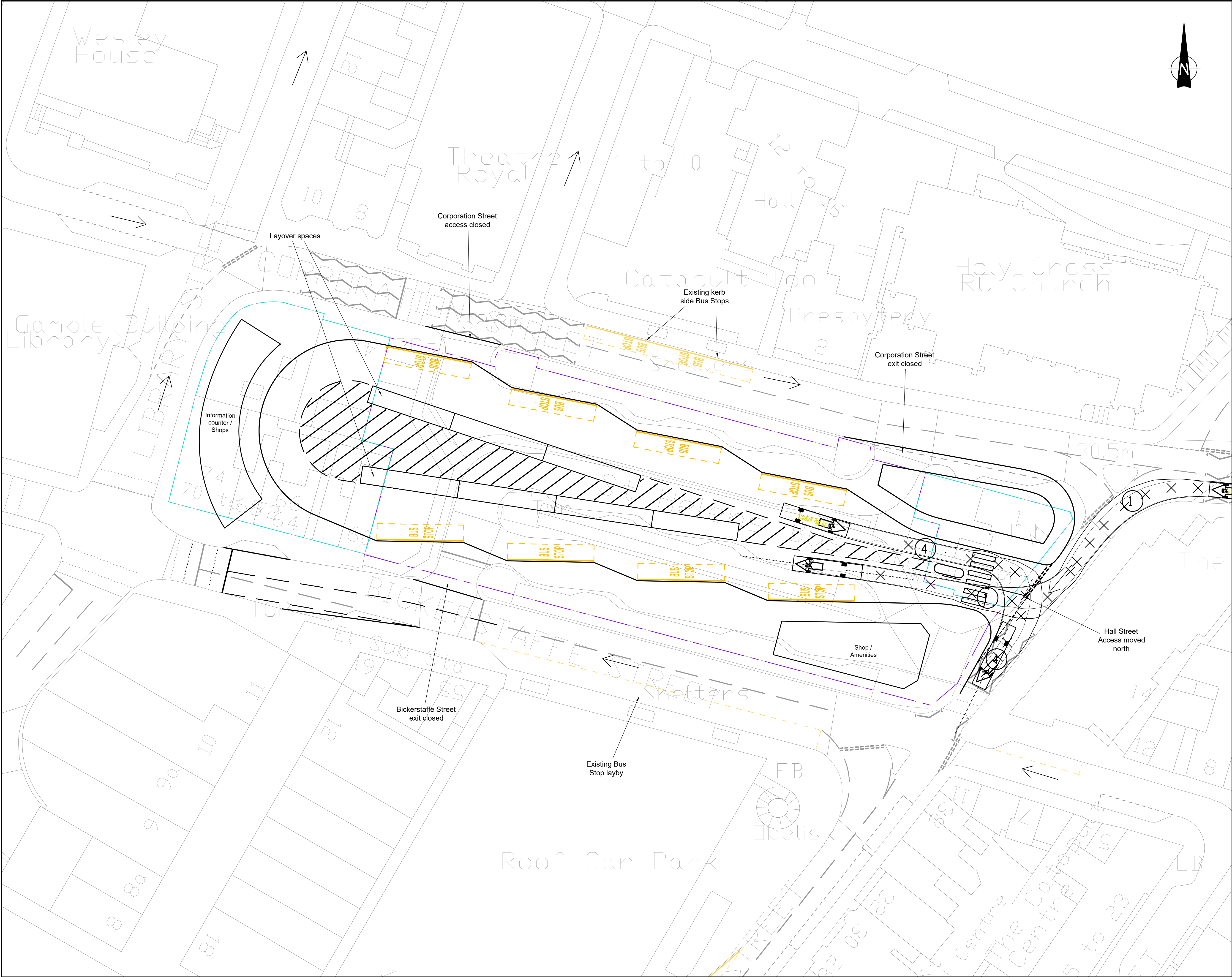
SITE 00 / 01 ENLARGEMENT - OPTION 4

- Modified layout using island bus stands with one-way traffic flow through bus station
- Existing priorities maintained on highways
- 1 additional bus stand created within station (10 no. total)
- Single entry / exit points to highway network
- Space created for 5 - 6 layover spaces
- Space created for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 1    | 10       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 15       |

|                                                                                                                                              |          |             |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|------------------|
| A01                                                                                                                                          | 03.08.20 | First Issue | AS               |
| Rev                                                                                                                                          | Date     | Description | By               |
| Amendments                                                                                                                                   |          |             |                  |
| Project                                                                                                                                      |          |             |                  |
| St Helens Bus                                                                                                                                |          |             |                  |
| Title                                                                                                                                        |          |             |                  |
| St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 4                                                                       |          |             |                  |
| Client                                                                                                                                       |          |             |                  |
| Merseytravel & Liverpool City Region                                                                                                         |          |             |                  |
| Waterman                                                                                                                                     |          |             |                  |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |             |                  |
| Drawing Status                                                                                                                               |          |             |                  |
| PRELIMINARY                                                                                                                                  |          |             |                  |
| Designed by                                                                                                                                  | AS       | Checked by  | RB               |
| Drawn by                                                                                                                                     | AS       | Date        | July 2020        |
| Scales @ A1                                                                                                                                  |          | 1:300       | Computer File No |
| work to figured dimensions only                                                                                                              |          |             | WIE16157         |
| Publisher                                                                                                                                    | Zone     | Category    | Number           |
| WIE                                                                                                                                          | SA       | 95          | 0104             |
| Revision                                                                                                                                     |          |             |                  |
| A01                                                                                                                                          |          |             |                  |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

SITE 00 / 01 ENLARGEMENT - OPTION 5

- Modified layout to provide continuous 1-way loop through bus station via single access off Hall Street
- Bus stands provided at standard 'saw tooth' spaces
- Existing priorities maintained on highways
- 8 no. stands provided within station
- 7 no. layover spaces provided
- Space created for Information / shops / Staff amenities

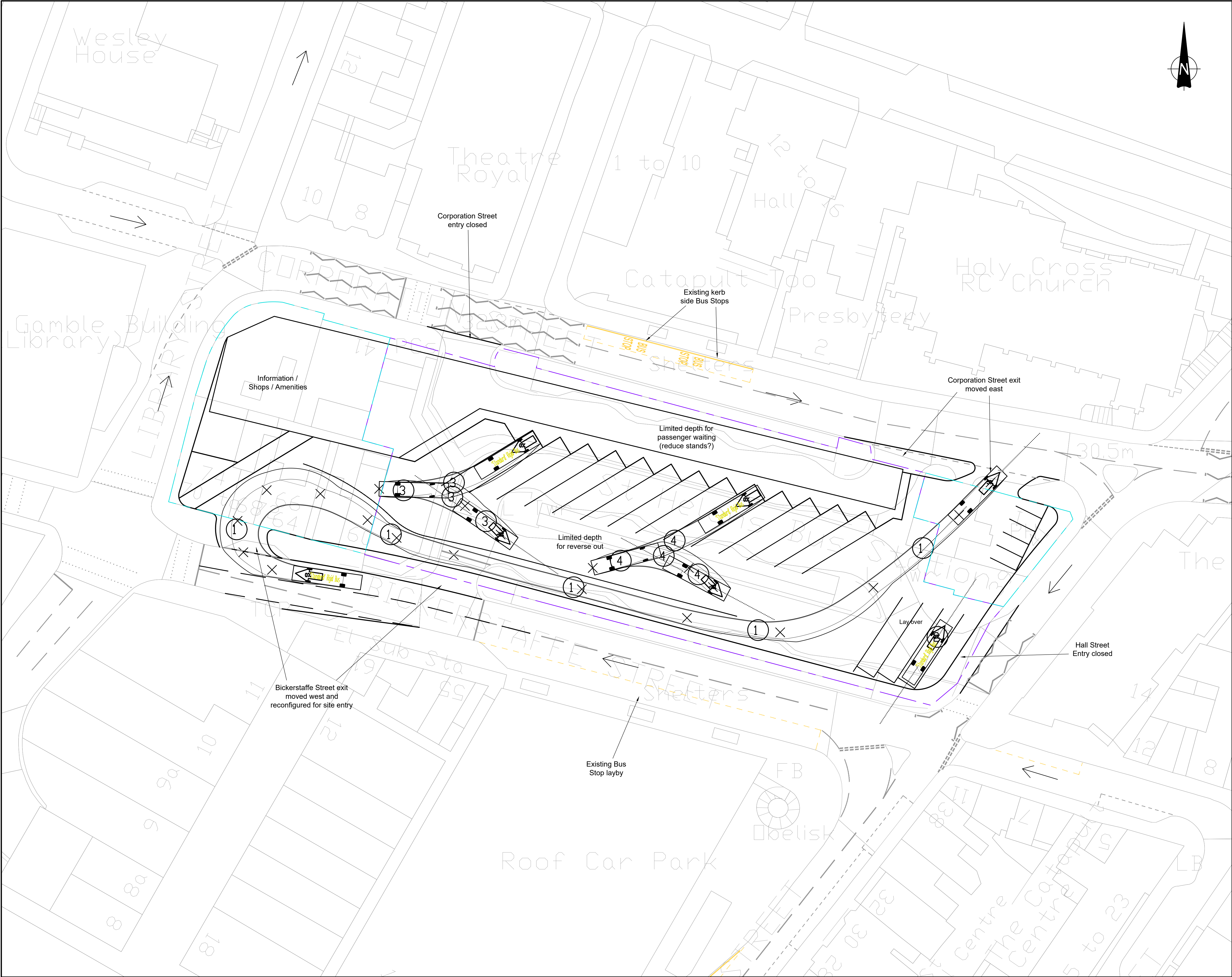
| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 1    | 8        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Total                          | 14       |        | 13       |

| A01                                                                    | 03.08.20 | First issue | AS |
|------------------------------------------------------------------------|----------|-------------|----|
| Rev                                                                    | Date     | Description | By |
| Amendments                                                             |          |             |    |
| Project                                                                |          |             |    |
| St Helens Bus                                                          |          |             |    |
| Title                                                                  |          |             |    |
| St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 5 |          |             |    |
| Client                                                                 |          |             |    |
| Merseytravel & Liverpool City Region                                   |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

|                                                |      |             |                              |
|------------------------------------------------|------|-------------|------------------------------|
| Drawing Status                                 |      | PRELIMINARY |                              |
| Designed by                                    | AS   | Checked by  | RB                           |
| Drawn by                                       | AS   | Date        | July 2020                    |
| Scales @ A1<br>work to figured dimensions only |      | 1:300       | Computer File No<br>WIE16157 |
| Publisher                                      | Zone | Category    | Number                       |
| WIE                                            | SA   | 95          | 0105                         |
| Revision                                       |      |             |                              |
| A01                                            |      |             |                              |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 01  
Enlargement of existing Bus Station

SITE 00 / 01 ENLARGEMENT - OPTION 6

- Modified layout to provide Drive in / Reverse out configuration via one-way circulation through bus station
- Existing priorities maintained on highways
- 4 additional bus stands created within station (13 no. total)
- 3 - 4 layover spaces provided
- Single entry / exit points to highway network
- Space created for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | + 4    | 13       |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Total                          | 14       |        | 18       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First Issue | AS |
| Rev | Date     | Description | By |

|            |                                                                        |
|------------|------------------------------------------------------------------------|
| Amendments |                                                                        |
| Project    | St Helens Bus                                                          |
| Title      | St. Helens Bus Station<br>Enlargement of Existing Bus Station Option 6 |
| Client     | Merseytravel & Liverpool City Region                                   |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

