

APPENDIX IX TRANSPORT ASSESSMENT (MAY 2021)

Proposed Residential Development
Chapel Lane, Sutton Manor, St. Helens

LOVELL

Transport Assessment

May 2021





REPORT

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Croft have been instructed by Lovell to advise on the traffic and transport issues relating to a residential development on land off Chapel Lane in Sutton Manor, St Helens [the Site].
- 1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to support the release of the site from Green Belt and allocation of the site for housing in the new St Helen's Local Plan.
- 1.1.3 The proposals will provide approximately 150 dwellings accessed via Chapel Lane and Walkers Lane. Given the scale of the proposals, a Transport Assessment and Travel Plan have been prepared in accordance with Department for Transport (DfT) thresholds of assessment.
- 1.1.4 Following this introduction, Section 2 of the report presents the existing development site and discusses the development proposals including vehicular access.
- 1.1.5 Section 3 discusses national and local planning policy and Section 4 discusses the accessibility of the site by non-car modes, including walking, cycling and public transport.
- 1.1.6 Section 5 discusses how sustainable travel choices will be promoted and Section 6 considers the trip generation and traffic impact assessment of the proposals on the local highway network.
- 1.1.7 Section 7 presents provides an analysis of road safety and finally, Section 8 draws together the report's findings and conclusions.



2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The Site is located within the urban area of St Helens, on the edge of the suburb of Sutton Manor. It is approximately 4-kilometres to the south of St Helens' town centre and is surrounded by a mix of existing residential development and un-developed land. It extends to approximately 7.29ha. It currently comprises vacant agricultural land. The location of the site is shown on **Plan 1**.

2.1.2 The site is broadly bordered to the north by residential properties fronting Walkers Lane, to the east by Shakespeare Road and un-developed land, to the south by a wooded area, and to the west by Chapel Lane.

2.1.3 There is currently no formal vehicular access point into the site, however, vehicular access can be achieved at two locations, namely Walkers Lane and Chapel Lane.

2.2 Development Proposals

2.2.1 The proposals would provide approximately 150no. dwellings and associated infrastructure.

2.2.2 The development will be accessed via a new priority-controlled junction off Chapel Lane and via a continuation of Forest Green Way, an existing residential access point, off Walkers Lane.

2.2.3 An initial draft site layout has been prepared and is shown in **Plan 2**.

2.3 Vehicular Access

- 2.3.1 The development will be accessed from Chapel Lane by a new priority-controlled junction with 5.5-metre wide access road, with 2-metre wide footways on either side and 10-metre entry radii. 2.4 x 43m visibility splays are achievable from the proposed access.
- 2.3.2 A small number of properties will be accessed directly from Chapel Lane via direct driveway access. 2.4 x 43m visibility splays are also achievable from the proposed driveway access points.
- 2.3.3 A secondary access point into the site is proposed via Forest Green Way. Forest Green Way currently serves approximately 16 existing dwellings and forms a priority junction with Walkers Lane. Forest Green Way has a carriageway width of around 5.5-metres with 2.0-metre footways on both sides. As part of the development proposals the existing Forest Green Way carriageway will be extended into the site to serve as an additional secondary access into the site.
- 2.3.4 The existing junction of Walkers Lane/Forest Green Road is located approximately 35-metres from the mini-roundabout junction of Walkers Lane/Forest Road. The junction provides adequate visibility and 6-metre radii with Walkers Lane.
- 2.3.5 The vehicular access proposals are shown on **Plan 3**.

2.4 Parking

- 2.4.1 The St. Helens Supplementary Planning Document – New Residential Development, specifies the following maximum parking provision for new housing located outside of the town centre:

Houses

- 2 spaces per dwelling;
- 1 cycle parking space per dwelling (allocated); and
- 1 communal cycle parking space per dwelling.

2.4.2 The site layout provides all dwellings with 2 parking spaces per dwelling .

2.4.3 It is therefore considered that the proposed parking provision is appropriate for the development.

2.4.4 Indeed, as will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car

2.5 Servicing and Emergency Access

2.5.1 Servicing access will be via the new access points off Chapel Lane and Forest Green Way. Vehicle swept-path tracking has been undertaken for a refuse collection vehicle, of the type used by St. Helens Council, as shown in **Plan 4**, demonstrating that all the development can be accessed by a St. Helens refuse vehicle.

2.6 Pedestrian and Cycle Access

2.6.1 Pedestrian and cycle access will be available via the vehicular access points off Chapel Lane and Walkers Lane as well as a link to Shakespeare Road.



- 2.6.2 The site layout has been designed to encourage low traffic speeds of 20mph which will enable pedestrian and cyclists to safely use the internal site roads.



3 RELEVANT PLANNING POLICY

3.1 Introduction

3.1.1 This section of the TA reviews the relevant national and local transport planning policy and guidance documents in the context of the proposed development.

3.1.2 It will focus on the National Planning Policy Framework (NPPF), which was first published in March 2012 and updated in February 2019 and sets out the Government's planning policies for achieving sustainable development. It will also refer to National Planning Practice Guidance.

3.1.3 Local planning policy is taken from St. Helens Borough Local Plan-submission draft and the Liverpool City Region Combined Authority Combined Authority Transport Plan.

3.2 National Planning Policy Framework (NPPF)

3.2.1 The Ministry of Housing, Communities and Local Government (MHCLG) updated its National Planning Policy Framework (NPPF) in February 2019.

3.2.2 The NPPF continues to provide guidance on the same key themes for Local Authorities when preparing Development Plans and associated Policies, with a presumption in favour of sustainable development unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole.

3.2.3 However, the three key objectives in the updated NPPF include:



- *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;*
- *to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land.*

3.2.4 At the heart of NPPF is 'a presumption in favour of sustainable development' (Paragraph 11).

3.2.5 The revised NPPF provides more guidance on how Local Authorities should form Development Plans, policies and the decision-making process. Greater emphasis is placed on early consultation and the addressing of location, provision and design issues during the planning stages in order to ensure high-quality sustainable developments are brought forward, rather than applying numerous planning conditions to planning decisions.

3.2.6 Local authorities are expected to grant permission, for proposals that accord with an up-to-date development plan without delay.

3.2.7 Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:



i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3.2.8 The NPPF goes on to consider parking provision, stating in paragraph 106 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. *In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.'*

3.2.9 In determining planning proposals, paragraph 108 of the NPPF states:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*



3.2.10 The NPPF states in paragraph 34:

'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.'

3.2.11 Paragraph 59 goes on to state:

'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.'

3.2.12 Paragraph 109 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.2.13 Developments are required to provide and promote pedestrian and cyclist movements as a priority, facilitate access to public transport services and maximise the catchment areas for bus and other public transport services.

3.2.14 Developments should be located and designed where practical to:



- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

3.2.15 The location of the proposed development close to a number of local amenities (as described in Section 5.2 of this TA), in accordance with the guidance contained within paragraph 20, which states that:

'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- a) *housing (including affordable housing), employment, retail, leisure and other commercial development;*



- b) *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c) *community facilities (such as health, education and cultural infrastructure); and*
- d) *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation’.*

3.2.16 It is therefore concluded that as the development is located a short distance from a range of local amenities, is accessible by public transport and has been designed in accordance with the guidance contained within Manual for Streets, it is considered that the proposed development accords with the aims and objectives of the Framework.

3.2.17 Paragraph 102 of the NPPF states:

‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*



d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

3.2.18 With regard to sustainable transport the NPPF goes on to state in paragraph 103 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

3.2.19 It is demonstrated in the subsequent sections of this TA that the site is located close to good pedestrian links and public transport networks and is therefore ideally situated to encourage trips by sustainable modes of travel.

3.2.20 Furthermore, the report also demonstrates that the proposals will not have a material impact on the adjoining highway network.

3.2.21 It is therefore clear from the NPPF that development:

- Should be assessed with a presumption in favour of approval.
- Should be capable of being accessed satisfactorily with safe and suitable access provided for all.



- Should be sustainable, with preference given to accessibility by sustainable modes of transport.

3.3 National Planning Practice Guidance

3.3.1 The National Planning Practice Guidance (NPPG) web-based resource was published on 6 March 2014 by the Department for Communities and Local Government, now MHCLG.

3.3.2 This resource collates relevant planning practice guidance and provides links between the NPPF and relevant legislation and guidance.

3.3.3 In terms of transportation, the guidance on 'Travel Plans, Transport Assessments and Statements in Decision-Taking' is relevant to the proposals.

3.3.4 It essentially replaces the DFT's 'Guidance on Transport Assessment' (2007) and states in Paragraph 005 that:

'Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.'

'Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be grounds for refusal, in accordance with the National Planning Policy Framework'.



- 3.3.5 Paragraph 014 provides guidance on establishing the need and scope of a Transport Assessment or Statements.
- 3.3.6 It states that *'The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may positively influence the overall nature or the detailed design of the development.'*
- 3.3.7 Paragraph 014 goes on to state that the key issues to consider at the start of preparing a Transport Assessment are as follows:
- The planning context of the development proposal;
 - Appropriate study parameters (i.e. area, scope and duration of study);
 - Assessment of public transport capacity, walking / cycling capacity and road network capacity;
 - Road trip generation and trip distribution methodologies and/or assumptions about the development proposal;
 - Measures to promote sustainable travel;
 - Safety implications of development; and
 - Mitigation measures (where applicable) – including scope and implementation strategy.



- 3.3.8 Regarding treatment of cumulative impact of development, the NPPG also states in Paragraph 014 that *'It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years)'.*

At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.'

- 3.3.9 The scope for preparing this TA is in line with current guidance and conforms to the principles outlined in the NPPG.

- 3.3.10 In addition, a Framework Travel Plan (FTP) (as a separate document) has been prepared within the context of the relevant guidance contained in the NPPG and accords with the following principles:

'Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)'. (Paragraph 003)

Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation'. (Paragraph 003)



The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and telecommuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.' (paragraph 005).

- 3.3.11 Based on the above, the proposed Travel Plan Framework has been prepared in tandem with this TA and addresses the potential for modal shift from private car use to sustainable transport modes.
- 3.3.12 It contains measures to encourage walking, cycling and public transport, thereby meeting the principals set out above.

3.4 St. Helens Borough Local Plan 2020-2035

- 3.4.1 The St Helens Borough Local Plan 2020 – 2035 Submission Draft (2019) was approved by St. Helens Borough Council in January 2019 and has now been submitted to the Planning Inspectorate for Examination.
- 3.4.2 The Local Plan sets out the framework for the growth and development of the Borough.
- 3.4.3 The Local Plan includes:
 - the vision and objectives for the development of the Borough up to and beyond 2035;
 - strategic policies guiding the amount, form and location of new development;
 - site allocations for new housing, employment and other forms of development; and



- local policies with additional requirements to guide the consideration of planning applications for new development, and details of where these will apply.

3.4.4 Chapter 3 of the plan relates to spatial vision of St. Helens Borough in 2035, stating:

"A range of high-quality new employment development will have taken place, making use of the Borough's excellent transport links and its location between Liverpool and Greater Manchester.... The Borough's housing will be well connected to employment areas, local facilities, attractions and green spaces in a way that will encourage walking, cycling and the use of public transport."

3.4.5 As discussed in Section 4 of this report and demonstrated in the Section 5, the proposed residential development is situated in an accessible location to provide opportunities for sustainable modes of transport, to a range of health, education, employment, retail and leisure facilities, supporting the spatial vision of the plan and meeting Strategic Objective 3.1 of the plan which states:

"Promoting Sustainable Transport - To improve access for all by facilitating sustainable transport choices, development in accessible locations, an integrated public transport network, and targeted improvements to the transport network."

3.4.6 Policy LPA02: Spatial Strategy states:

"New development will be directed to sustainable locations that are appropriate to its scale and nature and that will enable movements between homes, jobs and key services and facilities to be made by sustainable non-car modes of transport."



3.4.7 Again, the accessibility of the site to health, education, employment, retail and leisure facilities by sustainable modes is discussed and demonstrated in Sections 4 and 5 of this report, demonstrating the proposed developments compliance with this policy requirement.

3.4.8 The provision of a convenient, safe and sustainable transport network, and the delivery of improvements to the network, will be required in line with Policy LPA07 of the plan.

3.4.9 Policy LPA07: Transport and Travel states.

"The Council's strategic priorities for the transport network are to facilitate economic growth, enable good levels of accessibility between homes, jobs and services, improve air quality and minimise carbon emissions. To achieve these priorities, it will seek to:

- a) Secure the delivery of new or improved road, walking, cycling, and / or bus infrastructure where required;*
- b) Ensure that new development is sufficiently accessible by road transport, walking, cycling and public transport;*
- c) Secure improvements to existing motorway capacity and infrastructure with particular priority being given to the M6 Junction 23 and M62 Junction 7;*
- d) Improve the accessibility to jobs, homes and services by all modes of transport and protect opportunities to achieve such improvements*
- e) Secure the delivery of:*
 - i. a new station at Carr Mill;*
 - ii. any necessary improvements to local stations and rail lines;*



- iii. the proposed Skelmersdale Rail Link;*
- iv. and any infrastructure required to deliver HS2 or HS3 (Northern Powerhouse Rail); and*
- f) Protect former railway lines and corridors from development that could hinder their future re-use for sustainable modes of transport.*

All proposals for new development that would generate significant amounts of transport movement must be supported by a Transport Assessment or Transport Statement.

New development will only be permitted if it would:

- a) maintain the safe and efficient flow of traffic on the surrounding highway network. Development proposals will not be permitted where vehicle movements would cause severe harm to the highway network;*
- b) be located and designed to enable a suitable level of access (having regard to the scale and nature of the proposal) to existing and / or proposed public transport services;*
- c) provide appropriate provision of charging points for electric vehicles;*
- d) enable good levels of accessibility by walking and cycling between homes, jobs and services;*
- e) provide for safe and convenient pedestrian, cycle and vehicular access and movement to, from and within the development;*
- f) include adequate access arrangements for emergency, service and refuse collection vehicles;*



- 3.4.10 As previously discussed, this Transport Assessment has been prepared in support of the proposed residential development which will be accessible by sustainable modes of transport as demonstrated in Sections 4 and 5; and will have minimal impact upon the existing highway network in the area as demonstrated in Section 6. Consequently, it is considered the development proposals are considered to meet the St. Helens Borough Local Plan 2020-2035 Submission Draft policy requirements.

3.5 Liverpool City Region Combined Authority Combined Authority Transport Plan

- 3.5.1 Version 14 of the plan was approved on June 19th 2019 by the combined authority. The Transport Plan replaces the Combined Authority's "Transport Plan for Growth", from March 2015 but does not in itself replace the statutory Merseyside Local Transport Plan.

- 3.5.2 The plan presents the aims and objectives of the combined authority to improve the transport network and address associated issues such as maintenance backlogs, public transport capacity and environmental issues. No specific reference is made to the development location or the St. Helens area, though Priority Action 1.1 - Supporting A Clean, Inclusive Economy states:

"Transport investments will be commissioned and delivered in a way that supports the principle of the new mobility culture and inclusive economy.

This will include supporting social and economic growth in a way that improves accessibility and affordability, and also reduces reliance on personal car usage, and improves the health and wellbeing of the city region's residents, workforce and visitors."

- 3.5.3 Again, Sections 4 and 5 of this report demonstrate how the proposed development will be accessible by sustainable modes. Section 6 goes on to describe how sustainable travel will be encouraged through the delivery of a Travel Plan to meet the transport plan priority action requirement.