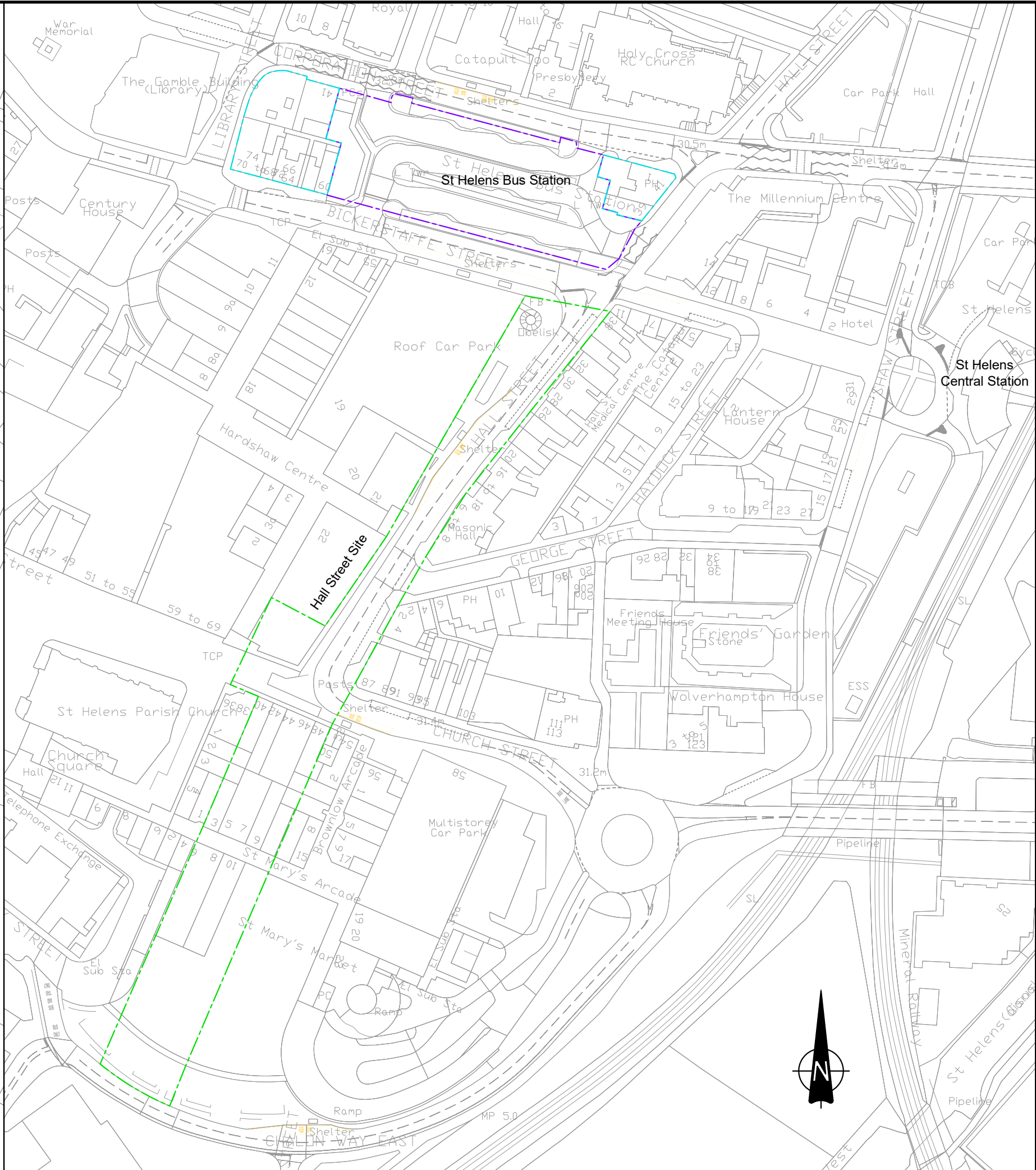
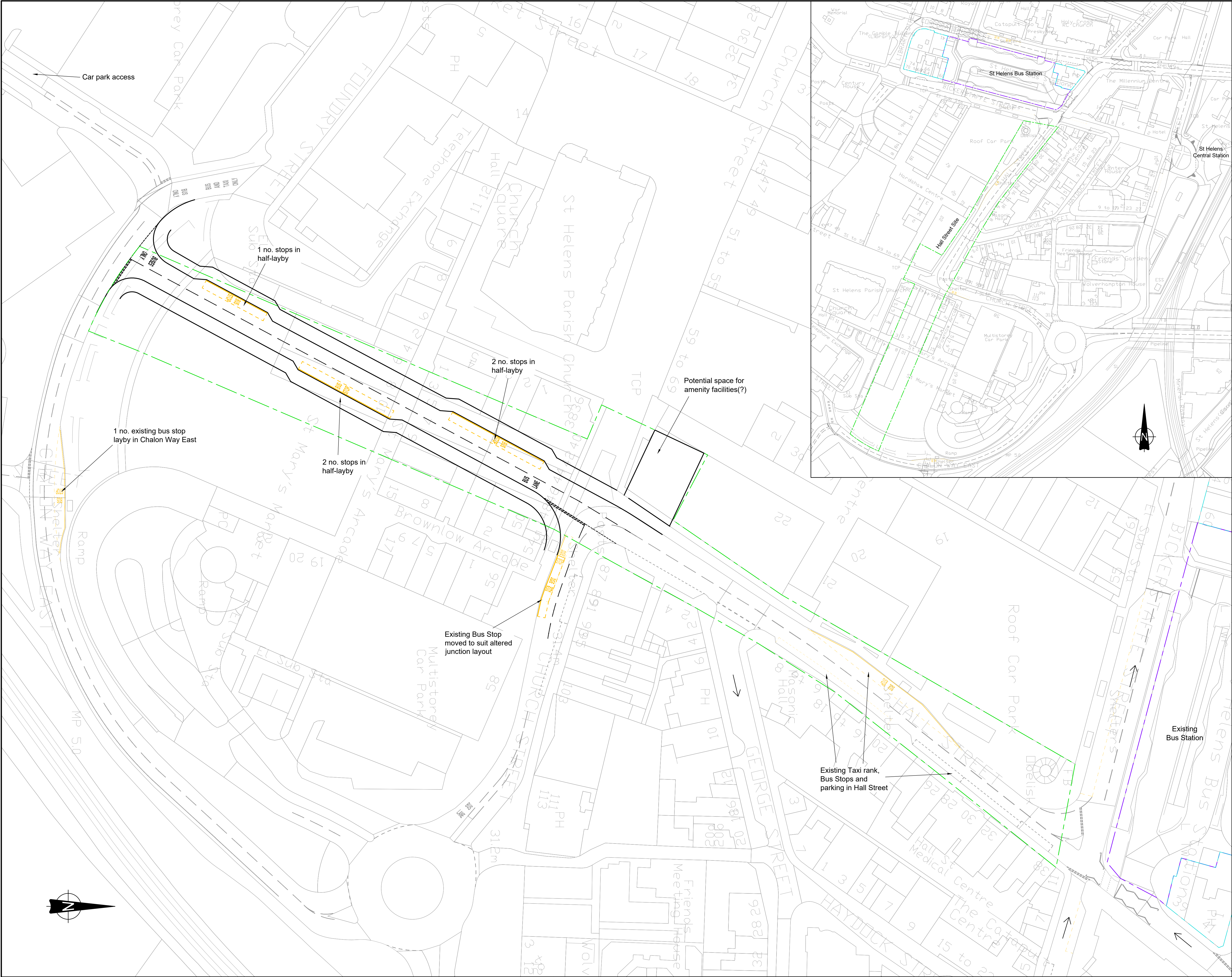
|                                                   |                |
|---------------------------------------------------|----------------|
| Drawing Status                                    |                |
| PRELIMINARY                                       |                |
| Designed by AS                                    | Checked by RB  |
| Drawn by AS                                       | Date July 2020 |
| Scales @ A1 work to figured dimensions only 1:300 |                |
| Publisher WIE                                     | Zone SA        |
| Category 95                                       | Number 0106    |
| Revision A01                                      |                |

File Path: C:\Temp\Drawings\St Helens\Bauld\_C006\_Highways\St Helens



## **D. Plans Site '00' + 02 : Existing Bus Station with new Facility in Hall Street**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, related or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

- Site 00  
Existing Bus Station
- Site 02  
Hall Street Site

- SITE 00 and new Hall Street Site 02 - OPTION 1
- Retention of existing Bus Station with new on-street bus stops located on extension of Hall Street (new alignment between Church Street and Chalon Way East)
  - Existing priorities maintained on highways
  - 5 no. new on-street stops created in Hall Street
  - Space available in Hall Street for amenity facilities.

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Hall St (kerb side)            | 2        | -      | 2        |
| Hall St (kerb side)            | 2        | + 5    | 7        |
| Total                          | 16       |        | 21       |

| A01        | 03.08.20 | First Issue | AS |
|------------|----------|-------------|----|
| Rev        | Date     | Description | By |
| Amendments |          |             |    |

Project  
**St Helens Bus**

Title  
**St. Helens Bus Station  
Hall Street Site  
Option 1**

Client  
Merseytravel & Liverpool City Region

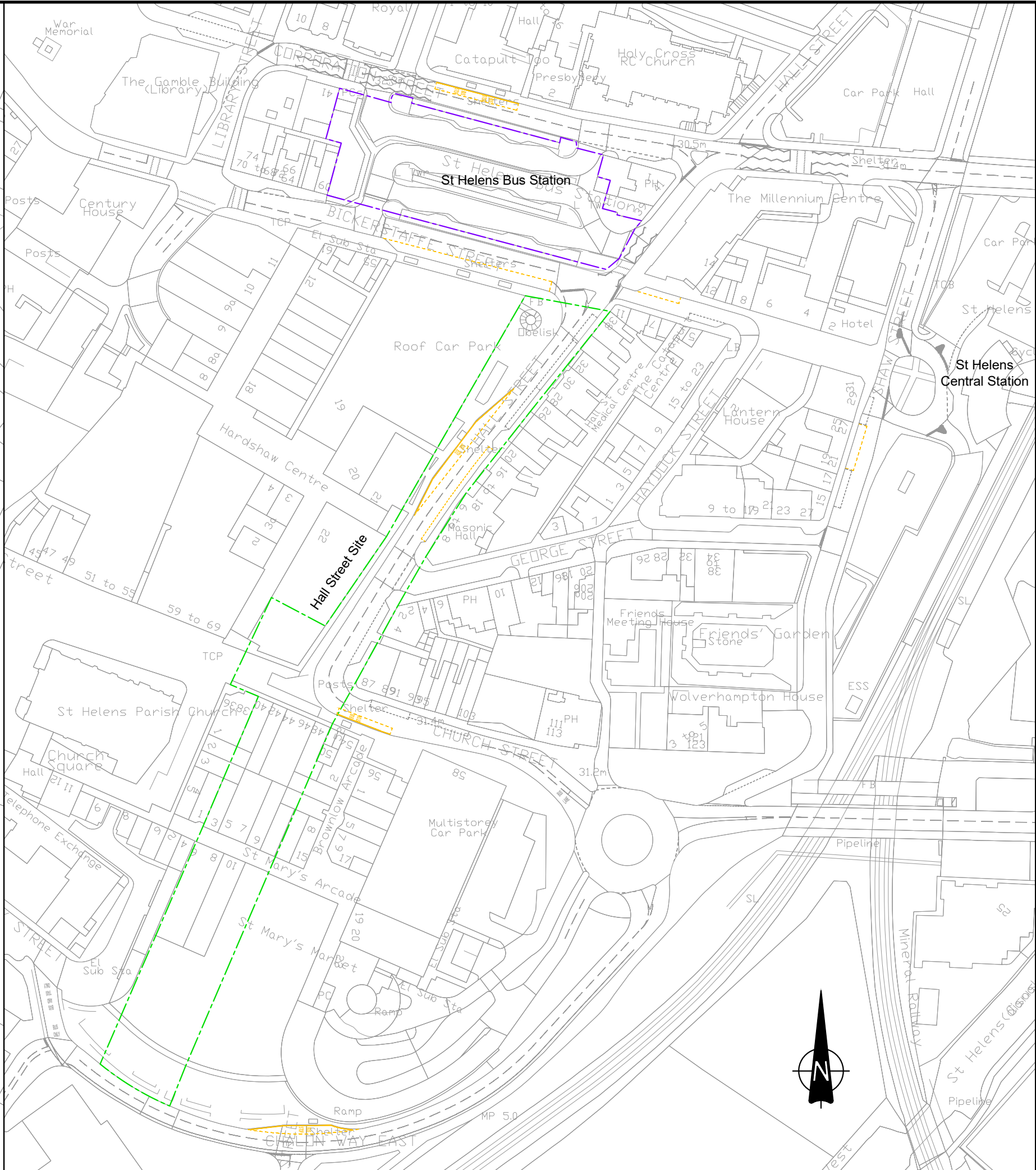
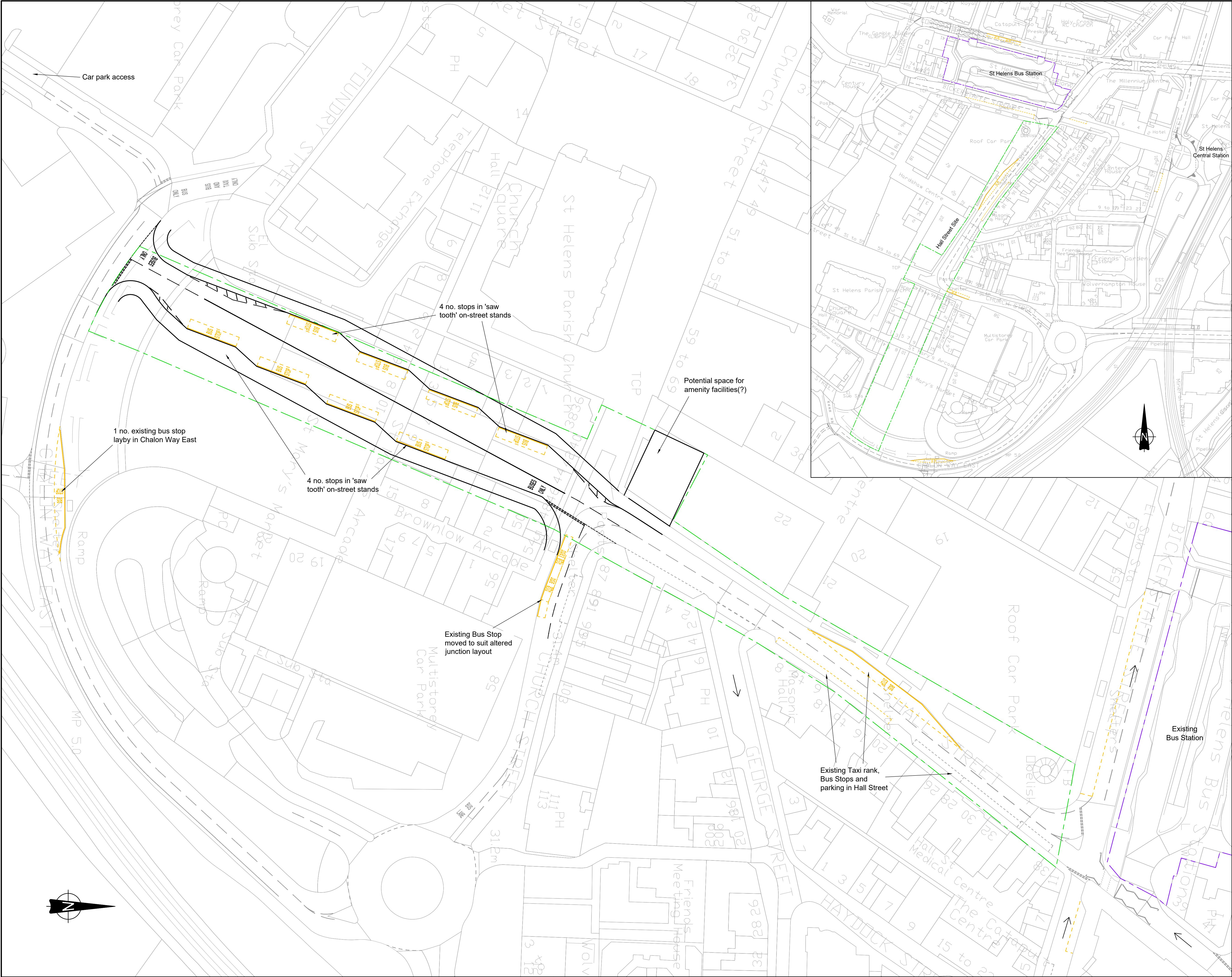
**2nd Floor South Central 11 Peter Street Manchester M2 5QR**  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

**PRELIMINARY**

|             |    |            |           |                                 |                                       |
|-------------|----|------------|-----------|---------------------------------|---------------------------------------|
| Designed by | AS | Checked by | RB        | Project No                      | WIE16157                              |
| Drawn by    | AS | Date       | July 2020 | Computer File No                | WIE16157-SA-95-0201-St Helens Hall St |
| Scales @ A1 |    | 1:500      |           | work to figured dimensions only |                                       |

| Publisher | Zone | Category | Number | Revision |
|-----------|------|----------|--------|----------|
| WIE       | SA   | 95       | 0201   | A01      |





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

- Site 00  
Existing Bus Station
- Site 02  
Hall Street Site

- SITE 00 and new Hall Street Site 02 - OPTION 2
- Retention of existing Bus Station with new on-street bus stops located on extension of Hall Street (new alignment between Church Street and Chalon Way East)
  - Existing priorities maintained on highways
  - 8 no. new on-street stops created in Hall Street in 'saw tooth' stands
  - Space available in Hall Street for amenity facilities.

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Hall St (kerb side)            | 2        | -      | 2        |
| Hall St (kerb side)            | 2        | + 8    | 10       |
| Total                          | 16       |        | 24       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First Issue | AS |
| Rev | Date     | Description | By |

|            |                                                        |
|------------|--------------------------------------------------------|
| Amendments |                                                        |
| Project    | St Helens Bus                                          |
| Title      | St. Helens Bus Station<br>Hall Street Site<br>Option 2 |
| Client     | Merseytravel & Liverpool City Region                   |



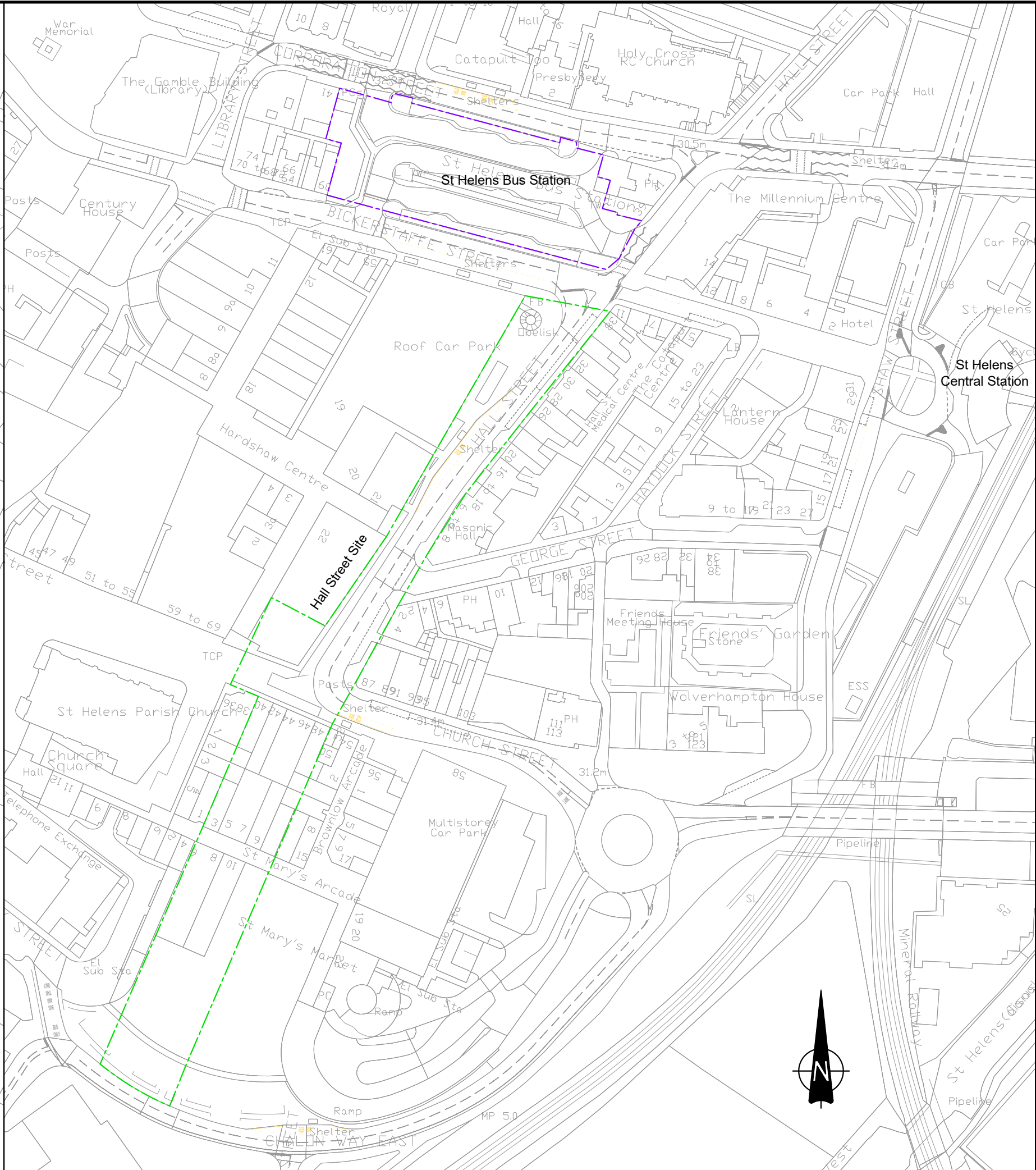
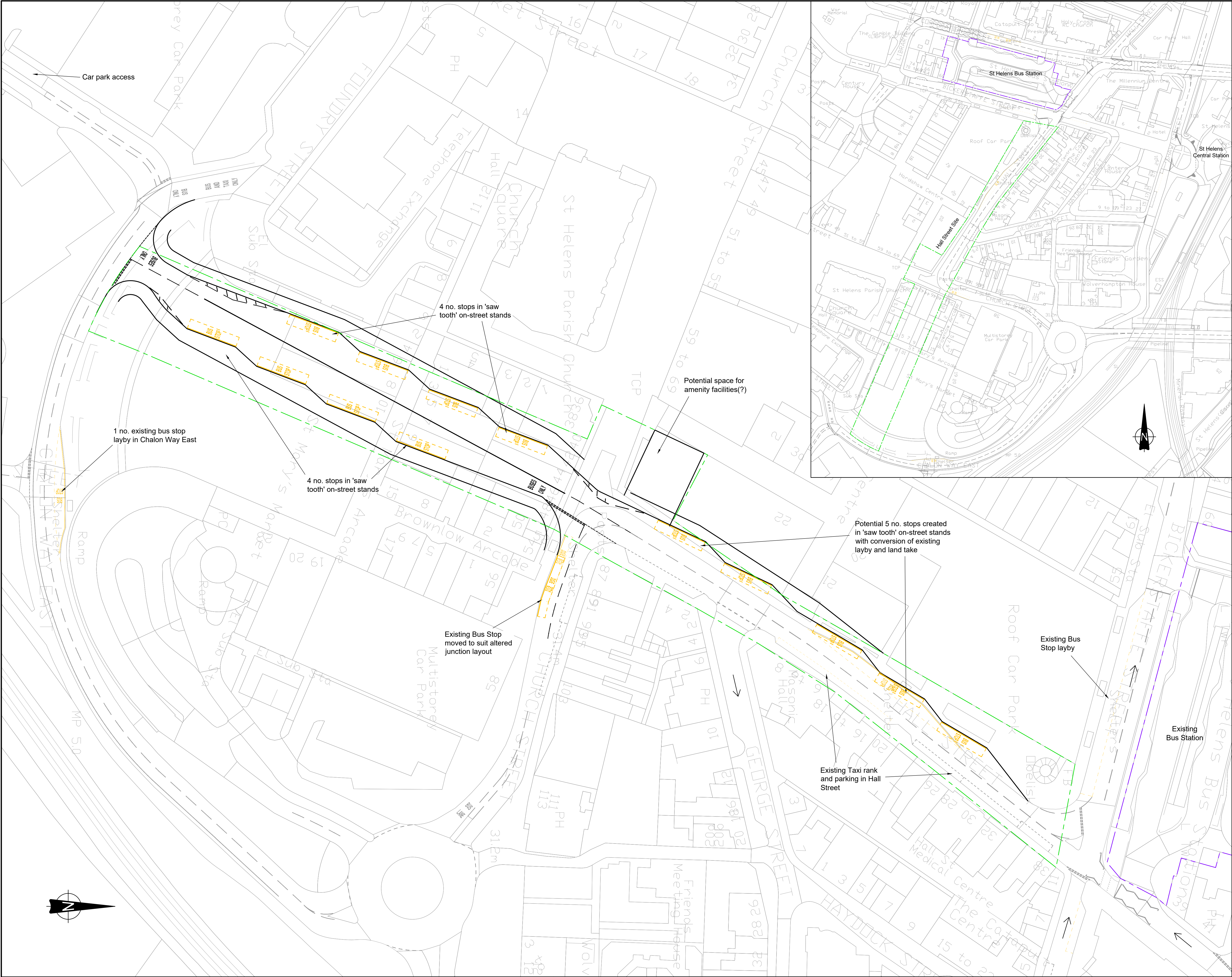
2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status  
**PRELIMINARY**

|                                                |    |            |           |                  |                                           |
|------------------------------------------------|----|------------|-----------|------------------|-------------------------------------------|
| Designed by                                    | AS | Checked by | RB        | Project No       | WIE16157                                  |
| Drawn by                                       | AS | Date       | July 2020 | Computer File No | WIE16157-SA-85-0202-St Helens Hall St.dwg |
| Scales @ A1<br>work to figured dimensions only |    | 1:500      |           |                  |                                           |

| Publisher | Zone | Category | Number | Revision |
|-----------|------|----------|--------|----------|
| WIE       | SA   | 95       | 0202   | A01      |





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

- Site 00  
Existing Bus Station
- Site 02  
Hall Street Site

- SITE 00 and new Hall Street Site 02 - OPTION 3
- Retention of existing Bus Station with new on-street bus stops located on extension of Hall Street (new alignment between Church Street and Chalon Way East)
  - Existing priorities maintained on highways
  - 8 no. new on-street stops created in Hall Street in 'saw tooth' stands
  - Space available in Hall Street for amenity facilities.

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Hall St (kerb side)            | 2        | -      | 2        |
| Total                          | 16       | + 12   | 29       |

| A01        | 03.08.20 | First issue | AS |
|------------|----------|-------------|----|
| Rev        | Date     | Description | By |
| Amendments |          |             |    |

Project  
**St Helens Bus**

Title  
**St. Helens Bus Station  
Hall Street Site  
Option 3**

Client  
Merseytravel & Liverpool City Region

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

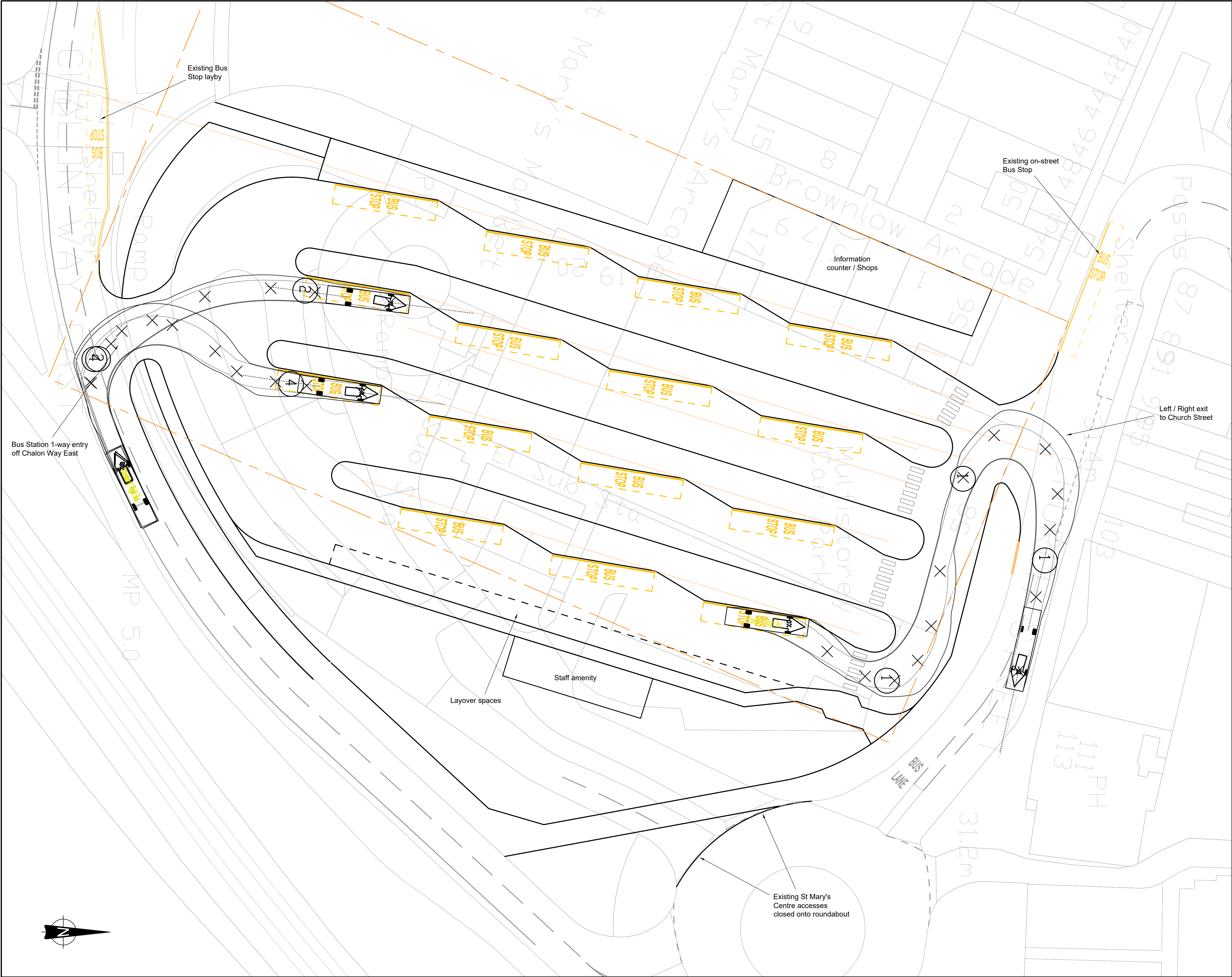
Drawing Status  
**PRELIMINARY**

|                                                |      |            |           |                  |                                           |
|------------------------------------------------|------|------------|-----------|------------------|-------------------------------------------|
| Designed by                                    | AS   | Checked by | RB        | Project No       | WIE16157                                  |
| Drawn by                                       | AS   | Date       | July 2020 | Computer File No | WIE16157-SA-95-0203 St Helens Hall St.dwg |
| Scales @ A1<br>work to figured dimensions only |      | 1:500      |           |                  |                                           |
| Publisher                                      | Zone | Category   | Number    | Revision         |                                           |
| WIE                                            | SA   | 95         | 0203      | A01              |                                           |



## **E. Plans Site '03' : New Bus Station on St Mary's Site**





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

SITE 03 new Site with removal of existing Bus Station - OPTION 1

- New central station with one-way circulation through bus station serving 'saw tooth' bus stands
- New access points onto Highway network (close existing site accesses onto Church Street roundabout)
- Existing priorities maintained on highways
- 14 no. bus stands provided
- 4 no. layover spaces provided (min)
- Space available for Information / shops / Staff amenities