3.6 Planning Policy Summary

- 3.6.1 Reference to national guidance contained within NPPF has helped to establish that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.
- 3.6.2 The NPPF seeks to ensure access to all road users including pedestrians and cyclists, as well as delivering a scheme, which allows the promotion of travel by public transport to result in an encompassing strategy to provide a high-quality development whilst not compromising a high level of sustainability.
- 3.6.3 One of the key aims of local policy is to focus on the accessibility of a site by modes other than the private car to ensure that new development is located where a range of transport modes can access it. Locations which offer alternatives to the use of the private car should be encouraged.
- 3.6.4 The site is located to assist in delivering these aims and aspirations and has potential, through the implementation of the site Travel Plan to deliver a highly sustainable development in transport terms.
- 3.6.5 It can therefore be concluded that the development proposals fully conform to the main aims and aspirations of the wider and economic objectives of national and local policy.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 10 states that when making decisions, local authorities should ensure that:

'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.'

4.1.3 Paragraph 103 of the NPPF goes on to state:

4.1.4 *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

4.1.5 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.6 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus;
- accessibility by rail.

4.2 Access on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.

4.2.2 Existing footways are provided along Chapel Lane and Walkers Lane. These link to the wider pedestrian network.

4.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.



Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

4.2.5 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

4.2.6 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.7 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8, as summarised in **Table 4.3**.



Children under 8 Walk Distances	Children over 8 Walk Distances
3,200m	4,800m

Table 4.3 DfE Walk Distances to Schools

4.2.8 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.9 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.



85 th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200m/4,800m	1,600m	1,950m

Table 4.4 WYG Report/NTS Data Walk Distances

- 4.2.10 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.
- 4.2.11 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’
- 4.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.13 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.14 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor’s surgeries, local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in **Plan 5**.

4.2.15 **Table 4.5** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Sutton Manor Community Primary School	385m	3,200m	YES
Walkers Lane Allotments	480m	1,600m	YES
Takeaway King Sutton Manor	635m	1,600m	YES
The Dream Sculpture Park	735m	1,600m	YES
Bobs General Store	750m	1,600m	YES
King George V Playing Fields	750m	1,600m	YES
Ship Inn	770m	1,600m	YES
Texaco	780m	1,600m	YES
Local Key Store	820m	1,600m	YES
Sutton Manor Post Office	835m	1,600m	YES
Breakfast Bites	865m	1,600m	YES
Bartholomew's Catholic Primary School	1,010m	3,200m	YES
Rainhill High School	1,030m	3,200m	YES

Table 4.5 Distance from Site to Local Facilities



- 4.2.16 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.
- 4.2.17 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food store, and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.
- 4.2.18 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of St. Helens, Clock Face, Prescot, and Widnes.
- 4.3.3 However, many cyclists are willing to cycle much further, for instance a distance of 8 kilometres (5 miles) is recommended as an appropriate distance for commuting in the Cycling England document 'Integrating Cycling into Development Proposals (2009)'.
- 4.3.4 As such, a cycle catchment of 5 and 8 kilometres from the centre of the site has been provided in **Plan 6**.
- 4.3.5 Suggested on-road cycle lanes pass along the western and northern boundary of the proposed development site along Chapel Lane and Walkers Lane, connecting with several off-road routes and on-road routes in the area, as shown below in **Figure 4.1**.



Figure 4.1 Cycle Network (Taken from Merseytravel St. Helens Cycle Map)

4.3.6 The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

- 4.4.2 The nearest bus stops to the site are located approximately 250 metres to the north on Walkers Lane. Additional bus stops are located further on Forest Road and Lea Green Road within 400 metres of the site. All the nearest bus stops to the site are shown on **Plan 5**.
- 4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Servic No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
30	Sutton Manor – St Helens - Laffak	2	2	2	0	2	0
720	Clock Face - Parr	1	0	1 service at 15:06	0	0	0
754	Sutton Manor- Muncaster	1	0	1 service at 15:29	0	0	0

Table 4.6 - Existing Bus Services

- 4.4.4 As can be seen from Table 4.6, the nearest bus stops to the site provides various services throughout the day to destinations such as St. Helens, Clock Face and Laffak.
- 4.4.5 The above services operate from around 6:30am to around 19:00pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.6 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Clock Face	6 minutes
St. Helens	24 minutes
Laffak	35 minutes

Table 4.7 - Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that St. Helens is a 24-minute journey and Laffak a 35-minute bus journey.

4.4.8 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Accessibility by Rail

4.5.1 The nearest railway station to the site is Lea Green, which is located approximately 2-kilometres to the north. This station can be accessed by a 25-minute walk or by a short walk and then approximate 8-minute bus journey on the no. 30 service. The station is managed by Northern and has 2 platforms, providing Northern Trains services (every 30 minutes Monday-Saturday daytime) to Liverpool Lime Street. In the other direction, trains run to Earlestown, from where one train per hour continues to Crewe via Manchester Piccadilly and Manchester Airport and the other to Warrington Bank Quay.



- 4.5.2 Northern Trains also operate services to Manchester Victoria run during the weekday peaks and early morning/late evening. A single train each day runs to and from Wigan North Western via Earlestown.
- 4.5.3 Northern also operate an hourly Sunday service to Liverpool Lime Street and Wilmslow via Manchester Airport.
- 4.5.4 Trans Pennine Express operate an hourly service to Leeds, York or Scarborough via Manchester Victoria eastbound and express to Lime Street westbound.
- 4.5.5 It is therefore concluded that the proposed development site is accessible by rail.

4.6 Accessibility Summary

- 4.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.
- 4.6.2 The following conclusions can be drawn from this section of the report:
 - the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
 - it has been demonstrated that the site is accessible by cycle, with several cycle routes being located within close proximity of the site;
 - the services from the bus stops on Walkers Lane, Forest Road and Lea Green Road, travelling to destinations such as St. Helens, Clockface and Laffak, shows that the proposed development can be considered as accessible by bus;
 - The site is accessible via rail with Lea Green station located approximately 2-kilometres to the north of the site.



- 4.6.3 In light of the above, it is considered that the site is accessible by sustainable means of transport and will cater for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF. It is also well located in relation to its proximity to a range of local services and amenities, together with education facilities and employment opportunities.



5 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

5.1 Introduction

5.1.1 In order to manage the travel by residents at the new development, Lovell wishes to offer a Travel Plan Framework to encourage travel to the site by non-car modes.

5.2 Travel Planning Guidance

5.2.1 A Framework Travel Plan is included at **Appendix 1**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

5.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

5.2.3 The proposed development has been demonstrated to benefit from a good level of non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

6.1.2 Due to the ongoing Coronavirus pandemic, it has not been possible to undertake traffic surveys to inform the traffic impact analysis. Consequently, the impact assessment has been limited to the forecasting of the peak hour development traffic flows.

6.2 Proposed Development

6.2.1 As previously stated, the development proposals will provide approximately 150 no. dwellings.

6.2.2 In order to calculate the number of trips which the dwellings are forecast to generate the TRICS 7.8.1 database was analysed. Trip rates were obtained in the field of “Residential – Houses Privately Owned” within the range 50 to 200 residential units with Greater London and Eire sites excluded.

6.2.3 Table 6.1 below, summarises the trip generations for the proposed residential units whilst the TRICS output is contained within **Appendix 2**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.122	0.348	19	53
	PM Peak Hour	0.316	0.157	48	24

Table 6.1 - Proposed Development Trip Rates and Trips

6.2.4 As can be seen from the above table, the site is predicted to result in 72 two-way vehicular trips during the Weekday AM and Weekday PM peak periods.

6.2.5 It is important to note that the trip generation presented in Table 6.1 can be considered robust as the proposed affordable dwellings on the site would typically be lower trip generators than 'private housing' selected in the TRICS assessment.

6.3 Trip Distribution

6.3.1 In order to assign the proposed development trips shown in Table 6.1 to the local highway network, reference has been made to the Method of Travel to Work data available from the 2011 census.

6.3.2 The census data has been obtained for the relevant Middle Super Output Area, St Helens 022, which encompasses the proposed site.

6.3.3 The census data identifies the destination of residents travelling by car and, by using route planning software, the likely routes residents would take when travelling to the various destinations has been determined.

6.3.4 The census data and route assumptions are included at **Appendix 3**.

- 6.3.5 The vehicle trips, shown in Table 6.1, have been assigned to the network based on the trip distribution and the resulting proposed development trips are shown in **Figure 2** and **Figure 3** for the weekday AM and PM peaks respectively.

6.4 Changes in Traffic

- 6.4.1 Having established the likely levels of traffic that occur as a result of the proposed development, the likely changes in traffic that would be experienced on the local highway network can be derived.
- 6.4.2 **Table 6.2**, below, summarises the changes in traffic that are predicted to occur at the junctions on the local highway network during the weekday peak periods as a result of the proposed development.

Changes in Traffic		
Junction	Weekday AM Peak	Weekday PM Peak
Chapel Lane/Site Access	+38	+32
Walkers Lane/Site Access	+33	+40
Walkers Lane/Chapel Lane Priority Junction	+33	+45
Walkers Lane/Forest Road Mini-Roundabout	+17	+17
A570 St Helens Linkway/Chapel Lane Priority Junction	+22	+10
Lea Green Road/Eurolink Priority Junction	+33	+45
A50 St Helens Linkway/Eurolink Roundabout	+28	+41
Lowfield Lane/Lea Green Road Priority Junction	+4	+4
B5419 Jubits Lane/Forest Mini-Roundabout	+10	+10
B5419 Chester Lane/Walkers Lane priority Junction	+7	+7

Table 6.2 Predicted Changes in Traffic Flow Resulting from Proposed Development



- 6.4.3 As can be seen from the above table, the increase in traffic at junctions on the wider network would be a maximum of 45 two-way trips during the peak periods.
- 6.4.4 The Department for Transport (DfT) document 'Guidance on Transport Assessment' provides some suggested thresholds in respect to traffic impact and, at Appendix B, advises that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.
- 6.4.5 Therefore, once the development traffic is dispersed onto the network, the levels of proposed development trips would only slightly exceed these values and the impact is not considered material.
- 6.4.6 It is therefore considered the impact of the forecast trip generation would not result in a significant impact on the local highway network. Consequently, the traffic impacts can be considered minimal and will not materially impact on the operation of the highway network.

7 ACCIDENT ANALYSIS

7.1 Introduction

7.1.1 Records of Personal Injury Accidents (PIA) have been obtained from the Crash Map website for a 5-year period from the beginning of 2016 to the end of 2020.

7.2 Accident Analysis

7.2.1 **Figure 7.1** below highlights the personal injury accidents that have occurred close to the site in the past 5 years.

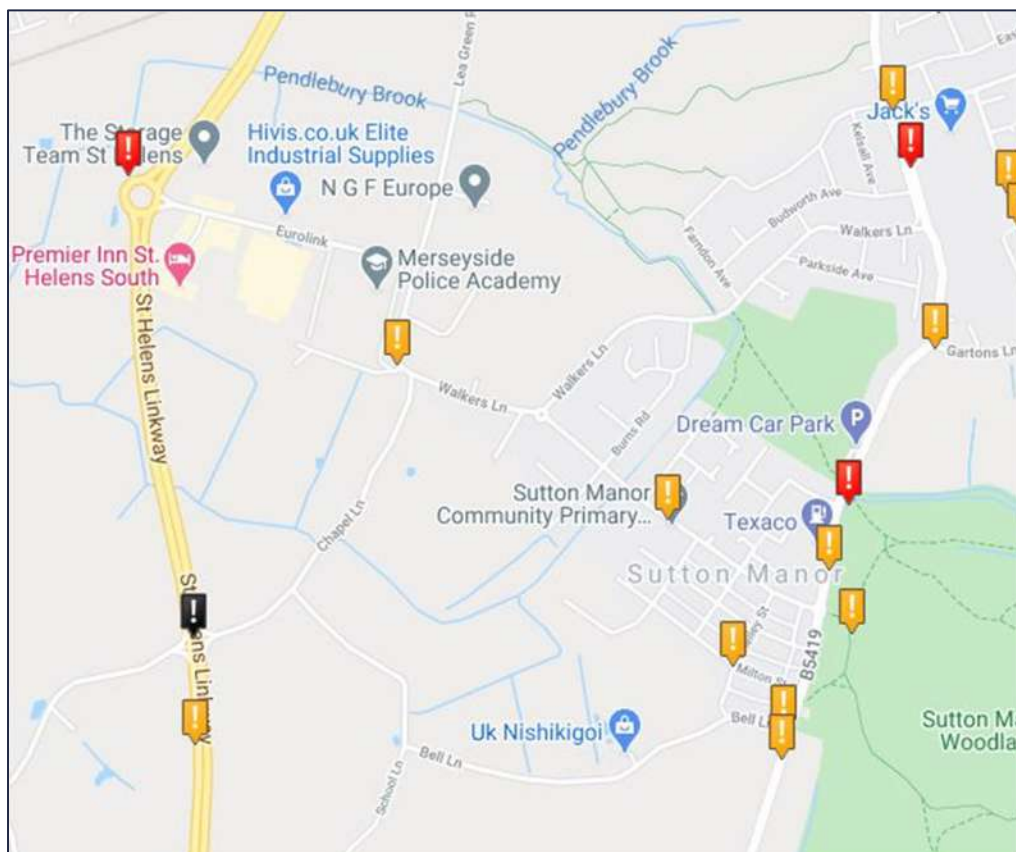


Figure 7.1 Accident Analysis Study Area

- 7.2.2 According to the data provided there have been eight recorded accidents within the study area, as summarised in **Table 7.1** below, accident records are included in **Appendix 4**.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
22/02/2018	Serious	Daylight	Fine without High Winds	Dry	A vehicle has collided with another vehicle as they were proceeding normally along the right hand bend.
14/02/2019	Slight	Daylight	Fine without High Winds	Dry	A vehicle has collided with another vehicle on the opposite side of the carriageway
05/05/2020	Slight	Daylight	Raining with high winds	Wet or Damp	-
22/08/2016	Slight	Daylight	Fine without high winds	Wet or Damp	A van is in the act of turning right collided with a Motorcycle proceeding normally along the carriageway.
26/03/2021	Slight	Daylight	Fine without High Winds	Dry	A car is in the act of turning right and has collided with another car proceeding normally along the carriageway.
07/11/2018	Fatal	Darkness	Fine without High winds	Wet or Damp	Three cars collided with each other as they were proceeding normally along the carriageway. As a result, a pedestrian was struck.
30/05/2020	Serious	Darkness	Raining without High Winds	Wet or Damp	-
07/02/2017	Slight	Daylight	Fine without high winds	Dry	A car travelling normally along the carriageway failed to see a vehicle slowing down and collided into the back slowing vehicle.

Table 7.1 - Accident Summary

- 7.2.3 Of the eight reported incidents, five were classified as slight in severity, two were classified as serious and one accident resulted in a fatality.
- 7.2.4 The fatal accident occurred in the vicinity of the A570 St Helens Linkway/Chapel Lane priority junction and occurred when a collision between three vehicles resulted in a pedestrian being hit.



7.2.5 The two serious accidents occurred at different locations and involved vehicular collisions. No common infrastructure-related issues have been identified in connection with any of these accidents, though a failure to observe other road-users may have been a contributory factor in many of these incidents.

7.2.6 Due to the different locations and nature of these accidents plus lack of common infrastructure issues, no mitigation measures have been identified.

7.3 Accident Summary

7.3.1 In view of this information it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record and is essentially operating safely when considering the volumes of traffic the local highway network accommodates and the severity and locations of accidents that have occurred. There are no reasons to assume that this situation should be significantly worsened as a consequence of the development proposals.



8 CONCLUSIONS

8.1.1 Croft has been instructed by Lovell to advise on the traffic and transport issues relating to a residential development on land off Chapel Lane in Sutton Manor to support the sites release from the Green Belt and housing allocation in the new St Helen's Local Plan.