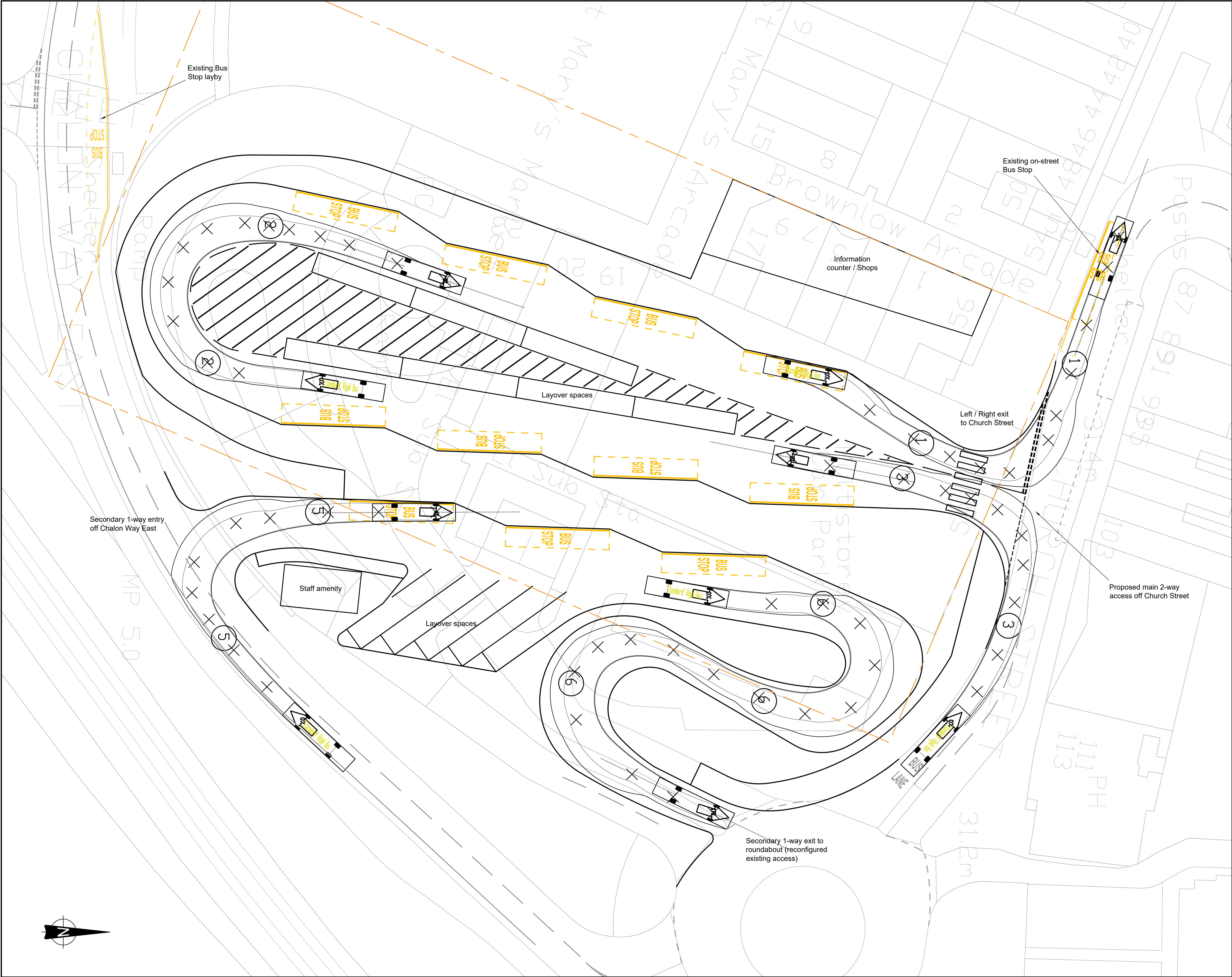
| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 14       | + 15   | 15       |

|            |          |             |    |
|------------|----------|-------------|----|
| A01        | 03.08.20 | First issue | AS |
| Rev        | Date     | Description | By |
| Amendments |          |             |    |
| Project    |          |             |    |
| Title      |          |             |    |
| Client     |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

| Drawing Status                  |      |            |                                       |            |
|---------------------------------|------|------------|---------------------------------------|------------|
| Designed by                     | AS   | Checked by | RB                                    | Project No |
| Drawn by                        | AS   | Date       | July 2020                             | WIE16157   |
| Scales @ A1                     |      | 1:250      | Computer File No                      |            |
| work to figured dimensions only |      |            | WIE16157-SA-95-0301-St Marys St Marys |            |
| Publisher                       | Zone | Category   | Number                                | Revision   |
| WIE                             | SA   | 95         | 0301                                  | A01        |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

SITE 03 new Site with removal of existing Bus Station - OPTION 2

- New central station with one-way circulation through 'horse shoe' Bus Station layout with secondary access from Chalon Way East
- New access point onto Highway network (Church Street)
- Existing priorities maintained on highways
- 11 no. bus stands provided
- 13 no. layover spaces provided
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 14       | + 11   | 11       |

|            |          |             |    |
|------------|----------|-------------|----|
| A01        | 03.08.20 | First issue | AS |
| Rev        | Date     | Description | By |
| Amendments |          |             |    |
| Project    |          |             |    |
| Title      |          |             |    |
| Client     |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

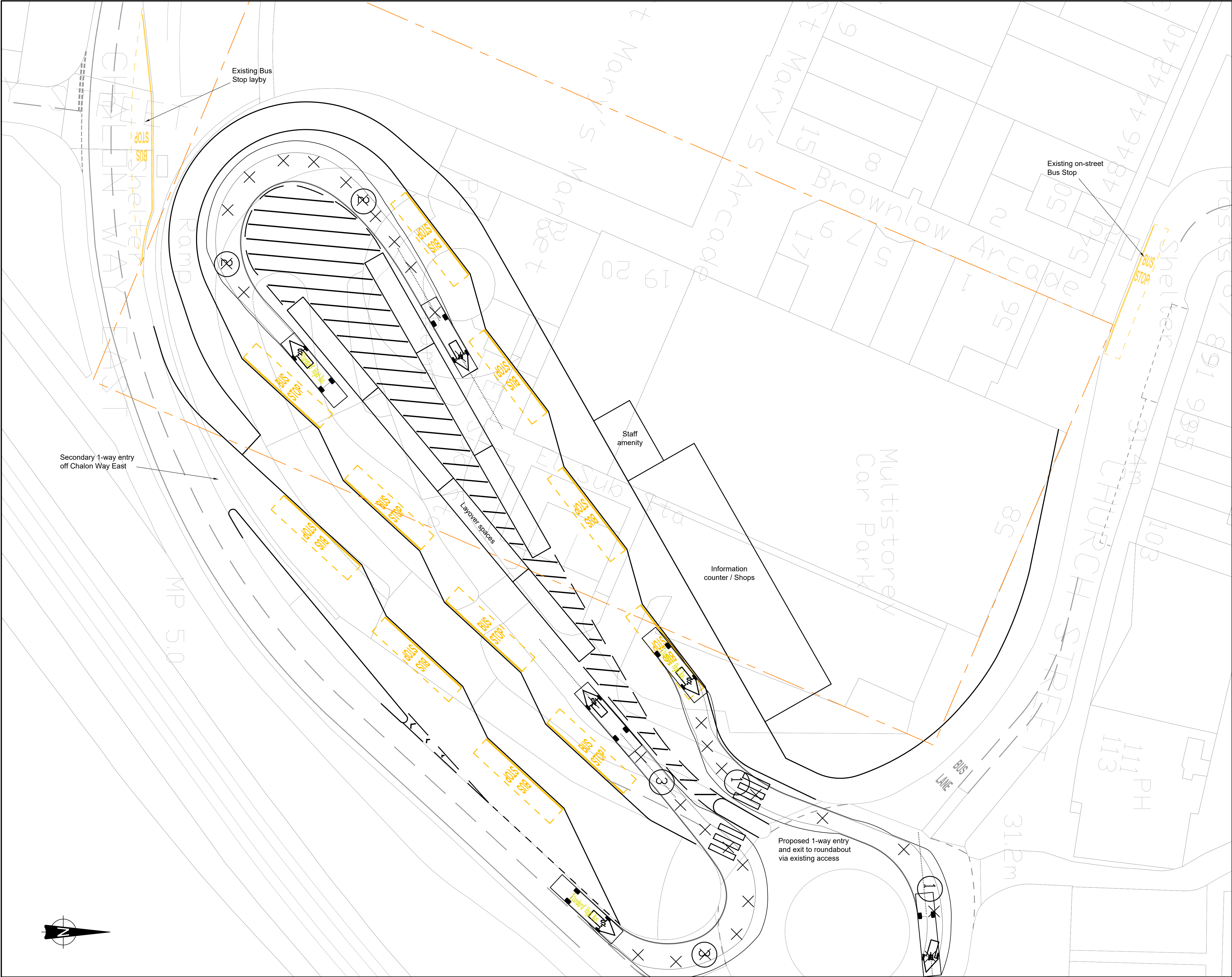
Drawing Status

PRELIMINARY

|             |      |            |           |                                 |                                         |
|-------------|------|------------|-----------|---------------------------------|-----------------------------------------|
| Designed by | AS   | Checked by | RB        | Project No                      | WIE16157                                |
| Drawn by    | AS   | Date       | July 2020 | Computer File No                | WIE16157-SA-95-0302-St Helens St Mary's |
| Scales @ A1 |      | 1:250      |           | work to figured dimensions only |                                         |
| Publisher   | Zone | Category   | Number    | Revision                        |                                         |
| WIE         | SA   | 95         | 0302      | A01                             |                                         |

File Path: C:\Temp\Drawings\St Helens\Bauld\_C0306\_Highways\St Helens





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

SITE 03 new Site with removal of existing Bus Station - OPTION 3

- New central station with one-way circulation through 'horse shoe' Bus Station layout with secondary access from Chalon Way East
- Trained access point onto Highway network (roundabout junction)
- Existing priorities maintained on highways
- 11 no. bus stands provided
- 7 no. layover spaces provided
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 14       | + 11   | 11       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |
| Rev | Date     | Description | By |

Amendments

Project

Title

Client

St Helens Bus

St. Helens Bus Station  
St Mary's Site  
Option 3

Merseytravel & Liverpool City Region

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

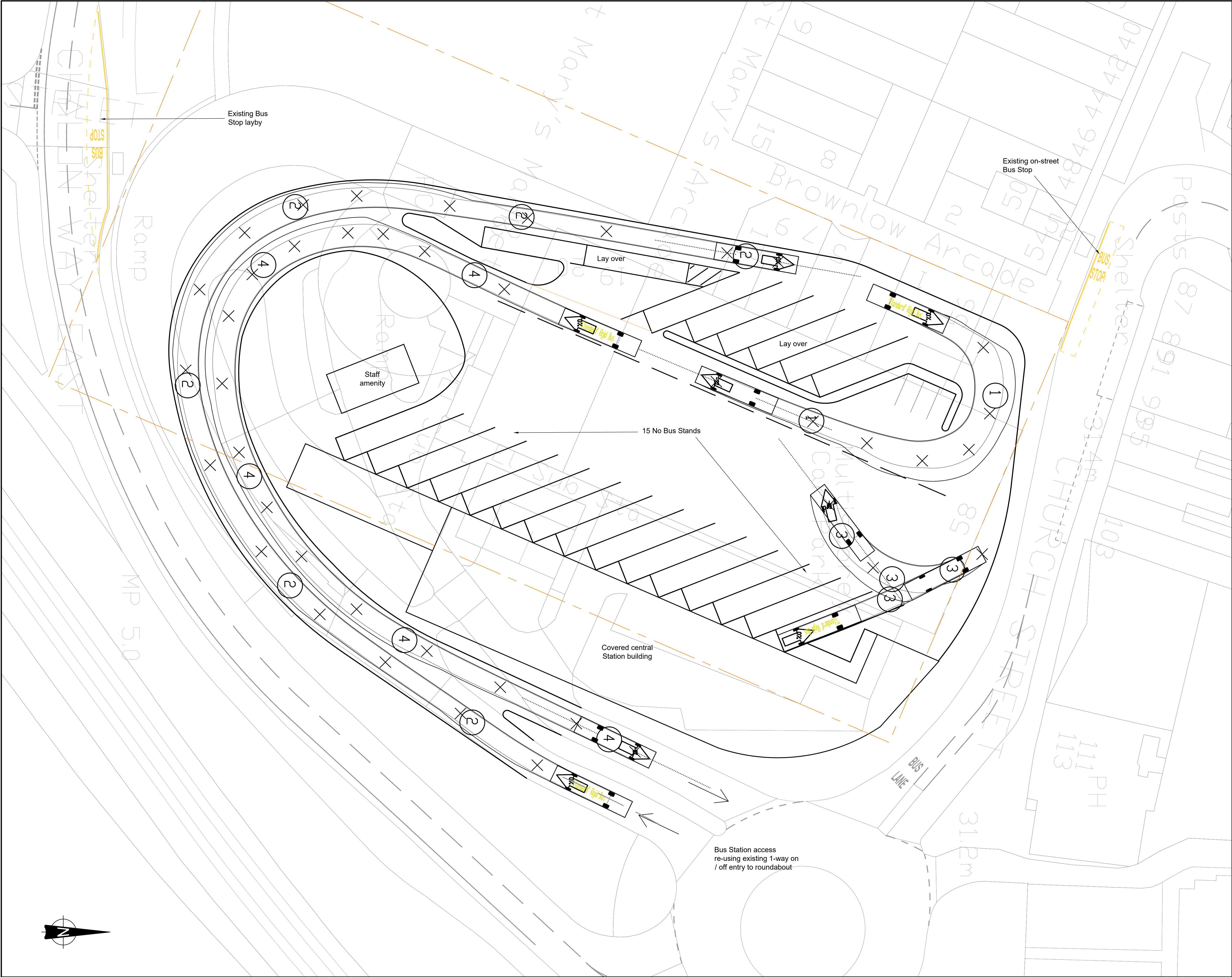
Drawing Status

PRELIMINARY

Designed by AS Checked by RB Project No WIE16157  
Drawn by AS Date July 2020 Computer File No WIE16157-SA-95-0303-St Helens St Mary's  
Scales @ A1 work to figured dimensions only 1:250

| Publisher | Zone | Category | Number | Revision |
|-----------|------|----------|--------|----------|
| WIE       | SA   | 95       | 0303   | A01      |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 03  
Propose New Bus Station at  
St Mary's Site

SITE 03 new Site with removal of existing Bus Station - OPTION 4

- New central station with Drive-in / Reverse-out configuration via one-way circulation through bus station
- Re-use existing site access from Church Street roundabout
- Existing priorities maintained on highways
- 15 no. bus stands provided
- 8 no. layover spaces provided
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | - 9    | 0        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| St Mary's Site                 | 2        | -      | 2        |
| Total                          | 0        | + 15   | 15       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |
| Rev | Date     | Description | By |

Amendments

Project

Title

Client

St Helens Bus

St. Helens Bus Station  
St Mary's Site  
Option 4

Merseytravel & Liverpool City Region

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status

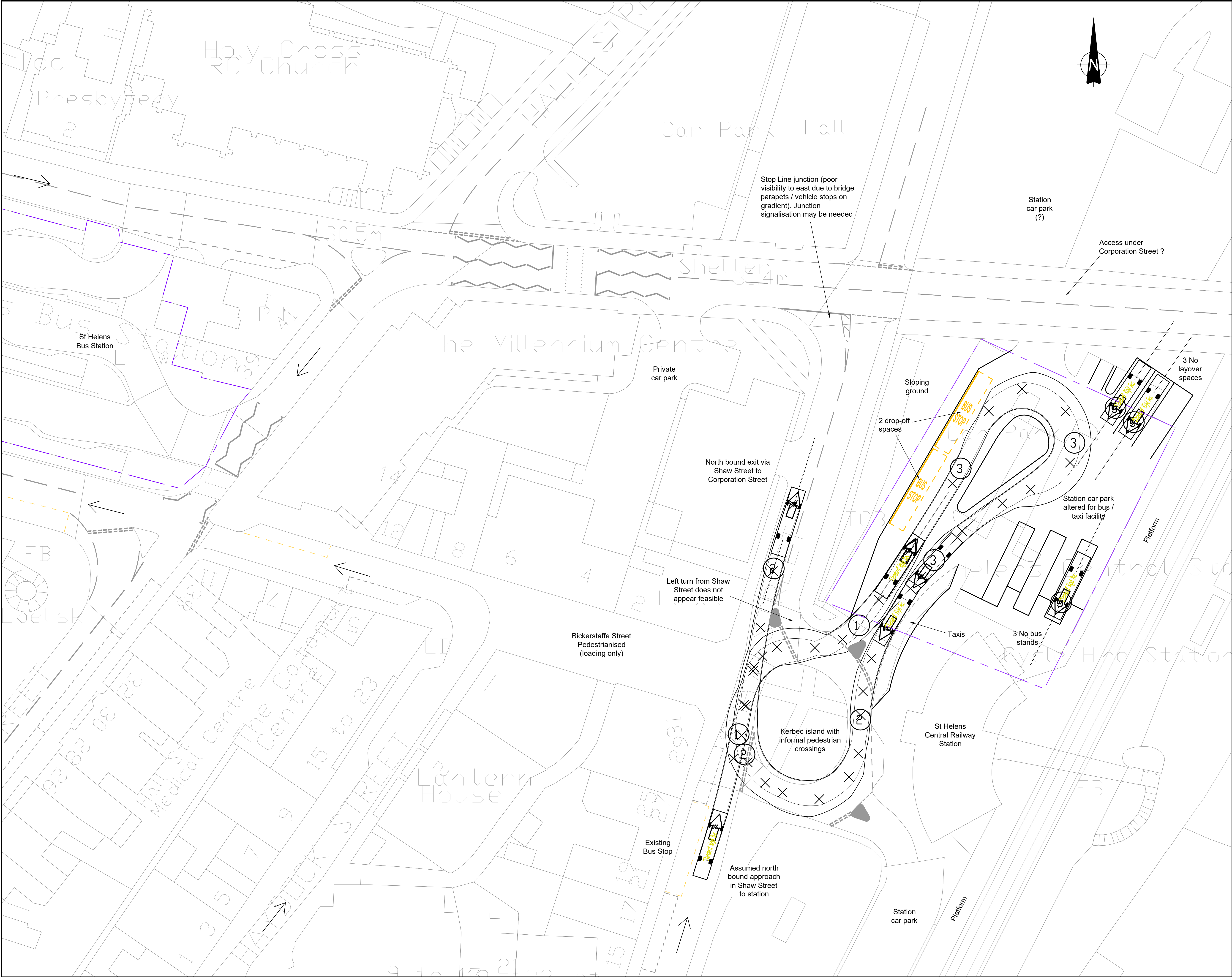
PRELIMINARY

|             |      |            |           |                                 |                                         |
|-------------|------|------------|-----------|---------------------------------|-----------------------------------------|
| Designed by | AS   | Checked by | RB        | Project No                      | WIE16157                                |
| Drawn by    | AS   | Date       | July 2020 | Computer File No                | WIE16157-SA-95-0304-St Helens St Mary's |
| Scales @ A1 |      | 1:250      |           | work to figured dimensions only |                                         |
| Publisher   | Zone | Category   | Number    | Revision                        |                                         |
| WIE         | SA   | 95         | 0304      | A01                             |                                         |



## **F. Plans Site '00' + '04' : Existing Bus Station with new Facility at Central Railway Station**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

Site 00  
Existing Bus Station

Site 04  
Central Station Site

SITE 04 new Site with retention of existing Bus Station - OPTION 1

- New bus station facility next to Central Railway Station
- Access from Shaw Street
- Existing priorities maintained on highways
- 5 no. bus stands provided
- 3 no. layover spaces provided
- Pedestrian access to Central Bus Station via Bickerstaffe Street (pedestrianised), approx 160m walk
- Existing amenities available in Central Railway Station

GENERAL NOTES

1. The existing station car park contains 68 No car parking spaces, inclusive of 7 No. disabled and 2 No. electric car charging spaces (numbers TBC).

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 3        | -      | 3        |
| Corporation St (kerb side)     | 2        | -      | 2        |
| Central Railway Station        | 0        | + 5    | 5        |
| Total                          | 14       |        | 19       |

|                                                                                                                                              |          |             |                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|-------------------------------------------------------------------|
| A01                                                                                                                                          | 03.08.20 | First Issue | AS                                                                |
| Rev                                                                                                                                          | Date     | Description | By                                                                |
| Amendments                                                                                                                                   |          |             |                                                                   |
| Project                                                                                                                                      |          |             |                                                                   |
| St Helens Bus                                                                                                                                |          |             |                                                                   |
| Title                                                                                                                                        |          |             |                                                                   |
| St. Helens Bus Station<br>Existing Bus Station + Central Station                                                                             |          |             |                                                                   |
| Client                                                                                                                                       |          |             |                                                                   |
| Merseytravel & Liverpool City Region                                                                                                         |          |             |                                                                   |
| Waterman                                                                                                                                     |          |             |                                                                   |
| 2nd Floor South Central 11 Peter Street Manchester M2 5QR<br>t 0161 839 8392 f 0161 839 8394<br>mail@watermangroup.com www.watermangroup.com |          |             |                                                                   |
| Drawing Status                                                                                                                               |          |             |                                                                   |
| PRELIMINARY                                                                                                                                  |          |             |                                                                   |
| Designed by                                                                                                                                  | AS       | Checked by  | RB                                                                |
| Drawn by                                                                                                                                     | AS       | Date        | July 2020                                                         |
| Scales @ A1<br>work to figured dimensions only                                                                                               |          | 1:300       | Computer File No<br>WIE16157-SA-85-0401-St Helens Central Station |
| Publisher                                                                                                                                    | Zone     | Category    | Number                                                            |
| WIE                                                                                                                                          | SA       | 95          | 0401                                                              |
| Revision                                                                                                                                     |          |             |                                                                   |
| A01                                                                                                                                          |          |             |                                                                   |

2521

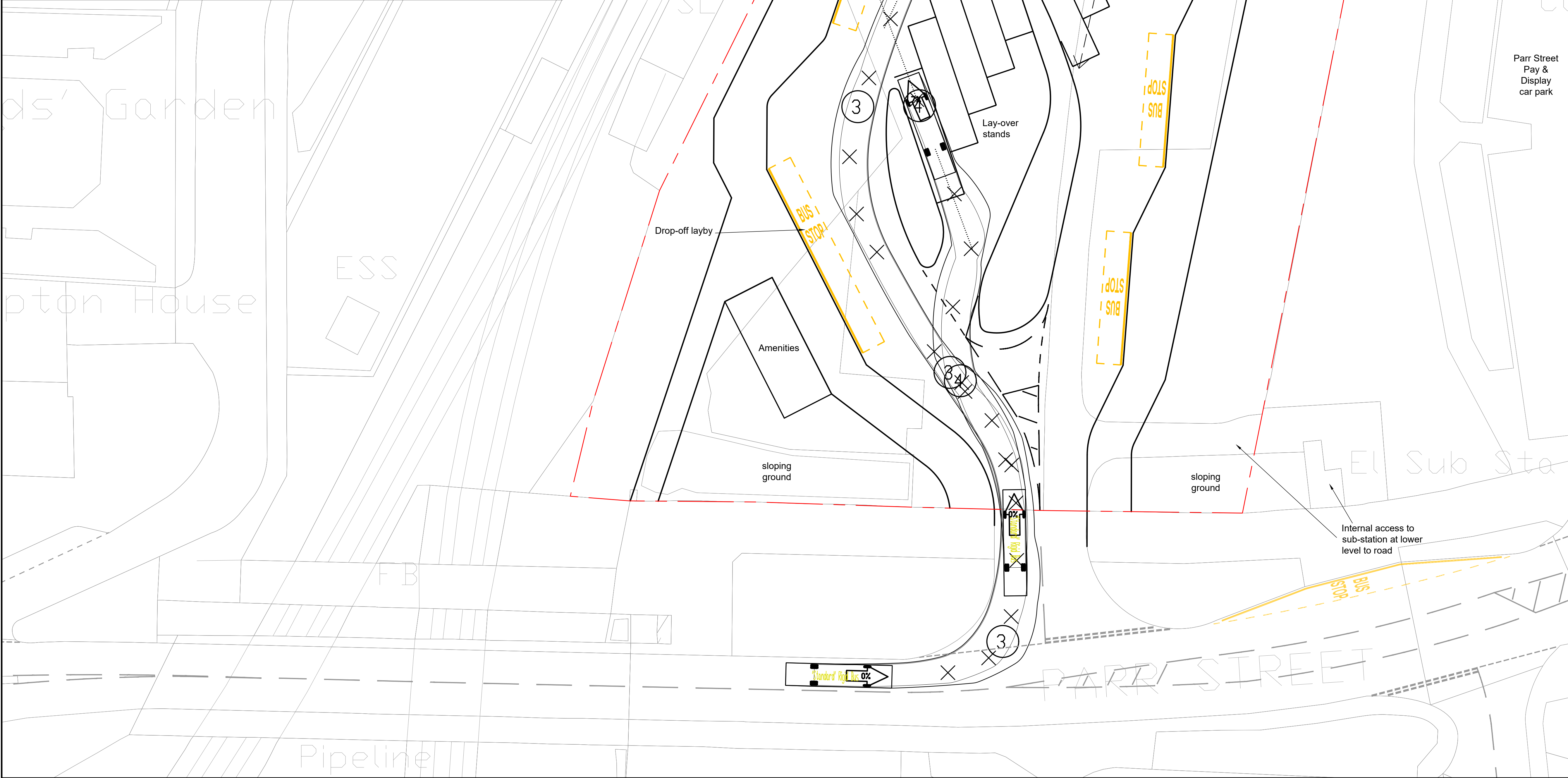
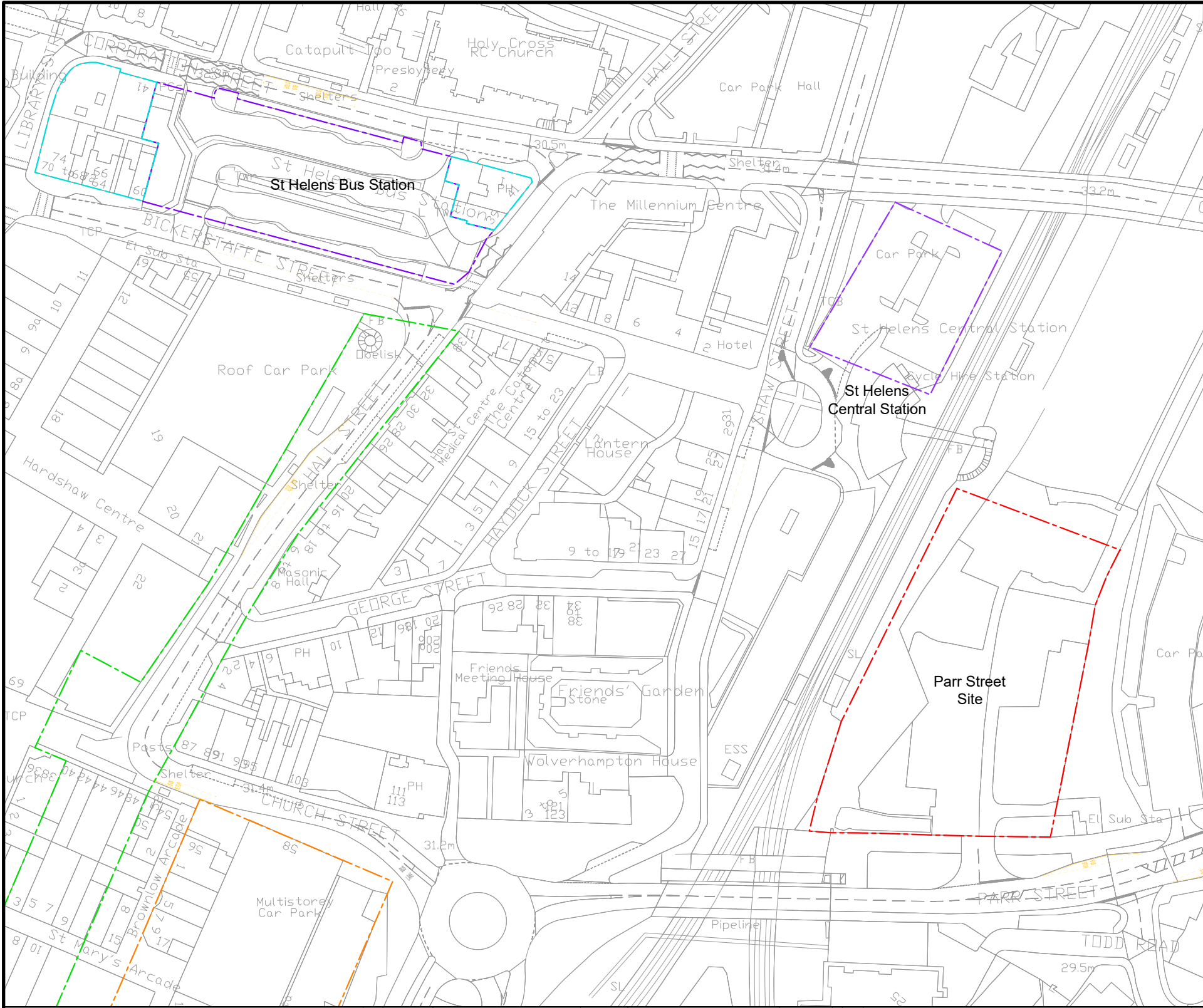
A1-Wat-S, Bndy\_Line SJ5095, Carls\_Area SJ5095, Carls\_Text SJ5095, Combined SJ5095, Topo\_Area SJ5095, Topo\_Line SJ5095