8.1.2 The following conclusions have been drawn with regard to the proposed development:

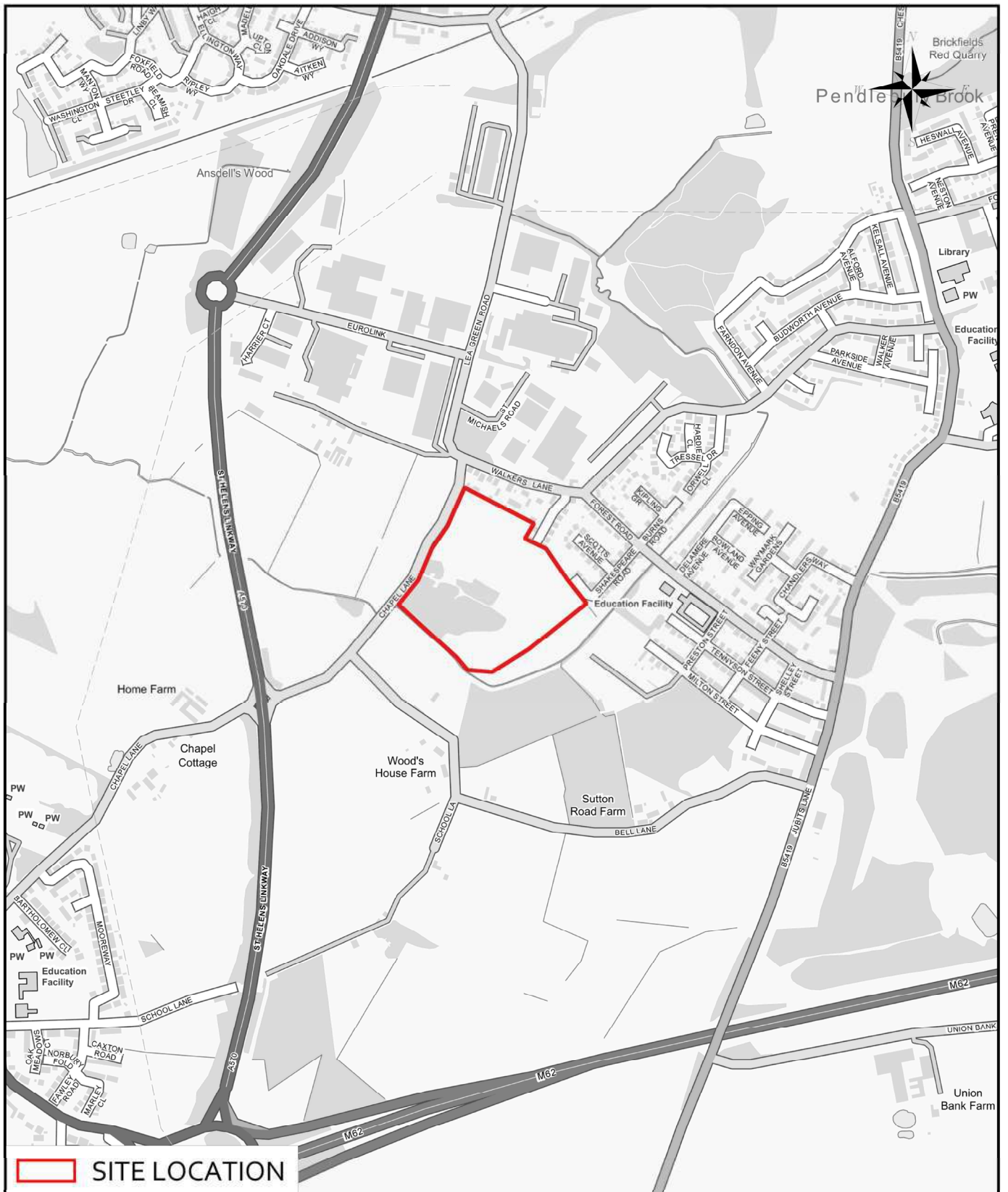
- The proposed development will be accessed by safe and efficient vehicular access arrangements;
- The report has demonstrated that the proposed development would benefit from a good level of non-car accessibility, providing significant opportunities for sustainable journeys on foot, by bicycle, and by public transport;
- The provision of a Residential Travel Plan will assist in reducing impact and help to create a wider choice of travel to residents and visitors.
- The report has demonstrated the development proposals will provide adequate parking provision;
- The development proposals will provide adequate servicing accessibility;
- The initial traffic impact analysis has shown that the proposed development will not have a material impact or give rise to any highways safety related issues. As such, it is considered that the forecast traffic impact will not be severe and can be accommodated on the existing highway network.





- The highway network in the vicinity of the site does not have an unduly poor safety record and there are no reasons why this would be worsened as a result of the development proposals.

8.1.3 It can therefore be concluded that the proposals can be considered acceptable in highway terms and that from a highways and transportation perspective, the site can be released from the Green Belt and allocated for housing in the new St Helens Local Plan.

PLANS

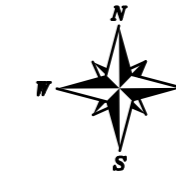


 SITE LOCATION

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DRAWING TITLE:				CHAPEL LANE, SUTTON MANOR, ST. HELENS SITE LOCATION		Email: info@croffts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWN:				DATE:		DRAWING NUMBER:	
LG				25.03.21		3363-01	
CHECKED:				DATE:		REVISION:	
MC				25.03.21		-	
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				Incorporating 			

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NOTES

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REV	DETAILS	DRAWN	CHECKED	DATE

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PROJECT: **CHAPEL LANE, ST HELENS**

DRAWING TITLE: **SITE ACCESS ARRANGEMENT**

SCALES: **1:500 @ A2**

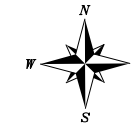
DRAWN: GM	CHECKED: MTC	DATE: MAR 21
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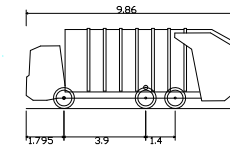
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St Helens MBC Refuse Vehicle
 Overall Length 9.860m
 Overall Width 2.450m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.366m
 Track Width 2.450m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



REV	DETAILS	DRAWN	CHECKED	DATE

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LOVELL HOMES

PROJECT:
CHAPEL LANE, ST HELENS

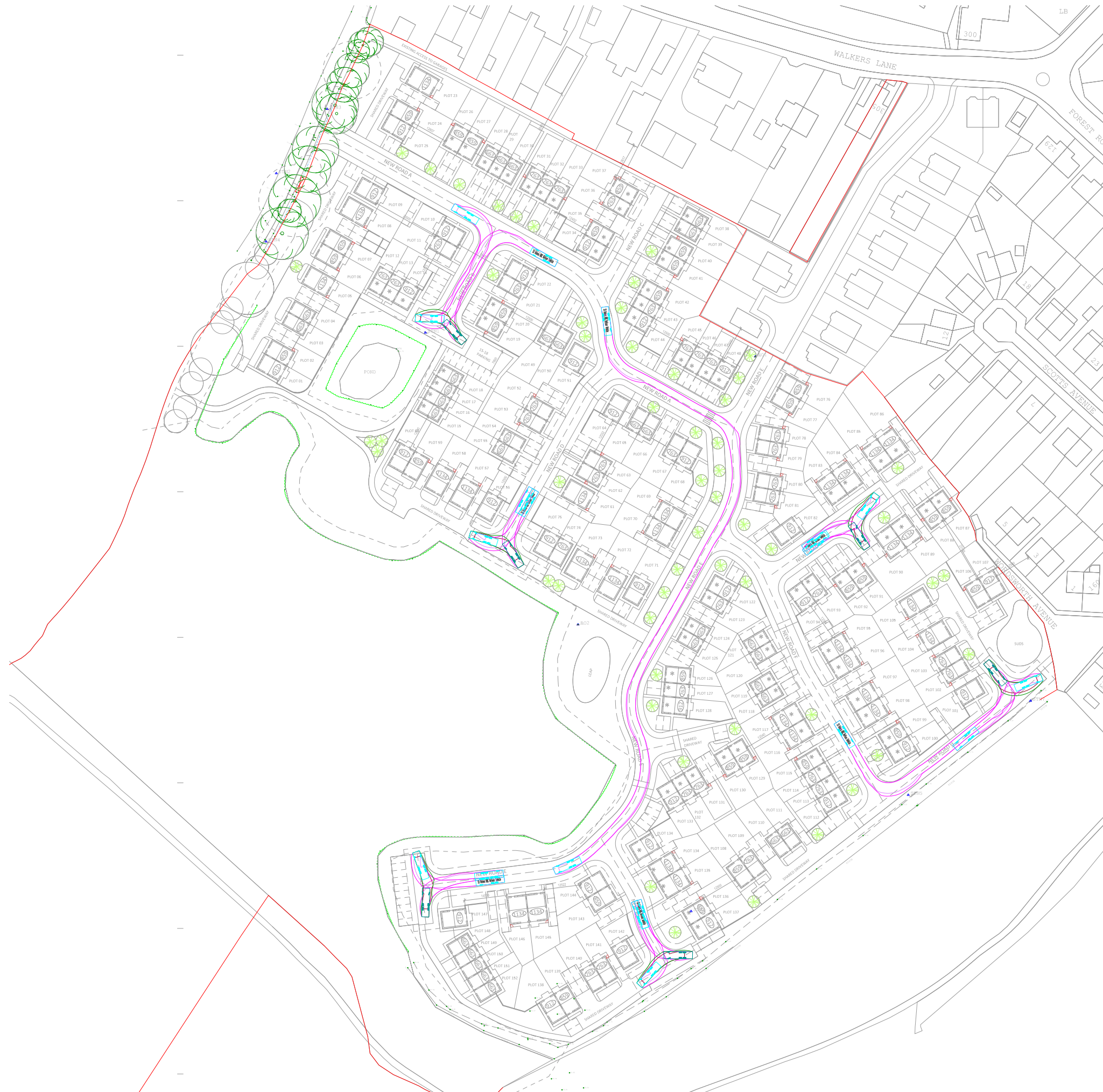
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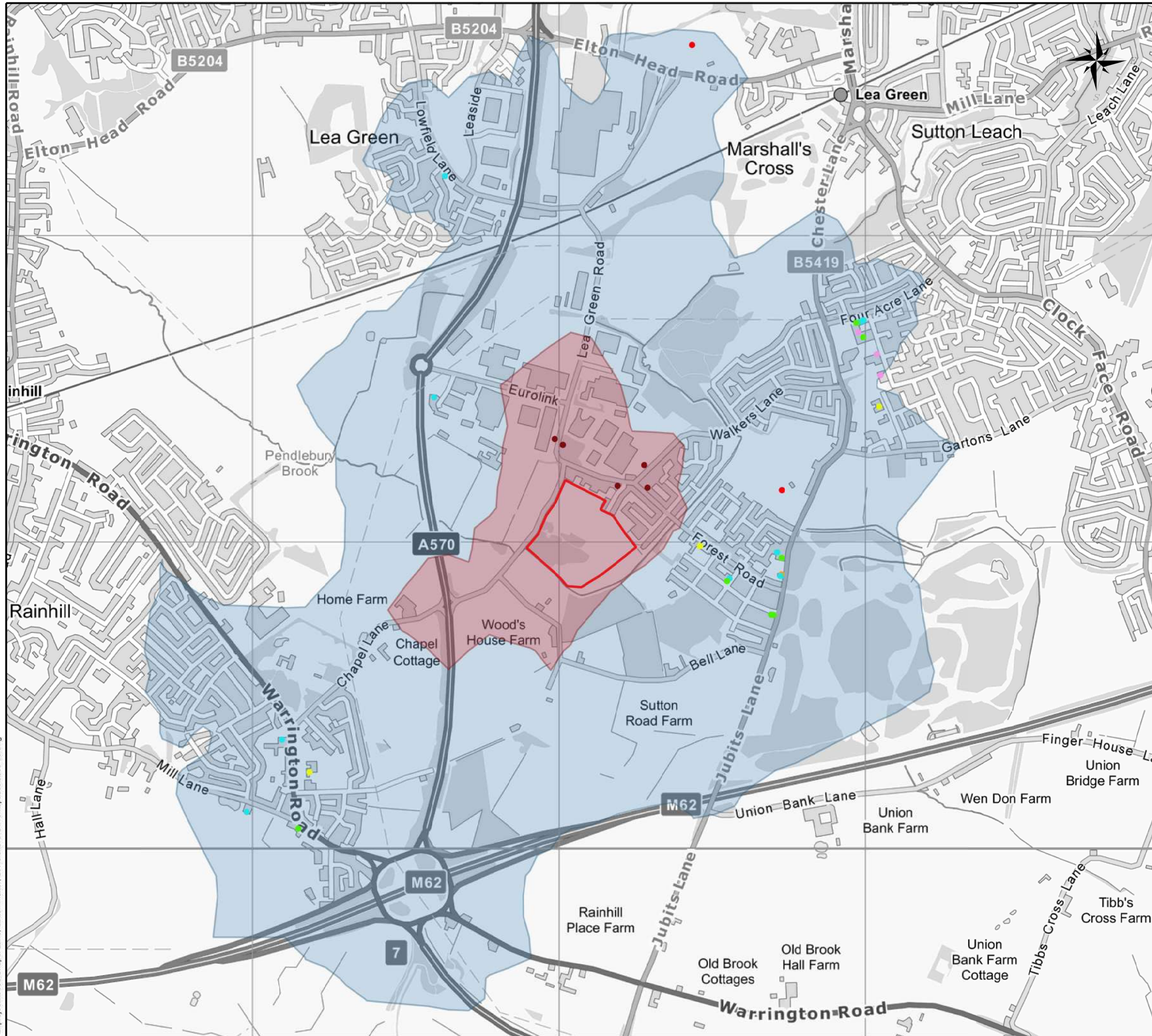
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DRAWN: GM	CHECKED: MTC	DATE: MAR 21
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DRAWING NUMBER: 3363-SP01	REVISION: -
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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Education
- Healthcare/Medical
- Post Office
- Retail
- Sport/Leisure

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **LOVELL**

PROJECT: **CHAPEL LANE, SUTTON MANOR, ST. HELENS**

DRAWING TITLE: **800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES**

SCALES: **NTS @ A3**

DRAWN: LG	CHECKED: MC	DATE: MAR 21	
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NOTES

- Site Location
- 5km Cycle Catchment
- 8km Cycle Catchment

REV	DETAILS	DRAWN	CHECKED	DATE	
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PROJECT: CHAPEL LANE, SUTTON MANOR, ST. HELENS					
DRAWING TITLE: 5KM & 8KM CYCLE CATCHMENTS					
SCALES: NTS @ A3					
DRAWN:	LG	CHECKED:	MC	DATE:	MAY 21
Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning					
DRAWING NUMBER: 3363-04				REVISION: -	
 Incorporating Croft					