File Path: C:\Temp\Drawings\St Helens\Bauld\_C0406\_Highways\St Helens



**G. Plans Site '05' + '00' : Existing Bus Station with new Facility on Parr Street Site**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 1UG 1 020 7928 7888 1 020 7902 0992

**Site 00**  
Existing Bus Station

**Site 05**  
Parr Street Site

**SITE 05 new Site to operate in conjunction with existing Bus Station - OPTION 1**

- New bus station facility with one-way circulation serving 'saw tooth' bus stands
- Existing access point onto Highway network in Parr Street
- Existing priorities maintained on highways
- 7 no. bus stands / drop-off provided
- 10 no. layover spaces provided
- Potential pedestrian link to Central Railway Station via platform footbridge
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |           |        |           |
|--------------------------------|-----------|--------|-----------|
| Bus Station                    | Existing  | Change | Proposed  |
| Bickerstaffe St (kerb side)    | 3         | -      | 3         |
| Corporation St (kerb side)     | 2         | -      | 2         |
| Parr Street Site               | 0         | + 7    | 7         |
| <b>Total</b>                   | <b>14</b> |        | <b>21</b> |

| Rev | Date     | Description | By |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First Issue | AS |

Amendments

Project **St Helens Bus**

Title **St. Helens Bus Station  
Existing Bus Station + Parr Street Site  
Option 1**

Client **Merseytravel & Liverpool City Region**

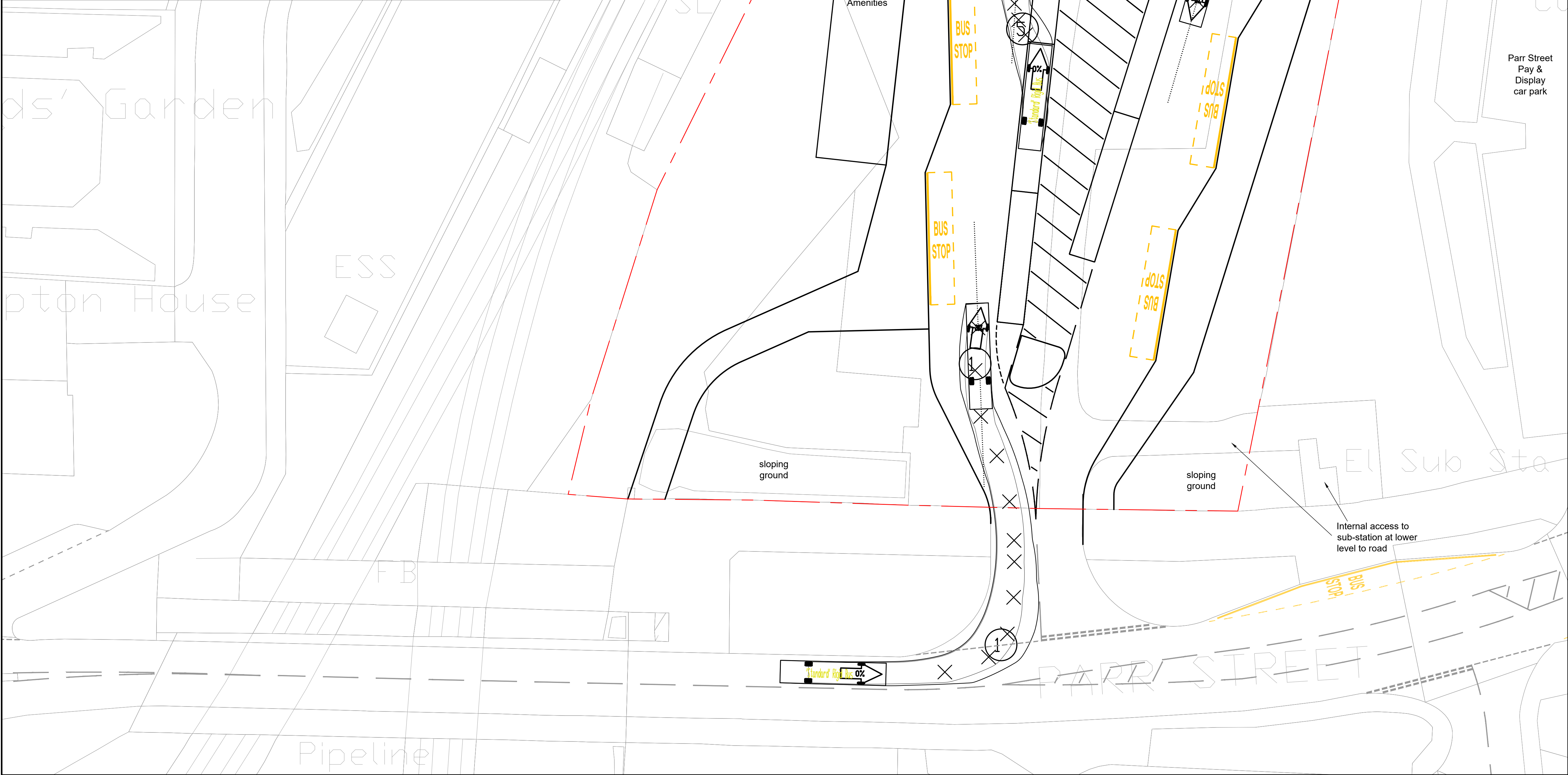
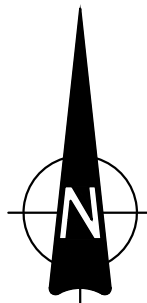
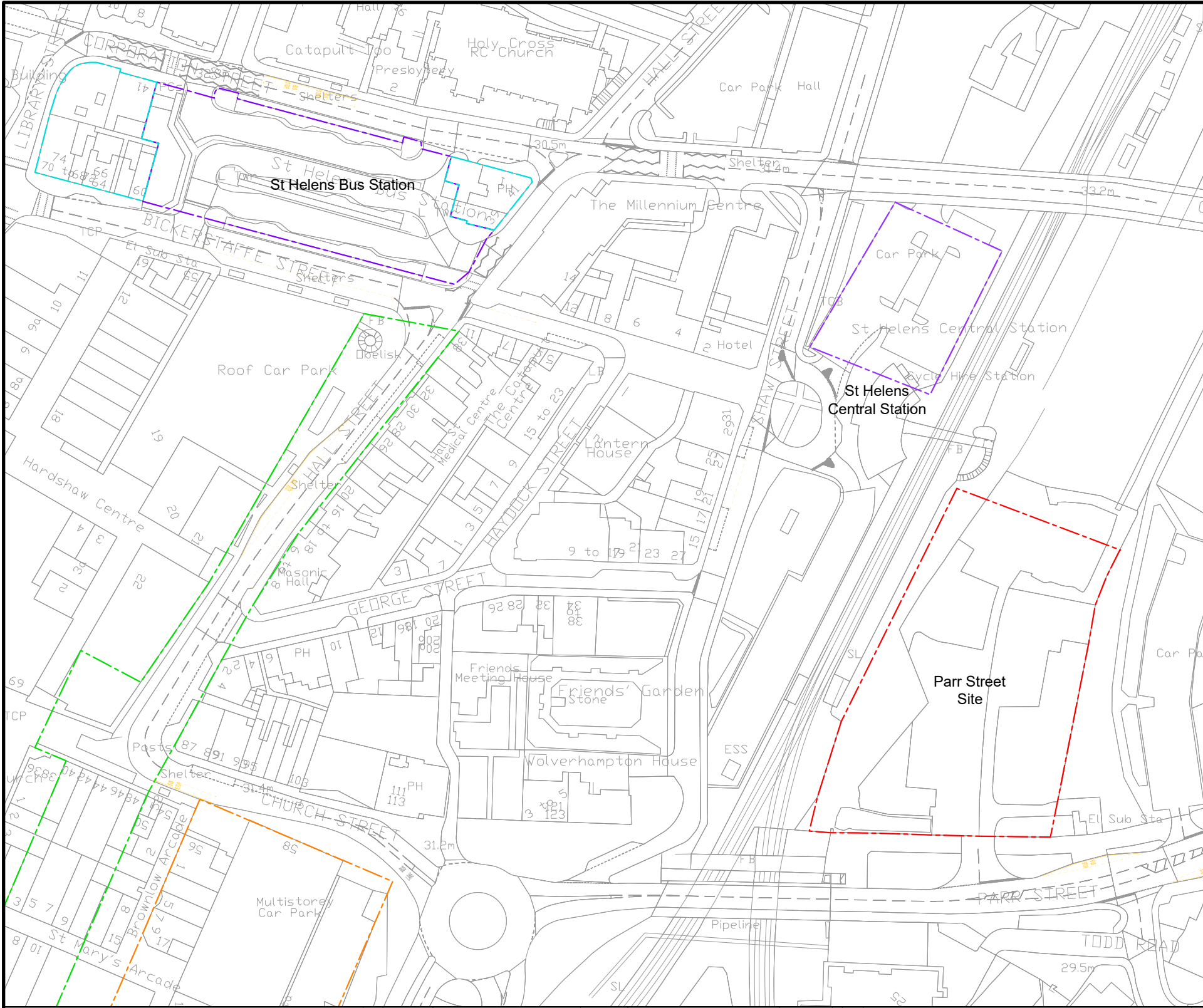
**Waterman**

**2nd Floor South Central 11 Peter Street Manchester M2 5QR**  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

Drawing Status **PRELIMINARY**

| Designed by | AS                              | Checked by | RB        | Project No       | WIE16157                                  |
|-------------|---------------------------------|------------|-----------|------------------|-------------------------------------------|
| Drawn by    | AS                              | Date       | July 2020 | Computer File No | WIE16157-SA-95-0501-St Helens Parr Street |
| Scales @ A1 | work to figured dimensions only | 1:250      |           |                  |                                           |
| Publisher   | WIE                             | Zone       | SA        | Category         | 95                                        |
| Number      | 0501                            | Revision   | A01       |                  |                                           |





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, related or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited

Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

 Site 00  
Existing Bus Station

 Site 05  
Parr Street Site

- SITE 05 new Site to operate in conjunction with existing Bus Station - OPTION 2
- New bus station facility with one-way circulation serving 'saw tooth' bus stands
  - Existing access point onto Highway network in Parr Street
  - Existing priorities maintained on highways
  - 6 no. bus stands / drop-off provided
  - 7 no. layover spaces provided
  - Potential pedestrian link to Central Railway Station via platform footbridge
  - Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |          |        |          |
|--------------------------------|----------|--------|----------|
| Bus Station                    | Existing | Change | Proposed |
| Bickerstaffe St (kerb side)    | 9        | -      | 9        |
| Corporation St (kerb side)     | 3        | -      | 3        |
| Parr Street Site               | 0        | + 6    | 6        |
| Total                          | 14       |        | 20       |

|     |          |             |    |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |
| Rev | Date     | Description | By |