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FIGURES

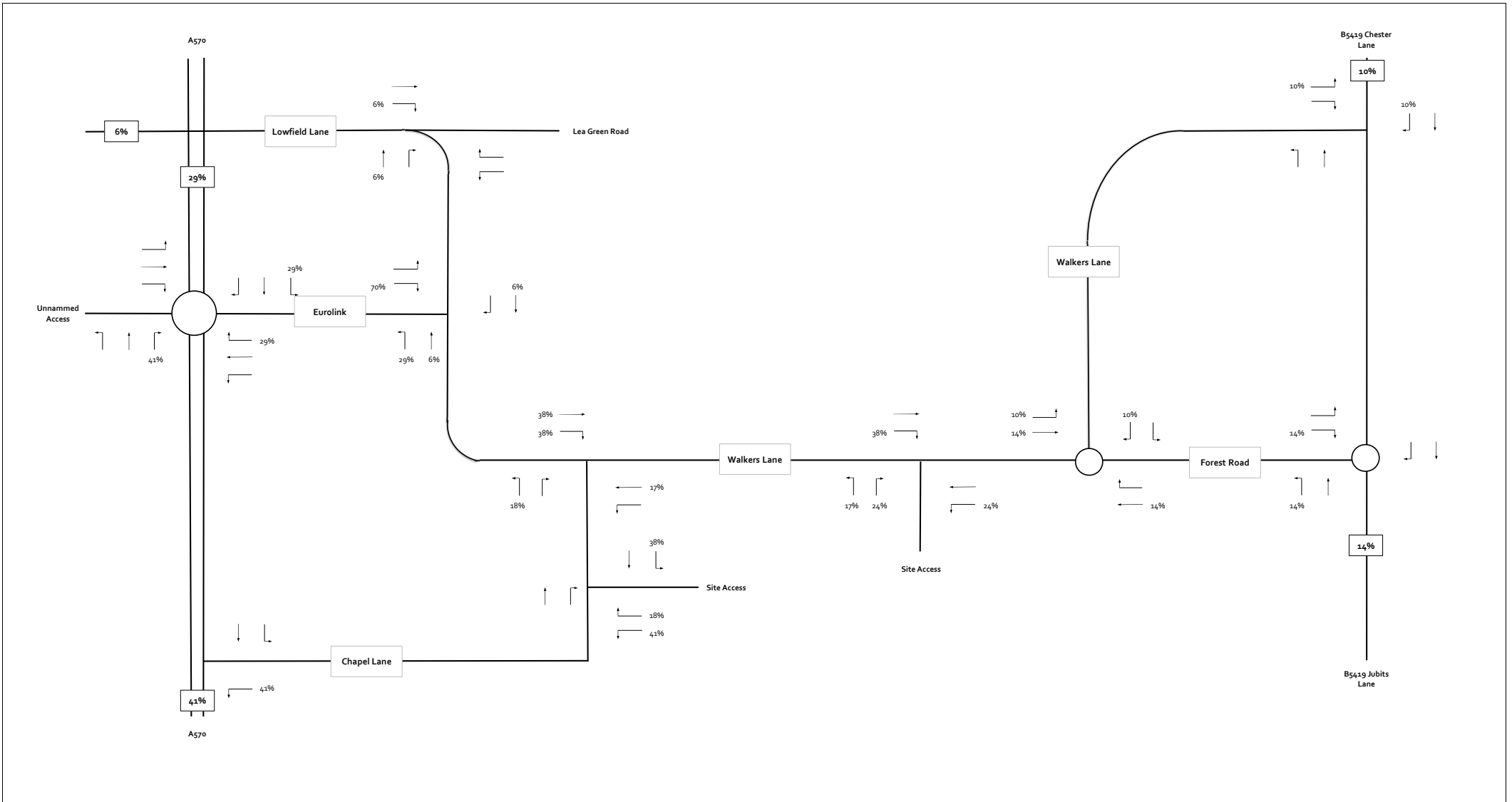


Figure 1 - Proposed Residential Distribution

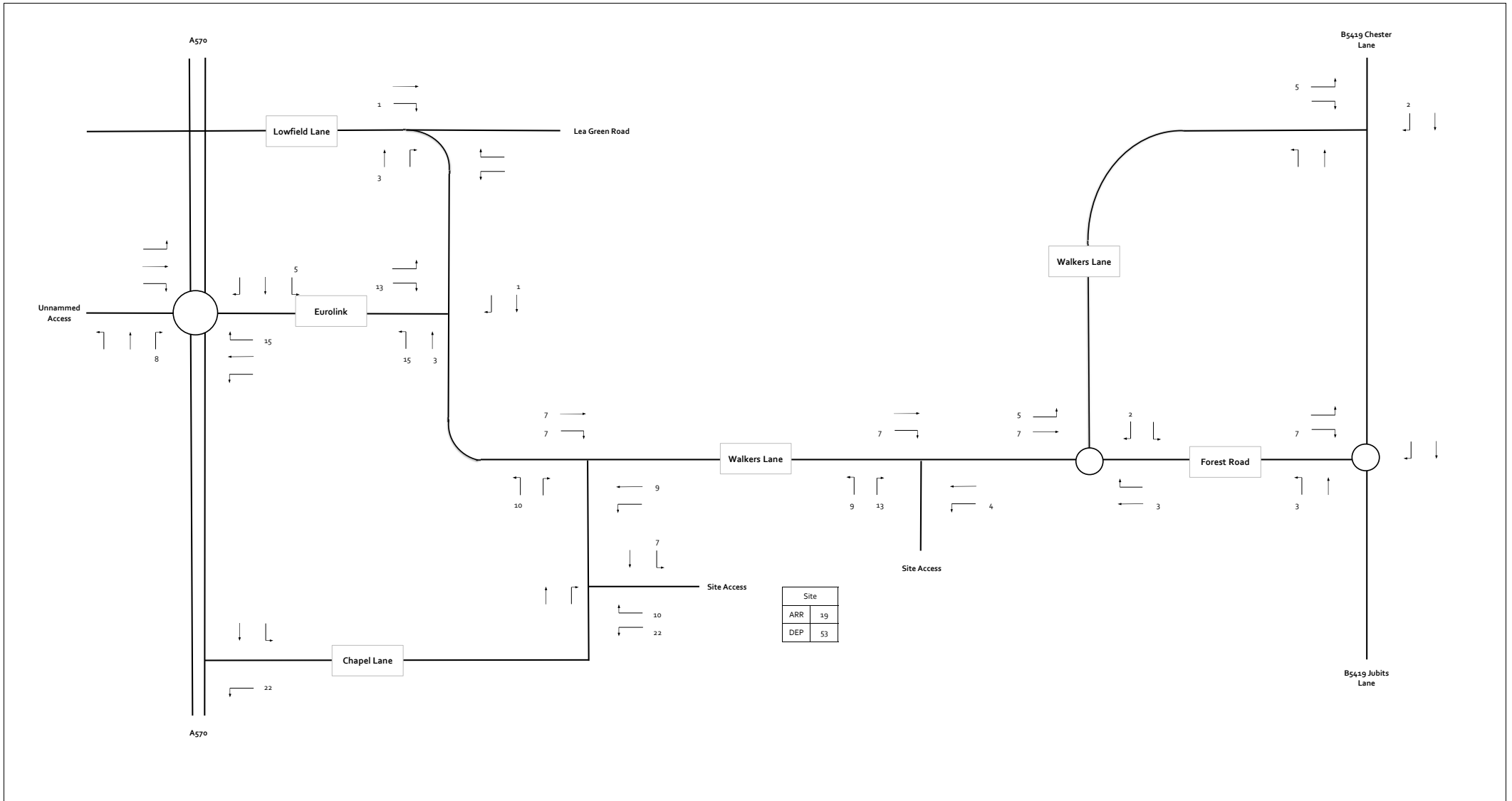


Figure 2 - Proposed Development Flows (AM Peak 0800-0900hrs)

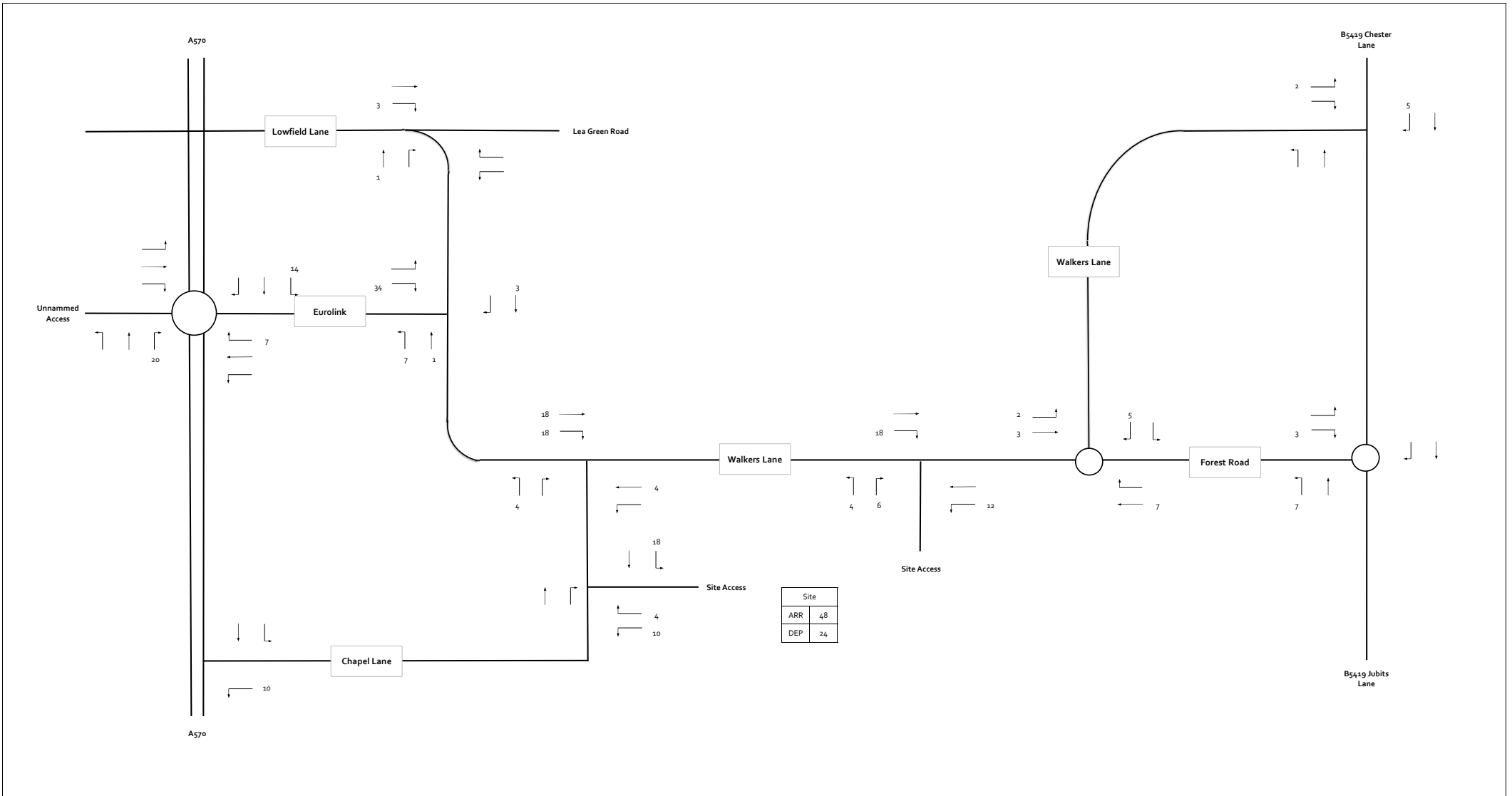


Figure 3 - Proposed Development Flows (PM Peak 1700-1800hrs)

APPENDICES

APPENDIX 1

Travel Plan Framework

Proposed Residential Development
Chapel Lane, Sutton Manor, St Helens

LOVELL

Residential Travel Plan Framework
May 2021





REPORT

Document: Residential Travel Plan Framework

Project:	Proposed Residential Development, Chapel Lane, Sutton Manor, St Helens
Client:	Lovell
Job Number:	3363
File Origin:	Z:\projects\3363 Chapel Lane, Sutton Manor, St Helens\Docs\Reports\3363.TPo1.docx

Document Checking:

Primary Author	MTC	Initialled:
Contributor	SM	Initialled:
Review By	PJW	Initialled:

Issue	Date	Status	Checked for Issue
1	20-05-21	First Draft	
2			
3			
4			



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PLANS

(See Transport Assessment)



1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Lovell (the 'Applicants') to provide a Travel Plan Framework document relating to the residential development off Chapel Lane in the Sutton Manor area of St Helens.

1.1.2 This Travel Plan Framework will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

1.1.3 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this proposed development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'. Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan

1.2.2 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport. Section 5 discusses targets for reducing trips by the private car while Section 6 details the monitoring of the Travel Plan.



1.2.3 Section 7 draws together the findings and conclusions.

1.3 Development Proposals

1.3.1 The proposals would provide approximately 150 no. dwellings and associated infrastructure.

1.3.2 The development will be accessed via a new priority-controlled junction off Chapel Lane and via a continuation of Forest Green Way, an existing residential access point, off Walkers Lane.

1.3.3 The proposed site layout is shown in **Plan 2** of the accompanying Transport Assessment (TA).

1.4 Pedestrian and Cycle Access

1.4.1 Pedestrian and cycle access will be available via the vehicular access points off Chapel Lane and Walkers Lane as well as a link to Shakespeare Road.

1.4.2 The site layout has been designed to encourage low traffic speeds of 20mph which will enable pedestrian and cyclists to safely use the internal site roads.

1.5 The Travel Plan

1.5.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and



- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.



2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states "*Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site*".

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' sets out an overview of the process and delivery of Travel Plans and states that "*A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.*"

2.2.3 The DfT document entitled *"Making Residential Travel Plans Work"* states that *Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas"* and goes on to say *"Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas"*.

2.2.4 The DfT's *'Making Residential Travel Plans Work'* also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below;

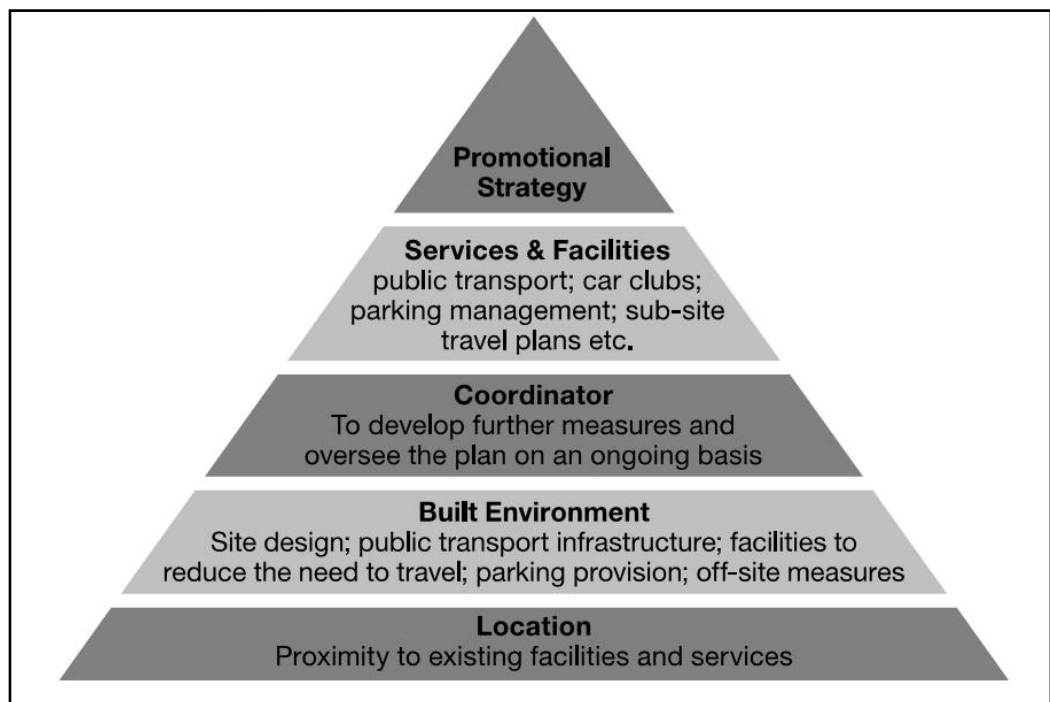


Figure 2.1 – The Travel Plan Pyramid



- 2.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.
- 2.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Appointment of Travel Plan Co-ordinator
- ii) Resident's Travel Pack
- iii) Travel Awareness and Information
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling
- vi) Encourage Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

3.2 Appointment of Travel Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the properties being occupied, although until all of the properties are occupied this role is likely to be undertaken by a person appointed by Lovell, as this will show a commitment to the Travel Plan from an early stage.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows;



- Liaison with the local planning and highways authority.
- Provision of a Resident's Travel Pack containing information for residents.
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes.
- Maintenance of all necessary systems, data and paperwork.

3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.

3.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to St Helens Council.

3.2.6 Details of the nominated TPC will be submitted to St Helens Council and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Resident's Travel Pack

3.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.3.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of nearby public transport services will encourage choice of public transport as a primary means of travel for the development.