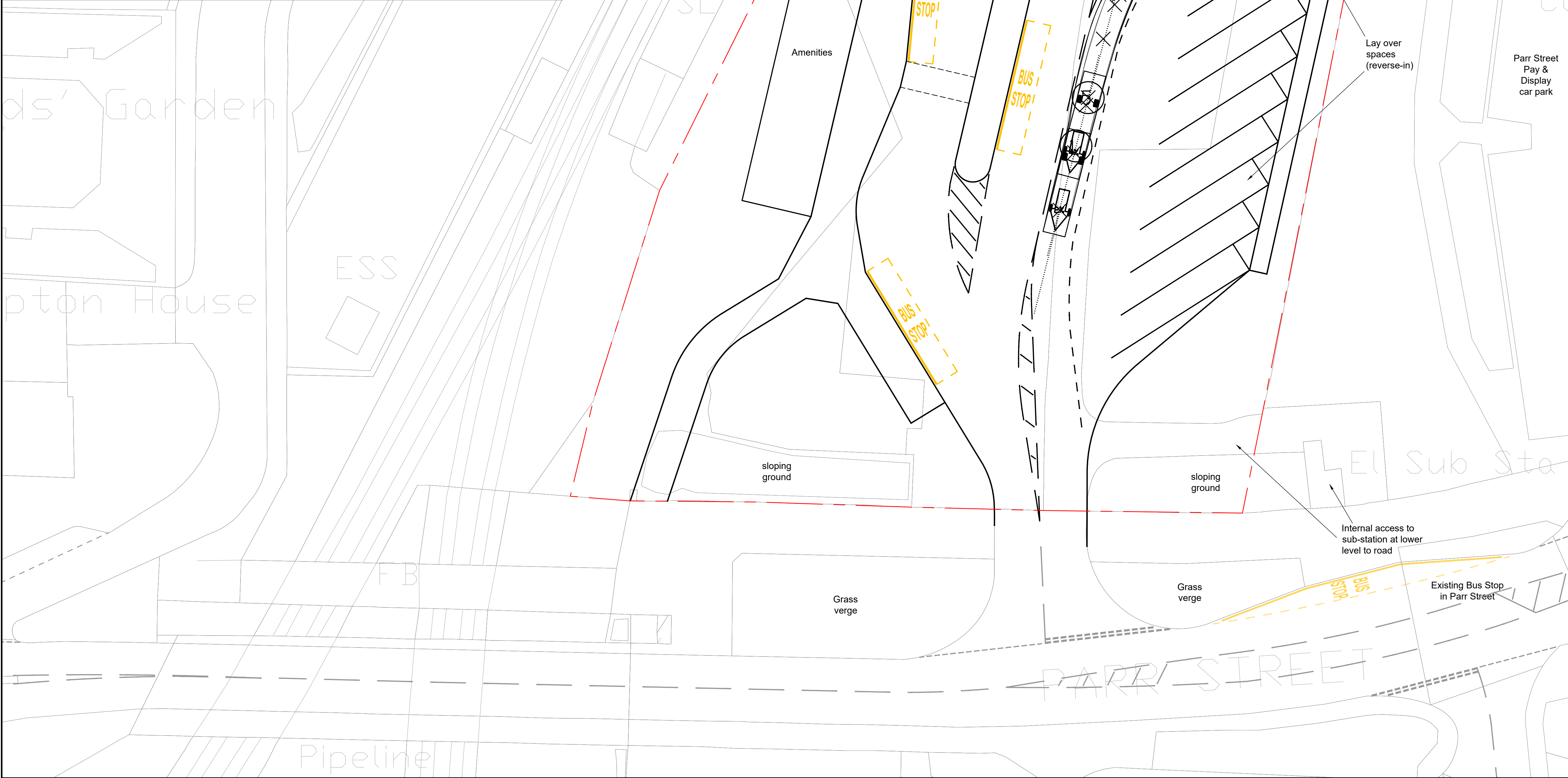
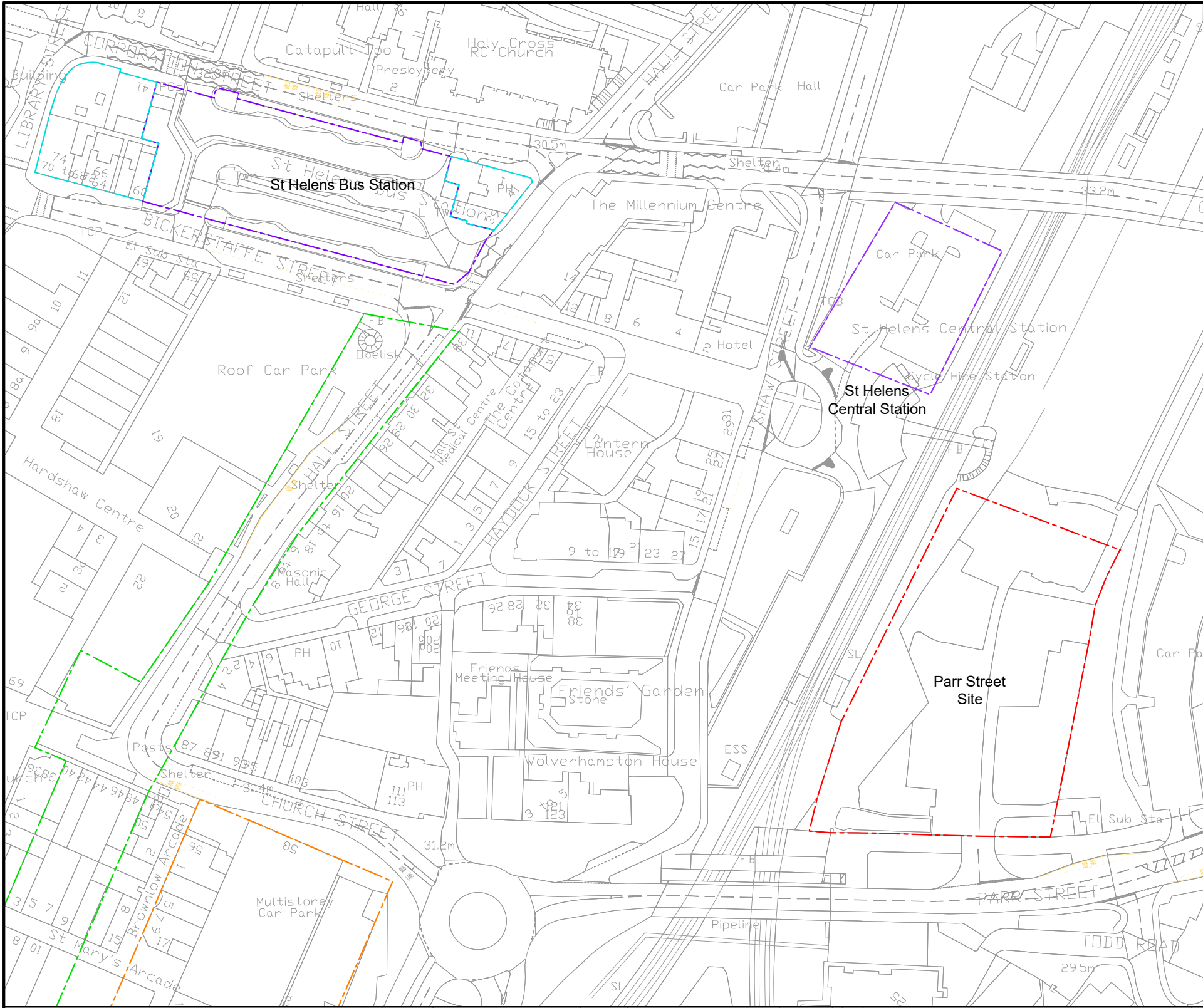
| Amendments                                                                    |  |  |  |
|-------------------------------------------------------------------------------|--|--|--|
| Project                                                                       |  |  |  |
| St Helens Bus                                                                 |  |  |  |
| Title                                                                         |  |  |  |
| St. Helens Bus Station<br>Existing Bus Station + Parr Street Site<br>Option 2 |  |  |  |
| Client                                                                        |  |  |  |
| Merseytravel & Liverpool City Region                                          |  |  |  |



2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

| Drawing Status                                 |      |            |           |                  |                                           |
|------------------------------------------------|------|------------|-----------|------------------|-------------------------------------------|
| PRELIMINARY                                    |      |            |           |                  |                                           |
| Designed by                                    | AS   | Checked by | RB        | Project No       | WIE16157                                  |
| Drawn by                                       | AS   | Date       | July 2020 | Computer File No | WIE16157-SA-95-0502-St Helens Parr St.dwg |
| Scales @ A1<br>work to figured dimensions only |      | 1:250      |           |                  |                                           |
| Publisher                                      | Zone | Category   | Number    | Revision         |                                           |
| WIE                                            | SA   | 95         | 0502      | A01              |                                           |





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, related or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

**Site 00**  
Existing Bus Station

**Site 05**  
Parr Street Site

**SITE 05 new Site to operate in conjunction with existing Bus Station - OPTION 3**

- New bus station facility with one-way circulation serving 'saw tooth' bus stands
- Existing access point onto Highway network in Parr Street
- Existing priorities maintained on highways
- 5 no. bus stands / drop-off provided
- 10 no. layover spaces provided
- Potential pedestrian link to Central Railway Station via platform footbridge
- Space available for Information / shops / Staff amenities

| SUMMARY - Number of Bus Stands |           |        |           |
|--------------------------------|-----------|--------|-----------|
| Bus Station                    | Existing  | Change | Proposed  |
| Bickerstaffe St (kerb side)    | 3         | -      | 3         |
| Corporation St (kerb side)     | 2         | -      | 2         |
| Parr Street Site               | 0         | + 5    | 5         |
| <b>Total</b>                   | <b>14</b> |        | <b>19</b> |

| Rev | Date     | Description | By |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |

Amendments

Project  
**St Helens Bus**

Title  
**St. Helens Bus Station  
Existing Bus Station + Parr Street Site  
Option 3**

Client  
Merseytravel & Liverpool City Region

**waterman**

**2nd Floor South Central 11 Peter Street Manchester M2 5QR**  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

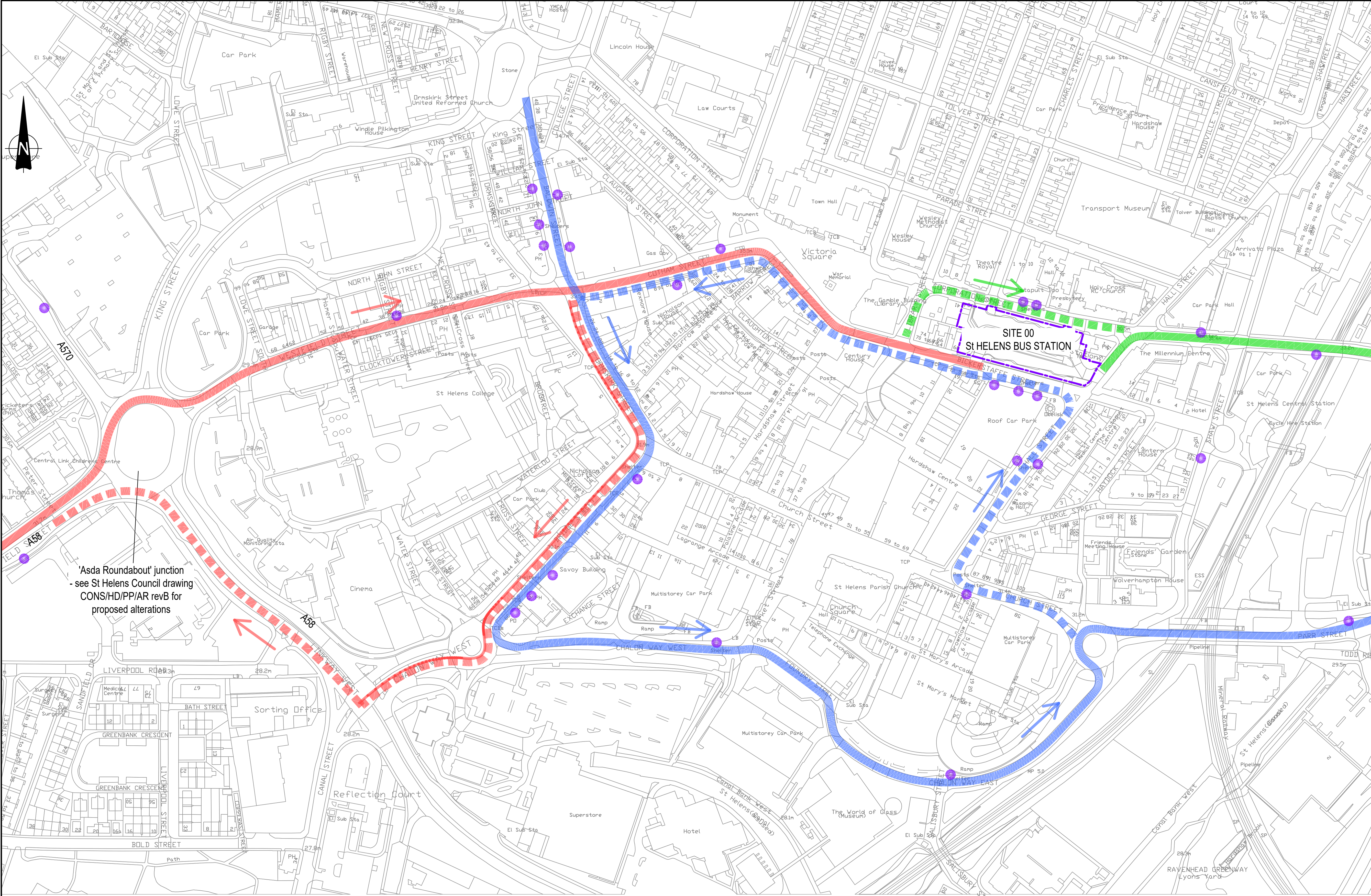
Drawing Status  
**PRELIMINARY**

| Designed by | AS                              | Checked by | RB        | Project No       | WIE16157                                  |
|-------------|---------------------------------|------------|-----------|------------------|-------------------------------------------|
| Drawn by    | AS                              | Date       | July 2020 | Computer File No | WIE16157-SA-95-0503-St Helens Parr St.dwg |
| Scales @ A1 | work to figured dimensions only | 1:250      |           |                  |                                           |
| Publisher   | Zone                            | Category   | Number    | Revision         |                                           |
| WIE         | SA                              | 95         | 0503      | A01              |                                           |



## **H. Plans Bus Service Routing Plans**





This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited  
Pittfields Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

**KEY**

- West Route into St Helens
- West Route (return route)
- North - South Route
- North - South Route (return route)
- East Route into St Helens
- East Route (return route)
- Bus Stop (kerb side)

| A01                                                              | 03.08.20 | First issue | AS |
|------------------------------------------------------------------|----------|-------------|----|
| Rev                                                              | Date     | Description | By |
| Amendments                                                       |          |             |    |
| Project                                                          |          |             |    |
| St Helens Bus                                                    |          |             |    |
| Title                                                            |          |             |    |
| St. Helens Bus Routes<br>Main City Centre<br>Bus Routes Existing |          |             |    |
| Client                                                           |          |             |    |
| Merseytravel & Liverpool City Region                             |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR

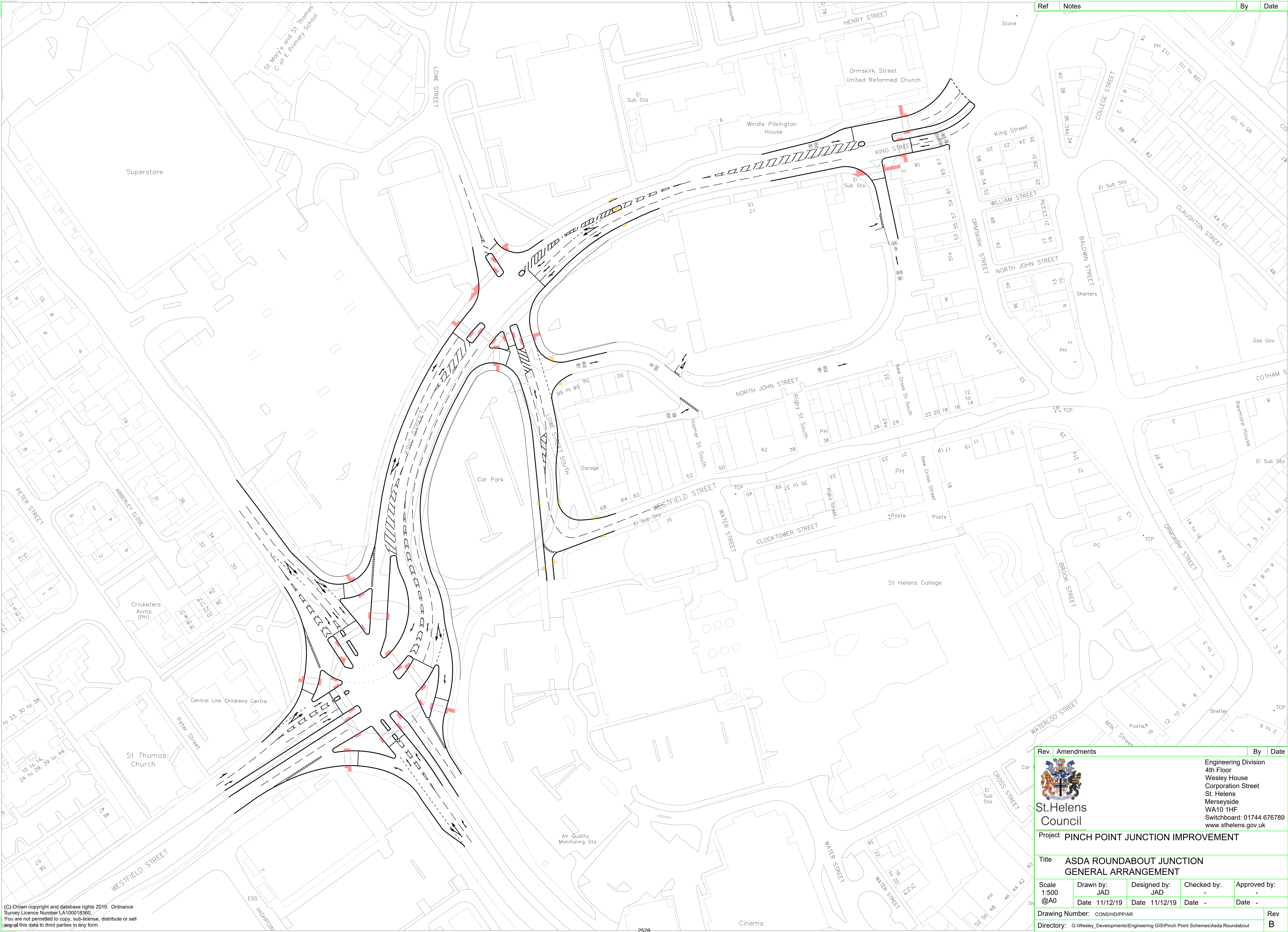
1 0161 839 8392 f 0161 839 8394  
mail@watermargroup.com www.watermargroup.com

Drawing Status

**PRELIMINARY**

|             |      |            |                                                                     |                  |          |
|-------------|------|------------|---------------------------------------------------------------------|------------------|----------|
| Designed by | AS   | Checked by | RB                                                                  | Project No       | WIE16157 |
| Drawn by    | AS   | Date       | July 2020                                                           | Computer File No |          |
| Scales @ A1 |      | 1:1500     | WIE16157-05-1002-St Helens Main City Centre Bus Routes Existing.dwg |                  |          |
| Publisher   | Zone | Category   | Number                                                              | Revision         |          |
| WIE         | SA   | 95         | 1002                                                                | A01              |          |





| Ref | Notes | By | Date |
|-----|-------|----|------|
|-----|-------|----|------|

| Rev. | Amendments | By | Date |
|------|------------|----|------|
|------|------------|----|------|

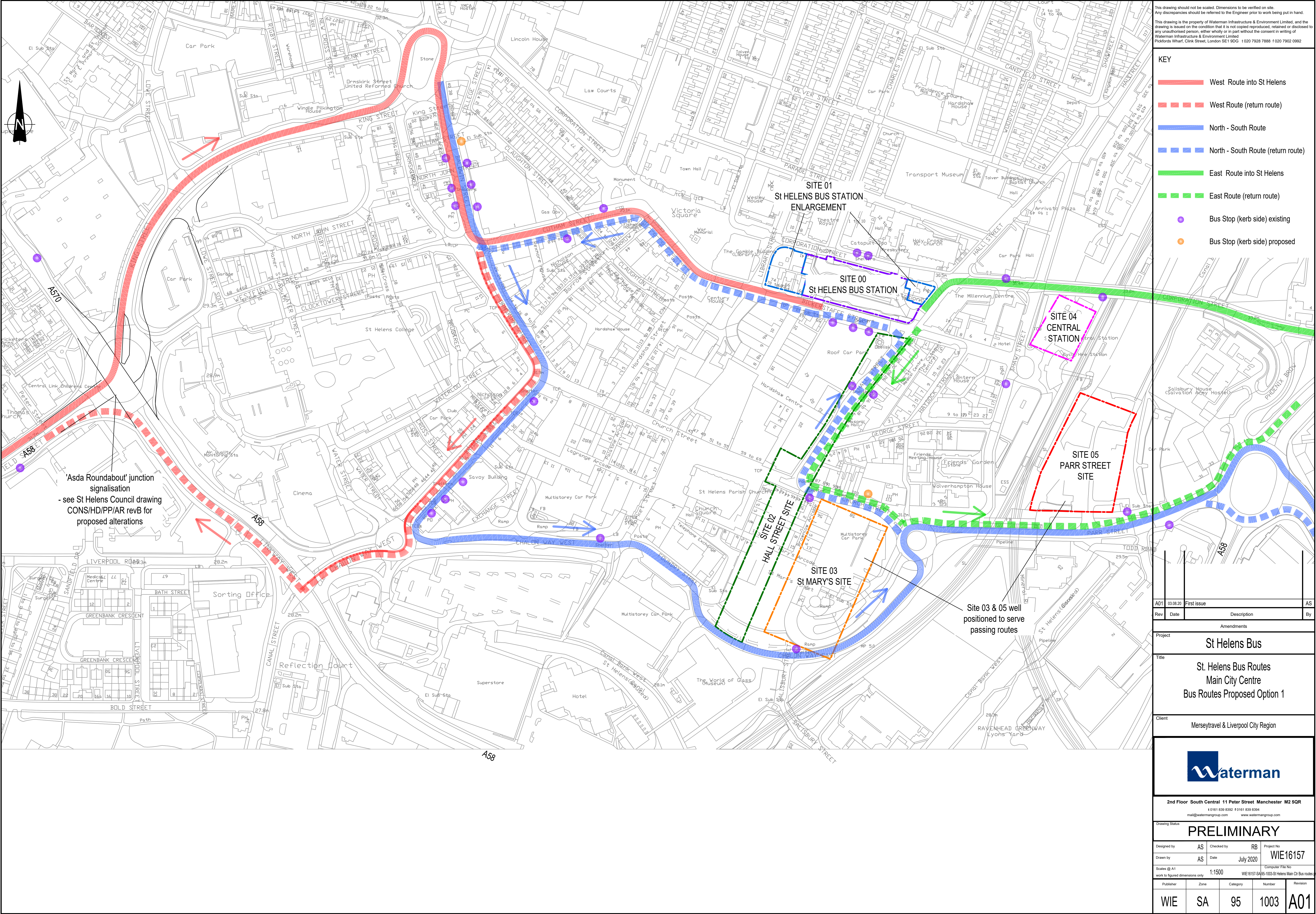


**St. Helens  
Council**

Engineering Division  
4th Floor  
Wesley House  
Corporation Street  
St. Helens  
Merseyside  
WA10 1HF  
Switchboard: 01744 676789  
www.sthelens.gov.uk

|                                                                                       |                  |                     |                  |                   |
|---------------------------------------------------------------------------------------|------------------|---------------------|------------------|-------------------|
| Project <b>PINCH POINT JUNCTION IMPROVEMENT</b>                                       |                  |                     |                  |                   |
| Title <b>ASDA ROUNDABOUT JUNCTION<br/>GENERAL ARRANGEMENT</b>                         |                  |                     |                  |                   |
| Scale<br>1:500<br>@A0                                                                 | Drawn by:<br>JAD | Designed by:<br>JAD | Checked by:<br>- | Approved by:<br>- |
|                                                                                       | Date 11/12/19    | Date 11/12/19       | Date -           | Date -            |
| Drawing Number: CONS/HD/PP/AR                                                         |                  |                     |                  | Rev<br>B          |
| Directory: G:\Wesley_Developments\Engineering GIS\Pinch Point Schemes\Asda Roundabout |                  |                     |                  |                   |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.  
This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited.  
Preston Road, Clifton, Clifton, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

**KEY**

- West Route into St Helens
- West Route (return route)
- North - South Route
- North - South Route (return route)
- East Route into St Helens
- East Route (return route)
- Bus Stop (kerb side) existing
- Bus Stop (kerb side) proposed

**Site 03 & 05 well positioned to serve passing routes**

| Rev | Date     | Description | By |
|-----|----------|-------------|----|
| A01 | 03.08.20 | First issue | AS |

**Amendments**

| Project       | Title                                                                     | Client                               |
|---------------|---------------------------------------------------------------------------|--------------------------------------|
| St Helens Bus | St. Helens Bus Routes<br>Main City Centre<br>Bus Routes Proposed Option 1 | Merseytravel & Liverpool City Region |

**Waterman**

2nd Floor South Central 11 Peter Street Manchester M2 5QR  
t 0161 839 8392 f 0161 839 8394  
mail@watermangroup.com www.watermangroup.com

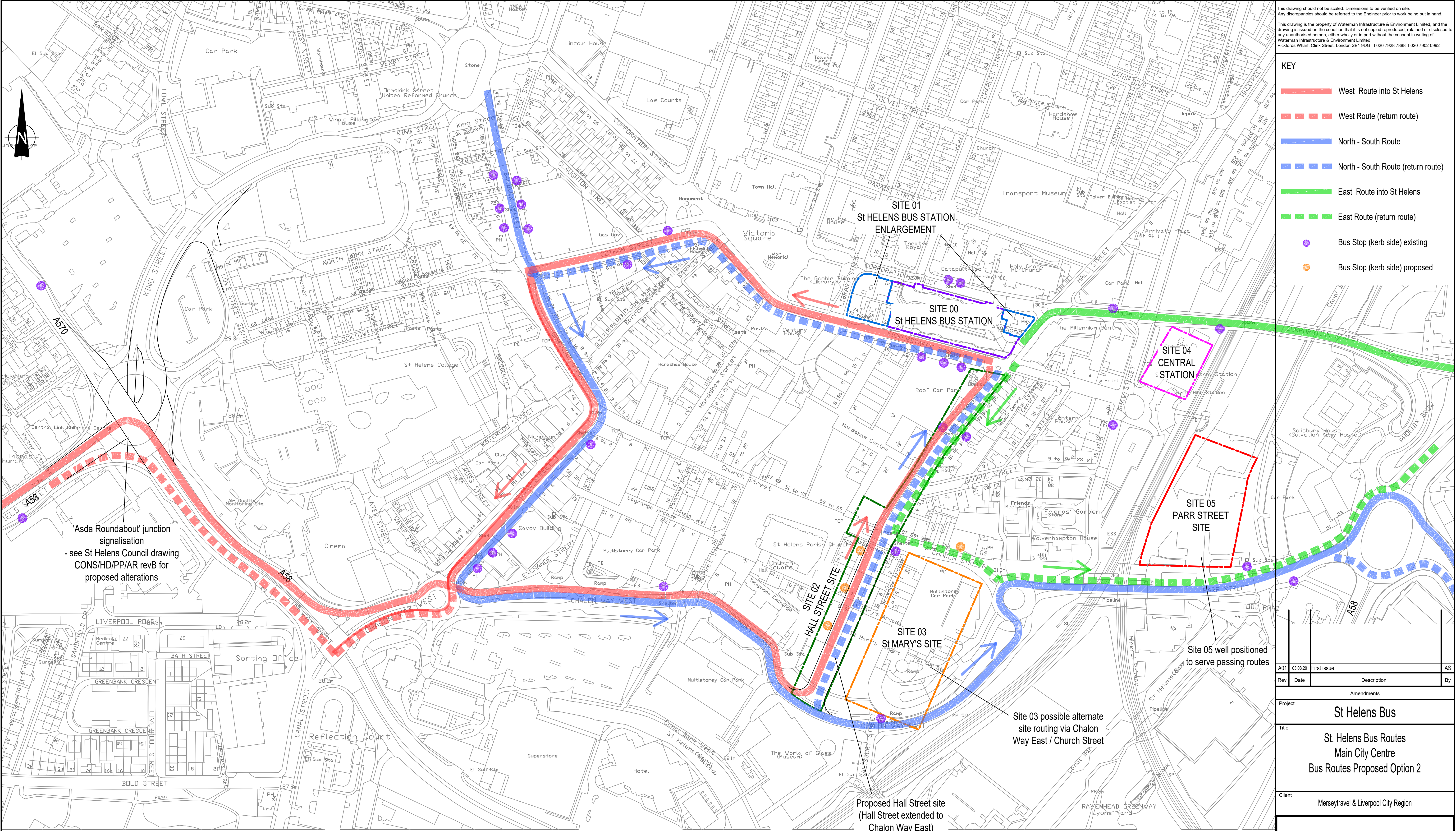
Drawing Status: **PRELIMINARY**

| Designed by | AS | Checked by | RB        | Project No |
|-------------|----|------------|-----------|------------|
| Drawn by    | AS | Date       | July 2020 | WIE16157   |

Scales @ A1: 1:1500  
work to figured dimensions only

| Publisher | Zone | Category | Number | Revision |
|-----------|------|----------|--------|----------|
| WIE       | SA   | 95       | 1003   | A01      |





This drawing should not be scaled. Dimensions to be verified on site.  
Any discrepancies should be referred to the Engineer prior to work being put in hand.  
This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited.  
Preston Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 020 7902 0992

- KEY**
- West Route into St Helens
  - West Route (return route)
  - North - South Route
  - North - South Route (return route)
  - East Route into St Helens
  - East Route (return route)
  - Bus Stop (kerb side) existing
  - Bus Stop (kerb side) proposed

|                                                                           |          |             |    |
|---------------------------------------------------------------------------|----------|-------------|----|
| A01                                                                       | 03.08.20 | First issue | AS |
| Rev                                                                       | Date     | Description | By |
| Amendments                                                                |          |             |    |
| Project                                                                   |          |             |    |
| St Helens Bus                                                             |          |             |    |
| Title                                                                     |          |             |    |
| St. Helens Bus Routes<br>Main City Centre<br>Bus Routes Proposed Option 2 |          |             |    |
| Client                                                                    |          |             |    |
| Merseytravel & Liverpool City Region                                      |          |             |    |

2nd Floor South Central 11 Peter Street Manchester M2 5QR

0161 839 8392 F 0161 839 8394

mail@watermargroup.com www.watermargroup.com

Drawing Status

**PRELIMINARY**

|             |                                 |            |           |                  |                                                                  |
|-------------|---------------------------------|------------|-----------|------------------|------------------------------------------------------------------|
| Designed by | AS                              | Checked by | RB        | Project No       | WIE16157                                                         |
| Drawn by    | AS                              | Date       | July 2020 | Computer File No | WIE16157-SH-05-1004-St Helens Main City Bus routes proposed2.dwg |
| Scales @ A1 | work to figured dimensions only | 1:1500     |           |                  |                                                                  |
| Publisher   | Zone                            | Category   | Number    | Revision         |                                                                  |
| WIE         | SA                              | 95         | 1004      | A01              |                                                                  |