- 3.3.3 However, in order to build on these locational advantages, it is recommended that a Resident's Travel Pack is provided for the occupants of each new dwelling.
- 3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.
- 3.3.1 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.
- 3.3.2 However, the Travel Packs will include:
- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
 - Copies of the most recently published public transport information.
 - Details of web sites and other sources of information which can be accessed in the future such as:
 - Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk
 - Walking and Cycling – Links to walking and cycling information e.g. <https://www.sthelens.gov.uk/traffic-travel-parking/walking-and-cycling/>
 - Car Sharing - Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.



- Cycling - Link to the UK's National Cyclists Organisation website www.cyclinguk.org/ and Sustrans www.sustrans.org.uk
- Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.3 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.4 The first issue of the Resident's Travel Pack will be the responsibility of Lovell.

3.4 Travel Awareness and Information

3.4.1 Residents will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.5 Promotion of Lift Share Scheme

3.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

3.5.2 The website can be found at the following location www.liftshare.com.



3.6 Encouraging Walking/Cycling

- 3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.
- 3.6.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator
- 3.6.3 As part of these schemes the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

3.7 Encourage Home Working and Delivery Services

- 3.7.1 All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet. Therefore, encouraging home working and shopping, reducing the need to travel especially during peak times.
- 3.7.2 A number of telecommunication providers serve the area enabling residents to search for potential liftshare opportunities, as well as complete online shopping. Broadband will also enable residents to work from home thus, complying with goals highlighted within national and local policy.

3.8 Encouraging Travel by Public Transport

- 3.8.1 The TPC will liaise with the local bus operators to promote the use of public transport services and ensure that up to date timetable information is readily available to residents.



- 3.8.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

3.9 Marketing and Promotion

- 3.9.1 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.
- 3.9.2 The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

4.2 Accessibility on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.



- 4.2.2 Existing footways are provided along Chapel Lane and Walkers Lane. These link to the wider pedestrian network.
- 4.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.4 The Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 – IHT ‘Providing for Journeys on Foot’ Walk Distances

- 4.2.5 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that ‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’. **Table 4.2** below summarises this guidance in tabular form.



'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 – Manual for Streets Walk Distances

4.2.6 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 4.3**.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 4.3 – DfE Walk Distances to Schools

4.2.7 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres;
- Commuting – 2, 400 metres;



- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

4.2.8 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

Table 4.4 – WYG Report/NTS Data Walk Distances

4.2.9 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

4.2.10 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death’.

4.2.11 A 20-minute walk equates to a walking distance of around 1,600 metres.



- 4.2.12 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** of the accompanying TA and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.13 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in Plan 5.
- 4.2.14 **Table 4.5** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Sutton Manor Community Primary School	385m	3,200m	YES
Walkers Lane Allotments	480m	1,600m	YES
Takeaway King Sutton Manor	635m	1,600m	YES
The Dream Sculpture Park	735m	1,600m	YES
Bobs General Store	750m	1,600m	YES
King George V Playing Fields	750m	1,600m	YES
Ship Inn	770m	1,600m	YES
Texaco	780m	1,600m	YES
Local Key Store	820m	1,600m	YES
Sutton Manor Post Office	835m	1,600m	YES
Breakfast Bites	865m	1,600m	YES
Bartholomew's Catholic Primary School	1,010m	3,200m	YES
Rainhill High School	1,030m	3,200m	YES

Table 4.5 - Distance from Site to Local Facilities

- 4.2.15 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.



4.2.16 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food store, pharmacy and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

4.2.17 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of St. Helens, Clock Face, Prescott, and Widnes.

4.3.3 However, many cyclists are willing to cycle much further, for instance a distance of 8 kilometres (5 miles) is recommended as an appropriate distance for commuting in the Cycling England document 'Integrating Cycling into Development Proposals (2009)'.

4.3.4 As such, a cycle catchment of 5 and 8 kilometres from the centre of the site has been provided in **Plan 6** of the accompanying TA.

4.3.5 Suggested on-road cycle lanes pass along the western and northern boundary of the proposed development site along Chapel Lane and Walkers Lane, connecting with several off-road routes and on-road routes in the area, as shown below in Figure 4.1.



Figure 4.1 Cycle Network (Taken from Merseytravel St. Helens Cycle Map)

4.3.6 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 The nearest bus stops to the site are located approximately 250 metres to the north on Walkers Lane. Additional bus stops are located further on Forest Road and Lea Green Road within 400 metres of the site. All the nearest bus stops to the site are shown on Plan 5.

4.4.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Servic No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
30	Sutton Manor - Laffak	2	2	2	0	2	0
720	Clock Face - Parr	1	0	1 service at 15:06	0	0	0
754	Sutton Manor- Muncaster	1	0	1 service at 15:29	0	0	0

Table 4.6 - Existing Bus Services

- 4.4.3 As can be seen from Table 4.6, the nearest bus stops to the site provides various services throughout the day to destinations such as St. Helens, Clock Face and Laffak.
- 4.4.4 The above services operate from around 6:30am to around 19:00pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.5 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Clock Face	6 minutes
Laffak	35 minutes
St. Helens	24 minutes

Table 4.7 - Example Bus Journey Times from the Site



4.4.6 The above table demonstrates that St. Helens is a 24-minute journey and Laffak a 35-minute bus journey.

4.4.7 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Accessibility by Rail

4.5.1 The nearest railway station to the site is Lea Green, which is located approximately 2-kilometres to the north. This station can be accessed by a 25-minute walk or by a short walk and then approximate 8-minute bus journey on the no. 30 service. The station is managed by Northern and has 2 platforms, providing Northern Trains services (every 30 minutes Monday-Saturday daytime) to Liverpool Lime Street. In the other direction, trains run to Earlestown, from where one train per hour continues to Crewe via Manchester Piccadilly and Manchester Airport and the other to Warrington Bank Quay.

4.5.2 Northern Trains also operate services to Manchester Victoria run during the weekday peaks and early morning/late evening. A single train each day runs to and from Wigan North Western via Earlestown.

4.5.3 Northern also operate an hourly Sunday service to Liverpool Lime Street and Wilmslow via Manchester Airport.

4.5.4 Trans Pennine Express operate an hourly service to Leeds, York or Scarborough via Manchester Victoria eastbound and express to Lime Street westbound.

4.5.5 It is therefore concluded that the proposed development site is accessible by rail.

4.6 Accessibility Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.



4.6.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with several cycle routes being located within close proximity of the site;
- the services from the bus stops on Walkers Lane, Forest Road and Lea Green Road, travelling to destinations such as St. Helens, Clockface and Laffak, shows that the proposed development can be considered as accessible by bus;
- The site is accessible via rail with Lea Green station located approximately 2-kilometres to the north of the site.

4.6.3 In light of the above, it is considered that the site is accessible by sustainable means of transport and will cater for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF. It is also well located in relation to its proximity to a range of local services and amenities, together with education facilities and employment opportunities.

5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.1.3 In order to set the targets, further information (e.g. a travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

5.1.4 More accurate information to establish the baseline targets will be obtained from a Resident's Travel Survey which will be undertaken within three months of the development being 75% occupied.

5.2 Potential Targets

5.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2.2 Targets which according to the DfT may potentially be included in the Travel Plan include the following:



- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.3 Action Plan

5.3.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Lovell
Consideration of incentives to promote active travel	Prior to first occupation	Submission/agreement of Interim Travel Plan prior to first occupation	Lovell
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	Lovell
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	3 months after initial travel survey undertaken	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Resident travel surveys conducted annually for a minimum of 5 years.	TPC

Table 5.1 – Travel Plan Action Plan and Timescales

- 5.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 PLAN MONITORING AND ASSESSMENT

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan.
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

6.1.2 The monitoring could include items such as:

- Full residential surveys to be completed in year 1, year 3 and year 5 and snap shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 Consideration will then be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with St Helens Council.

6.1.4 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.



- 6.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

- 6.1.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

7 CONCLUSIONS

7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.

7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.

7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development.

7.1.4 The aim of the Travel Plan is:

- to encourage residents to use sustainable modes of transport to access the site;
- reduce the reliance on single car occupancy journeys; and
- generally reduce traffic related pollution and noise.

7.1.5 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

7.1.6 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

7.1.7 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at St Helens Council.

7.1.8 It can therefore be concluded that the proposals have the potential to provide a highly sustainable development which will be enhanced by the evolution of the Travel Plan.

APPENDIX 2

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
11	SCOTLAND	
	FA FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 50 to 198 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	7 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	23 days
Directional ATC Count	2 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	16

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 25 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
75,001 to 100,000	7 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	19 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	10 days
No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	24 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
3	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
6	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
7	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX
	MANOR ROAD CHIGWELL GRANGE HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
8	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>		
10	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		
11	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
12	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		
13	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>		
14	NF-03-A-13 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 198 <i>Survey date: TUESDAY 11/09/18</i>		
15	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 138 <i>Survey date: TUESDAY 20/10/15</i>		
16	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		

LIST OF SITES relevant to selection parameters (Cont.)

17	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS	NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	71	
	<i>Survey date: TUESDAY</i>	<i>17/09/13</i>	<i>Survey Type: MANUAL</i>
18	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	71	
	<i>Survey date: THURSDAY</i>	<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
19	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73	
	<i>Survey date: THURSDAY</i>	<i>09/05/19</i>	<i>Survey Type: MANUAL</i>
20	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	54	
	<i>Survey date: THURSDAY</i>	<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
21	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54	
	<i>Survey date: WEDNESDAY</i>	<i>18/09/13</i>	<i>Survey Type: MANUAL</i>
22	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	151	
	<i>Survey date: THURSDAY</i>	<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
23	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	180	
	<i>Survey date: THURSDAY</i>	<i>19/04/18</i>	<i>Survey Type: MANUAL</i>
24	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	197	
	<i>Survey date: THURSDAY</i>	<i>05/07/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	102	0.083	25	102	0.290	25	102	0.373
08:00 - 09:00	25	102	0.122	25	102	0.348	25	102	0.470
09:00 - 10:00	25	102	0.160	25	102	0.185	25	102	0.345
10:00 - 11:00	25	102	0.141	25	102	0.187	25	102	0.328
11:00 - 12:00	25	102	0.135	25	102	0.152	25	102	0.287
12:00 - 13:00	25	102	0.168	25	102	0.146	25	102	0.314
13:00 - 14:00	25	102	0.172	25	102	0.168	25	102	0.340
14:00 - 15:00	25	102	0.157	25	102	0.202	25	102	0.359
15:00 - 16:00	25	102	0.256	25	102	0.175	25	102	0.431
16:00 - 17:00	25	102	0.267	25	102	0.162	25	102	0.429
17:00 - 18:00	25	102	0.316	25	102	0.157	25	102	0.473
18:00 - 19:00	25	102	0.278	25	102	0.163	25	102	0.441
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.348			2.408			4.756

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	50 - 198 (units:)
Survey date range:	01/01/13 - 08/10/20
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 3

Census Data Gravity Model

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02001427 : St. Helens 022 (2011 super output area - middle layer)

place of work	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Warrington	520	0	1	6	18	8	7	431	40	2	5	2
E02001419 : St. Helens 014	495	0	0	2	84	9	6	304	49	7	34	0
Knowsley	338	0	0	5	23	2	2	286	16	1	3	0
Halton	248	0	0	1	21	1	1	197	22	1	4	0
E02001424 : St. Helens 019	293	0	1	3	30	3	4	176	32	12	32	0
Liverpool	250	0	1	53	5	2	0	176	8	1	2	2
E02001417 : St. Helens 012	279	0	0	3	63	3	1	164	29	5	10	1
E02001427 : St. Helens 022	260	0	0	2	10	2	0	128	29	10	77	2
Wigan	110	0	0	0	4	1	1	96	4	2	2	0
E02001410 : St. Helens 005	107	0	0	0	10	0	2	79	3	8	5	0
E02001425 : St. Helens 020	100	0	0	1	0	2	0	58	12	0	27	0
West Lancashire	59	0	0	0	0	0	1	53	4	0	1	0
Sefton	61	0	0	3	4	0	1	49	1	0	3	0
Trafford	48	0	0	2	0	0	0	46	0	0	0	0
Manchester	68	0	0	22	1	0	0	45	0	0	0	0
E02001422 : St. Helens 017	55	0	0	0	2	0	0	40	5	2	6	0
Salford	42	0	0	2	0	0	0	33	7	0	0	0
E02001412 : St. Helens 007	39	0	0	0	3	0	1	31	3	0	1	0
Cheshire West and Chester	33	0	0	0	0	0	0	30	3	0	0	0
E02001428 : St. Helens 023	47	0	0	1	3	5	0	29	5	1	3	0
E02001406 : St. Helens 001	37	0	0	0	1	0	1	27	6	1	1	0
E02001418 : St. Helens 013	30	0	0	2	0	0	0	23	3	0	2	0
E02001420 : St. Helens 015	23	0	0	0	0	0	0	21	2	0	0	0
Bolton	26	0	0	1	4	0	0	20	0	0	1	0
Total	3,568	0	3	109	286	38	28	2,542	283	53	219	7

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Notes

No Trips under 20

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

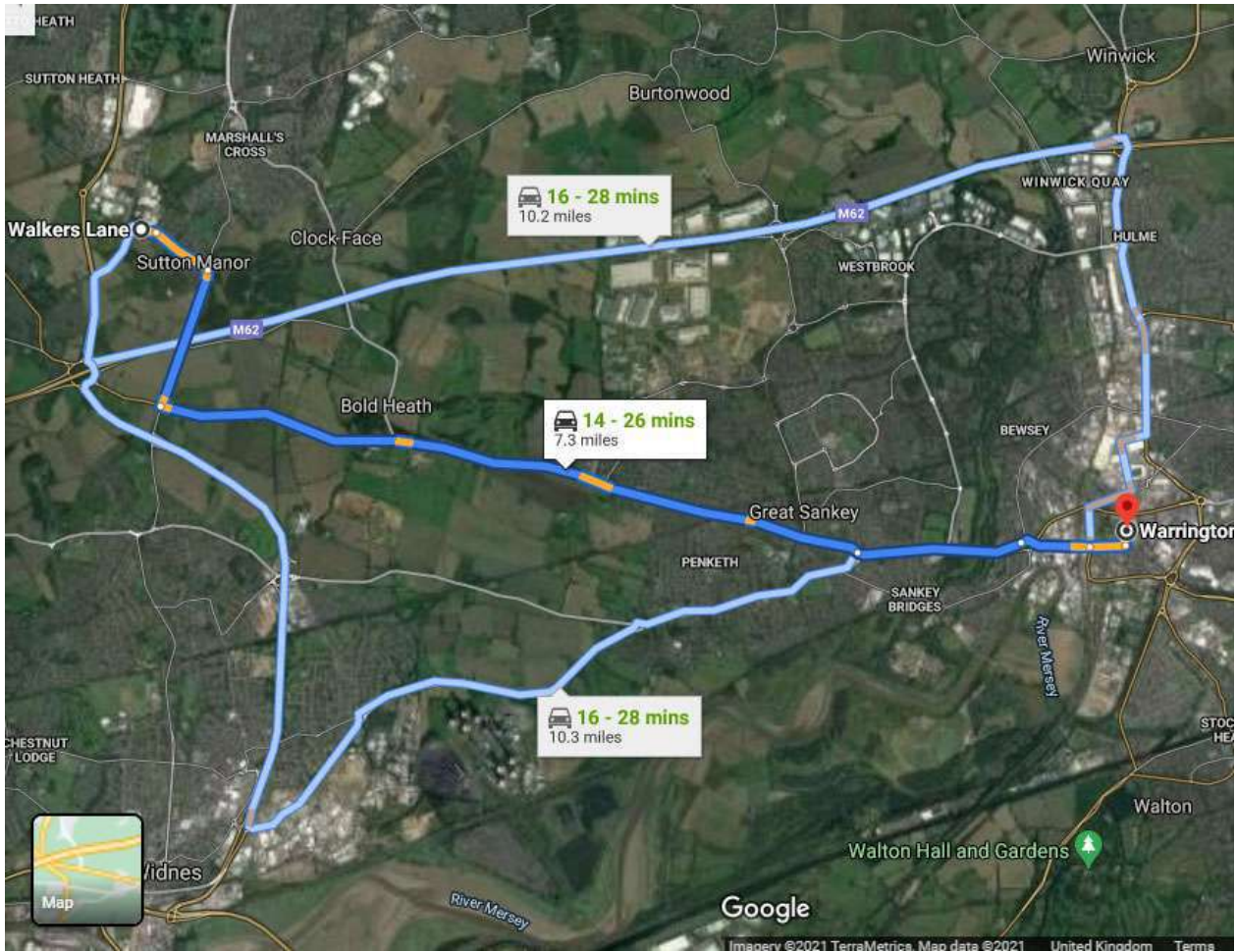
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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02001427 : St. Helens 022 (2011 super output area - middle layer)

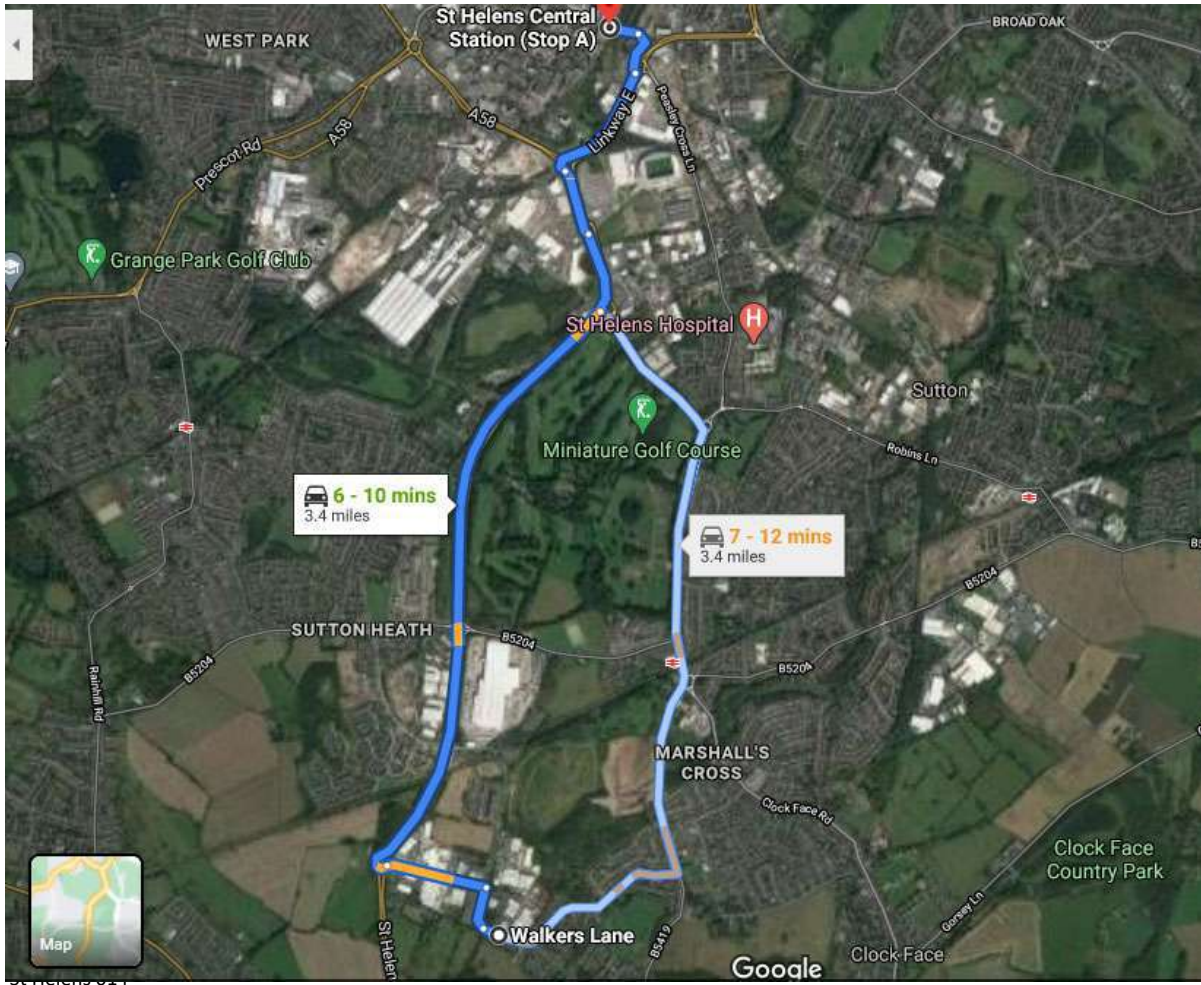
place of work	Centroid	Driving a car or van	External Highway Connection Point					A570 St Helens Linkway South	A570 St Helens Linkway North	B5418 Chester Lane North	B5418 Chester Lane South	B5204 Elton Head Road West	A570 St Helens Linkway South	A570 St Helens Linkway North	B5418 Chester Lane North	B5418 Chester Lane South	B5204 Elton Head Road West
			A570 St Helens Linkway South	A570 St Helens Linkway North	B5418 Chester Lane North	B5418 Chester Lane South	B5204 Elton Head Road West										
Warrington	Warrington town centre	16.96%	50%				50%					8%	0%	0%		8%	0%
E02001419 : St. Helens 014	St Helens Central	11.96%		50%		50%						0%	6%	6%	0%	0%	0%
Knowsley	Prescot	11.25%	50%							50%		6%	0%	0%	0%	0%	6%
Halton	Widnes town centre	7.75%	100%									8%	0%	0%	0%	0%	0%
E02001424 : St. Helens 019	Ravenhead Retail Park	6.92%		100%								0%	7%	0%	0%	0%	0%
Liverpool	Liverpool City Centre	6.92%	100%									7%	0%	0%	0%	0%	0%
E02001417 : St. Helens 012	Westpoint - St Helens	6.45%		100%								0%	6%	0%	0%	0%	0%
E02001427 : St. Helens 022	Crows Nest	5.04%						100%				0%	0%	0%	5%	0%	0%
Wigan	Wigan town centre	3.78%	50%	50%								2%	2%	0%	0%	0%	0%
E02001410 : St. Helens 005	Haydock	3.11%		100%								0%	3%	0%	0%	0%	0%
E02001425 : St. Helens 020	Sutton Leach	2.28%			100%							0%	0%	2%	0%	0%	0%
West Lancashire	Ormskirk	2.08%		100%								0%	2%	0%	0%	0%	0%
Sefton	Formby	1.93%	100%									2%	0%	0%	0%	0%	0%
Trafford	Sale	1.81%	100%									2%	0%	0%	0%	0%	0%
Manchester	Manchester City Centre	1.77%	100%									2%	0%	0%	0%	0%	0%
E02001422 : St. Helens 017	Parr Stocks	1.57%		50%	50%							0%	1%	1%	0%	0%	0%
Salford	Salford Quays	1.30%	100%									1%	0%	0%	0%	0%	0%
E02001412 : St. Helens 007	Windle	1.22%		50%					50%			0%	1%	0%	0%	0%	1%
Cheshire West and Chester		1.18%	100%									1%	0%	0%	0%	0%	0%
E02001428 : St. Helens 023		1.14%	100%									1%	0%	0%	0%	0%	0%
E02001406 : St. Helens 001	Rainford	1.06%		100%								0%	1%	0%	0%	0%	0%
E02001418 : St. Helens 013	Newton le Willows West	0.90%		50%	50%							0%	0%	0%	0%	0%	0%
E02001420 : St. Helens 015	Newton le Willows	0.83%	50%		50%							0%	0%	0%	0%	0%	0%
Bolton	Bolton town centre	0.79%	100%									1%	0%	0%	0%	0%	0%
Total		100%										40.99%	29.35%	9.91%	13.51%	6.24%	100%

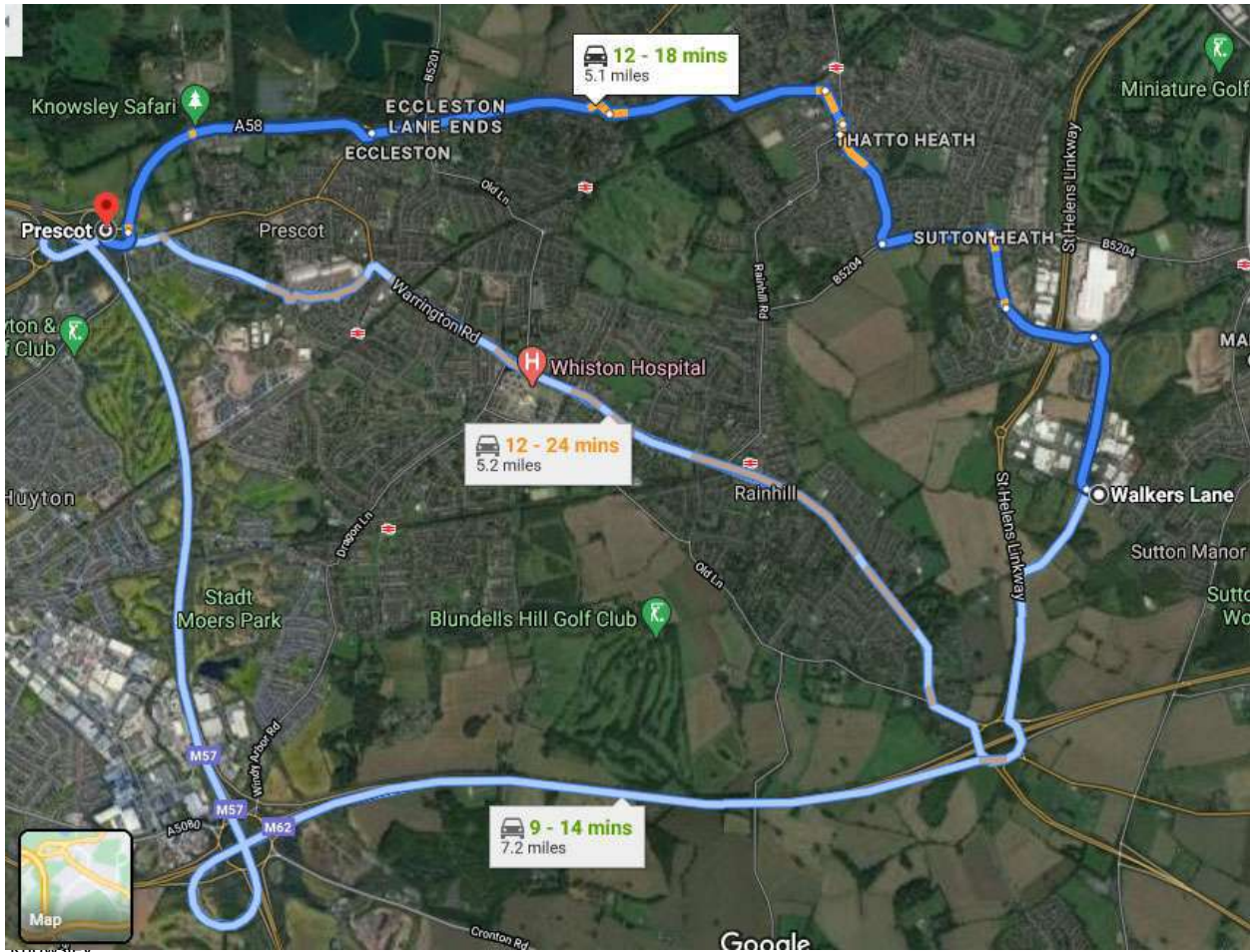
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Notes
 No Trips under 20



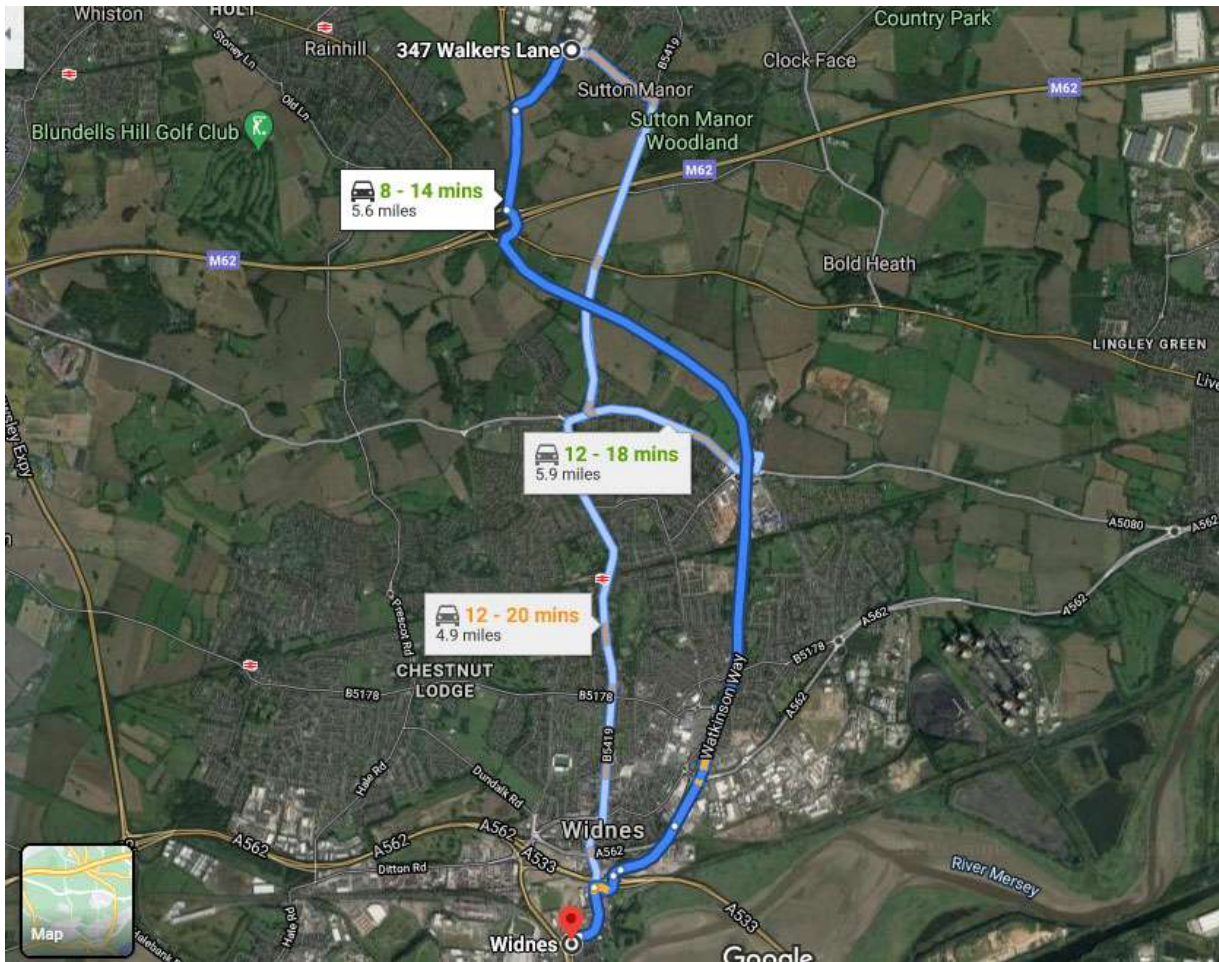
Warrington



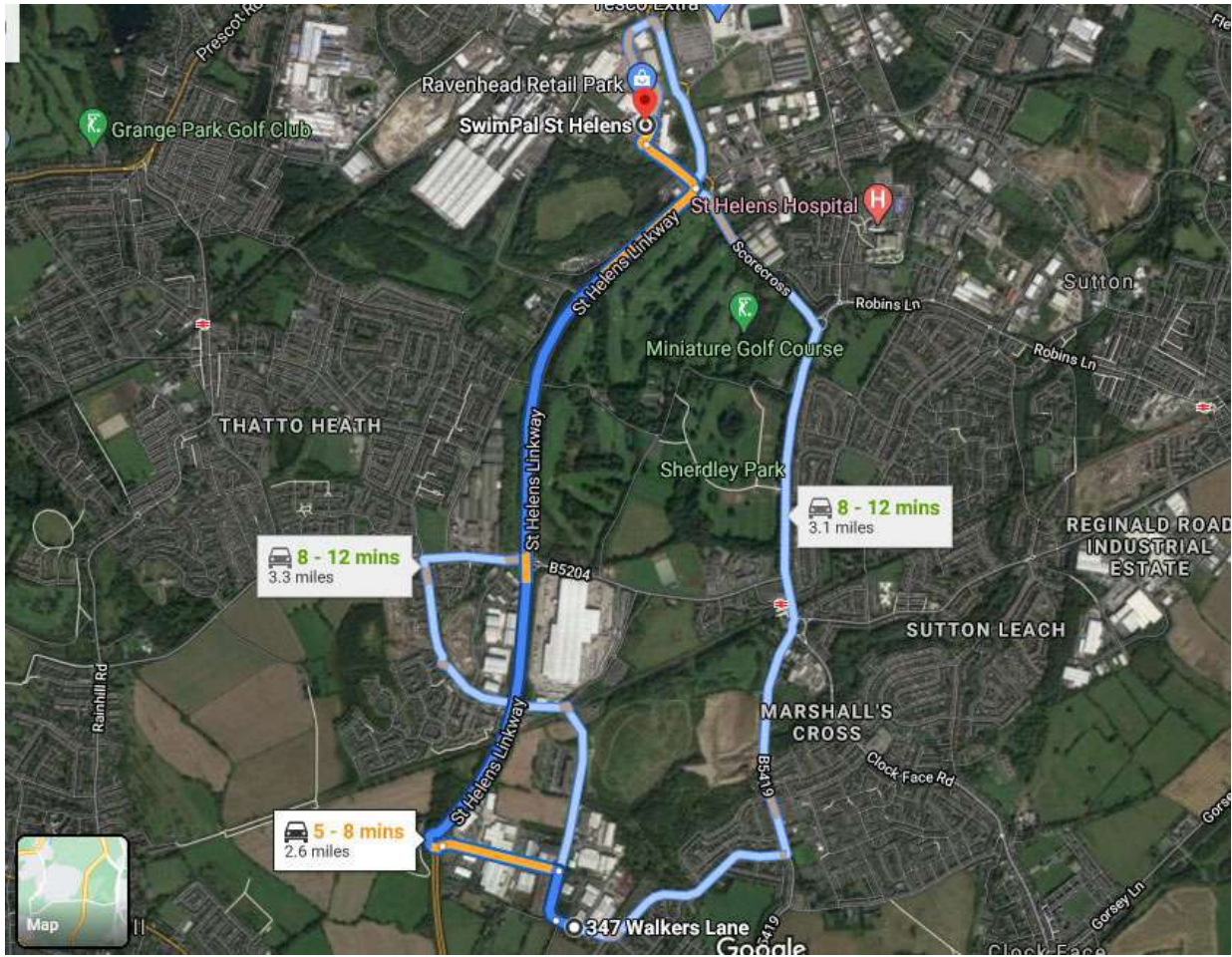


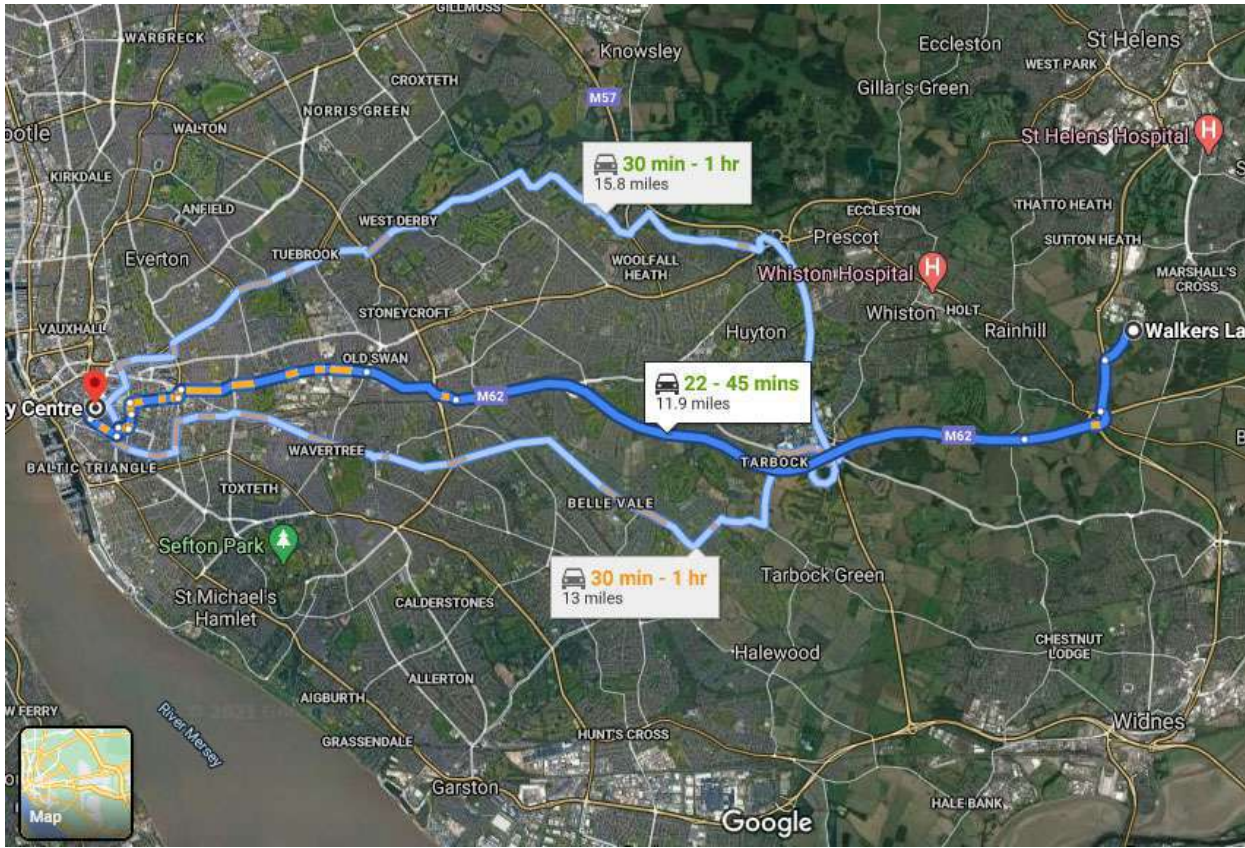
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Google

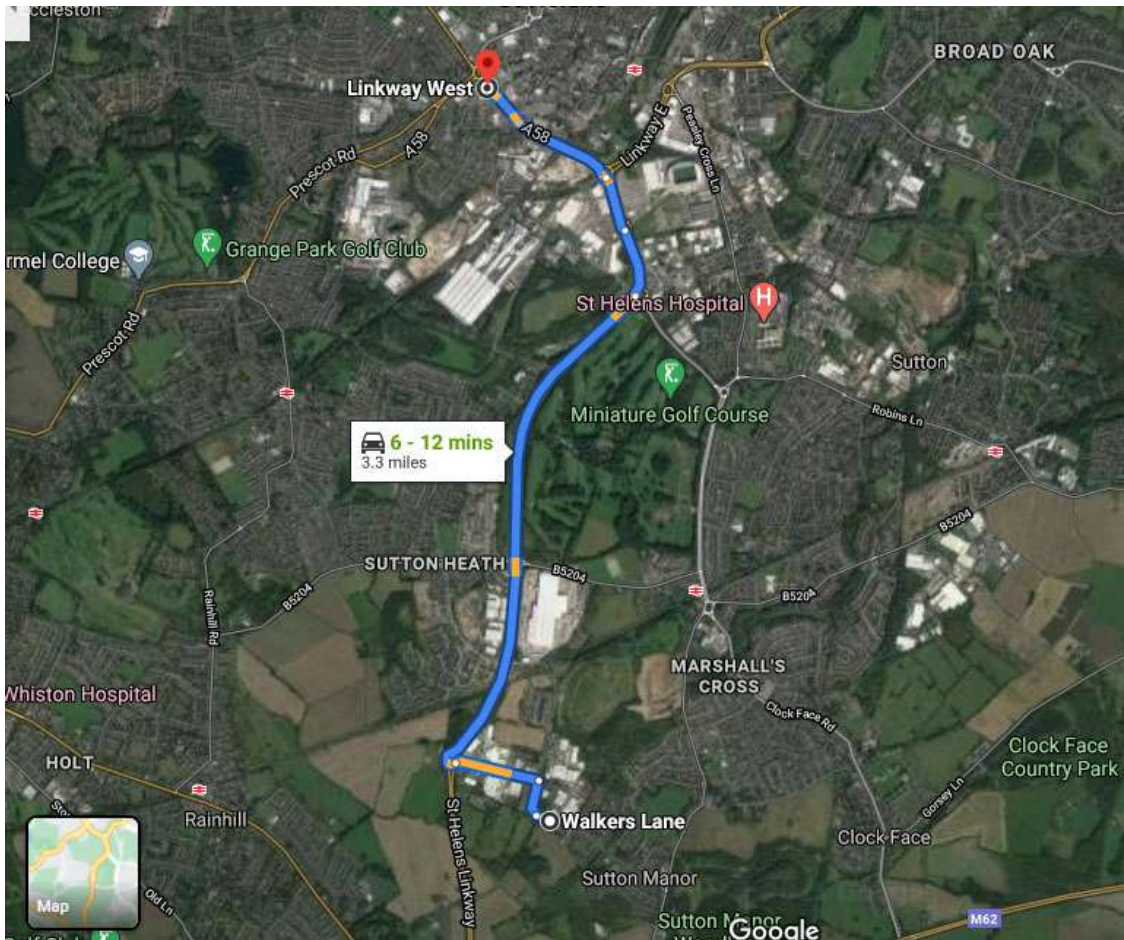


Halton

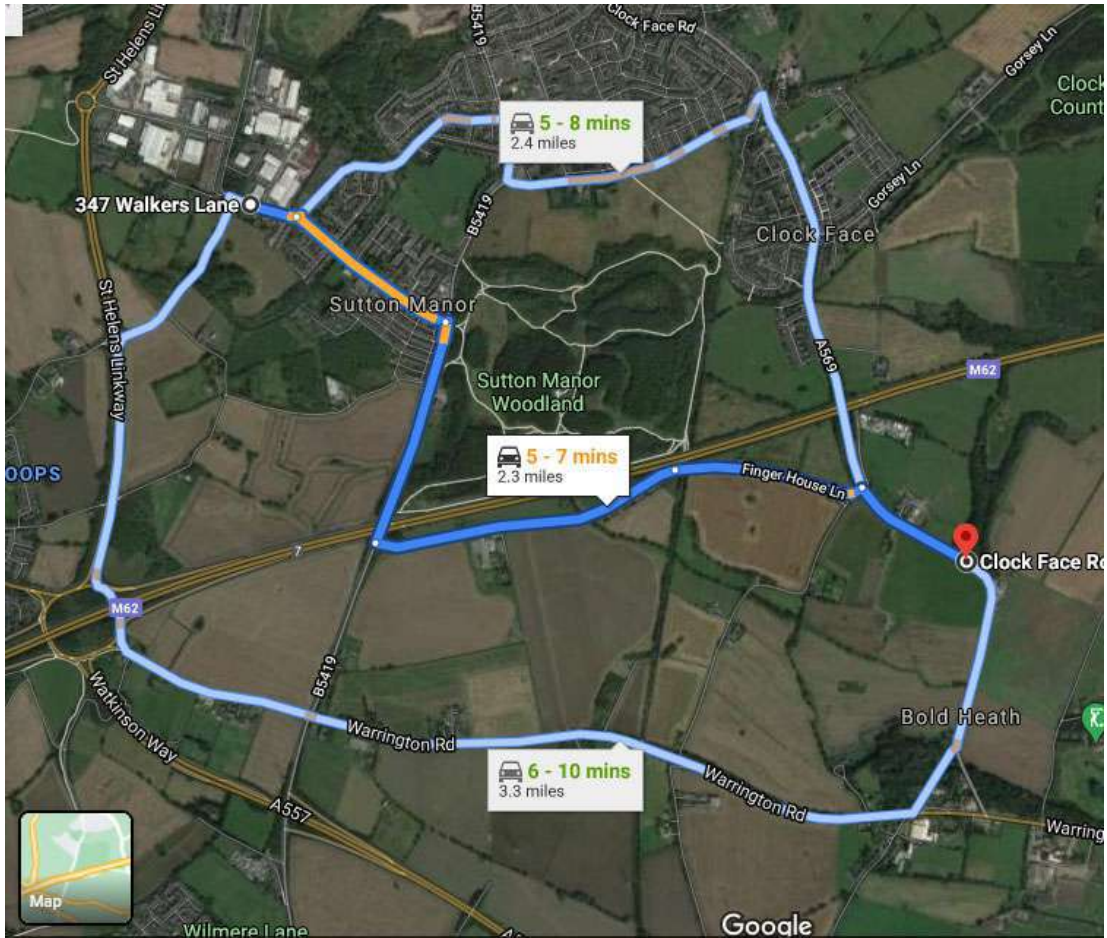




Liverpool



St Helens 012



St Helens 022

Walkers Ln, Saint Helens WA9 4AQ
 Wigan WN3 4AN

Depart at 9:00 AM Thu, Apr 1

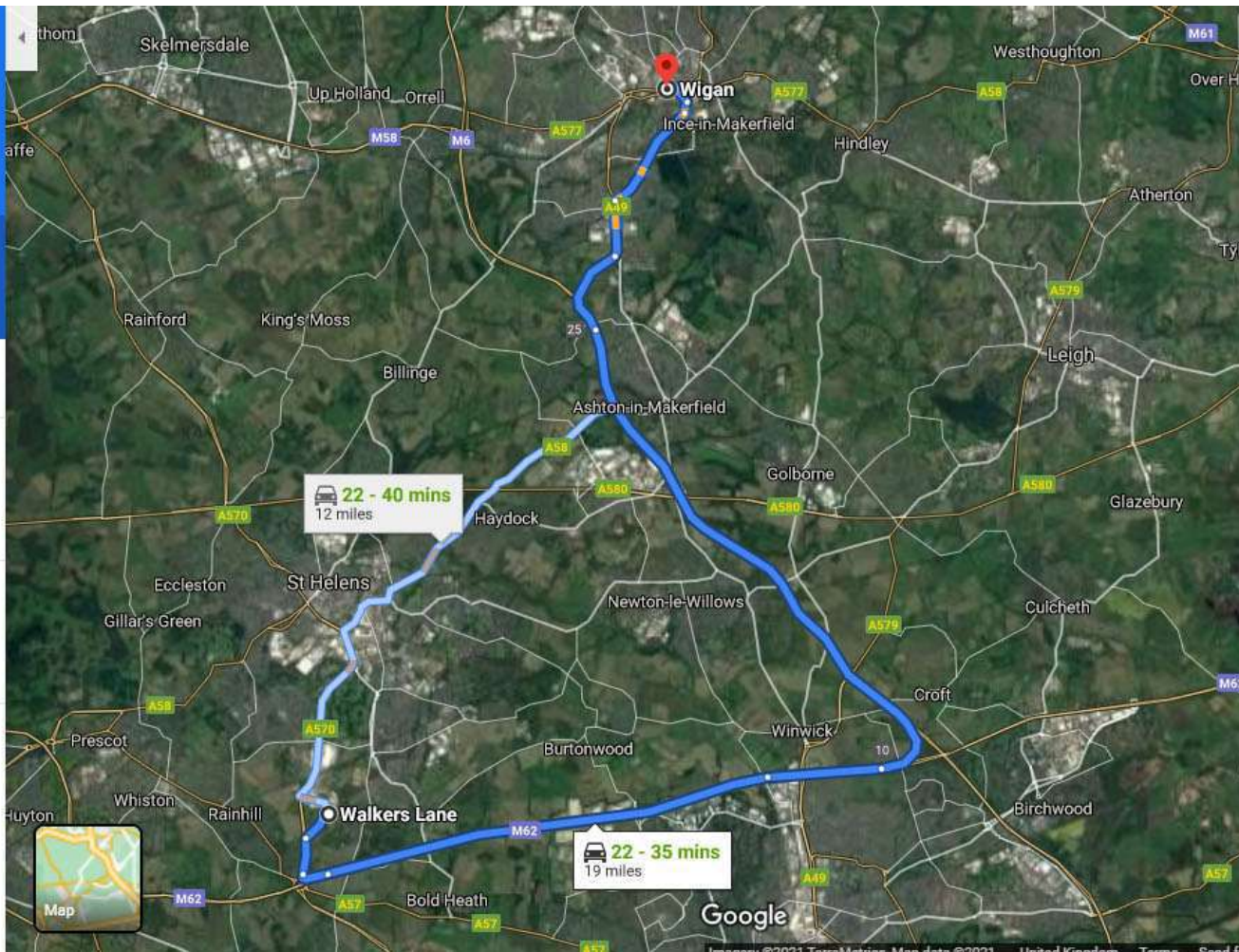
Send directions to your phone

via M62 and M6 typically 22 - 35 min
 Arrive around 9:35 AM
 19.0 miles
[DETAILS](#)

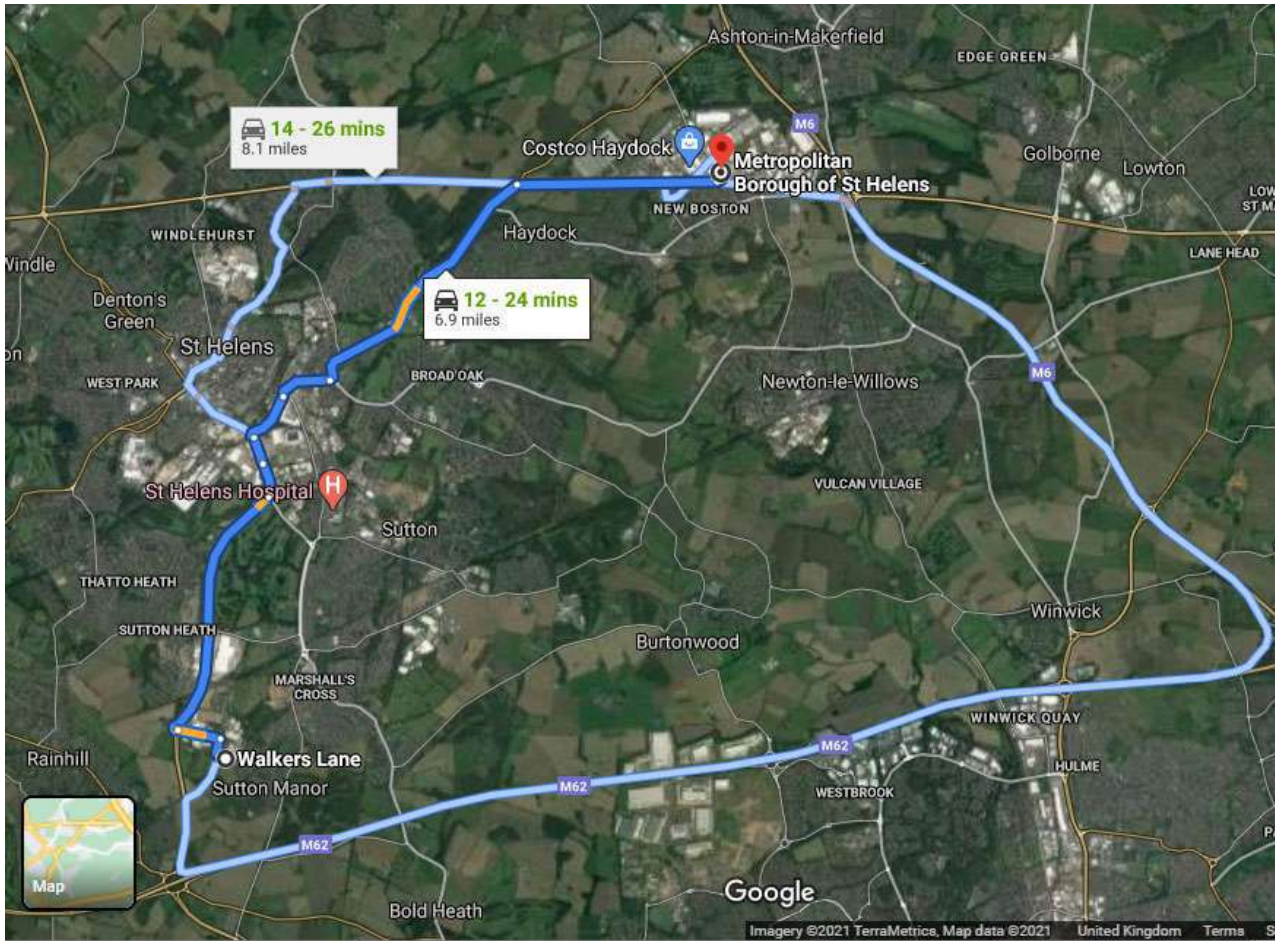
via A58 typically 22 - 40 min
 Arrive around 9:40 AM
 12.0 miles

Explore Wigan

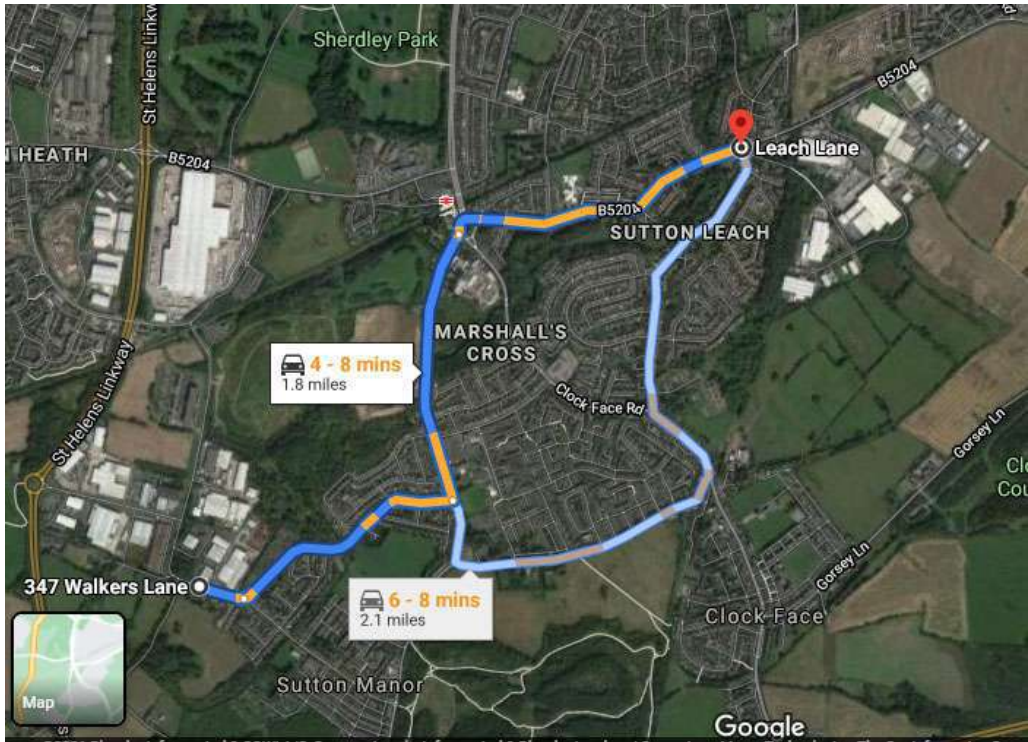
Restaurants Hotels Gas stations Parking Lots More



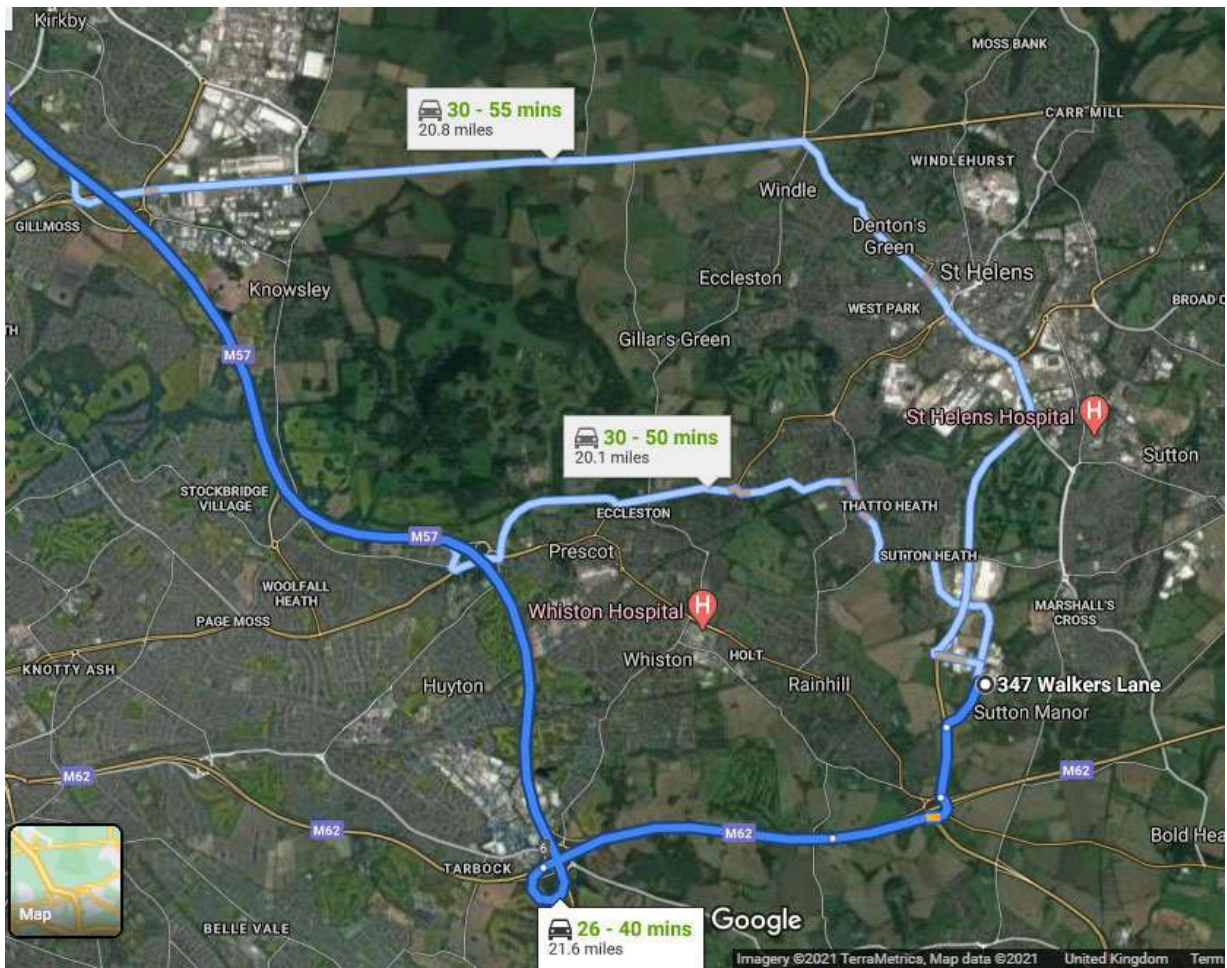
wigan



St Helens 005



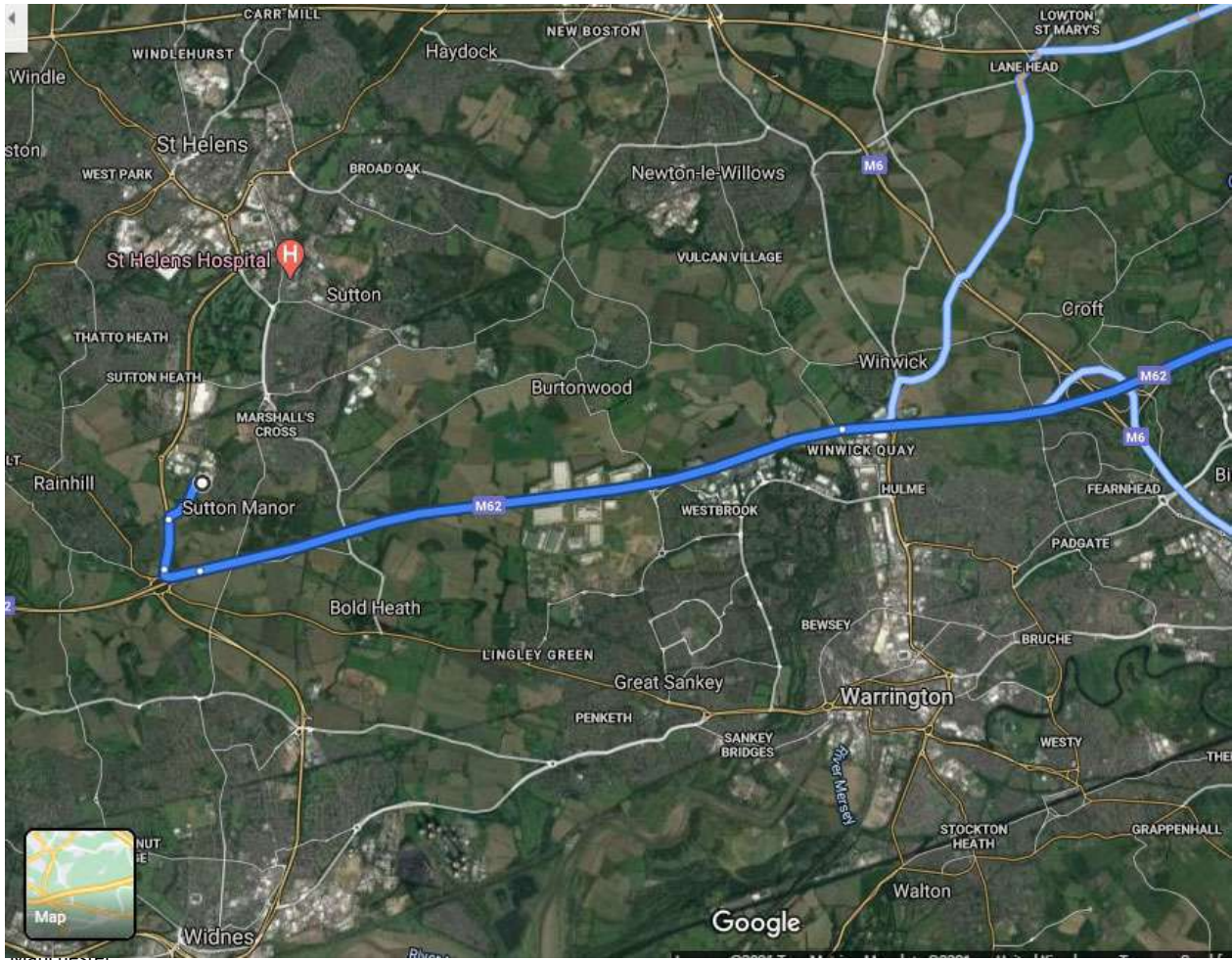
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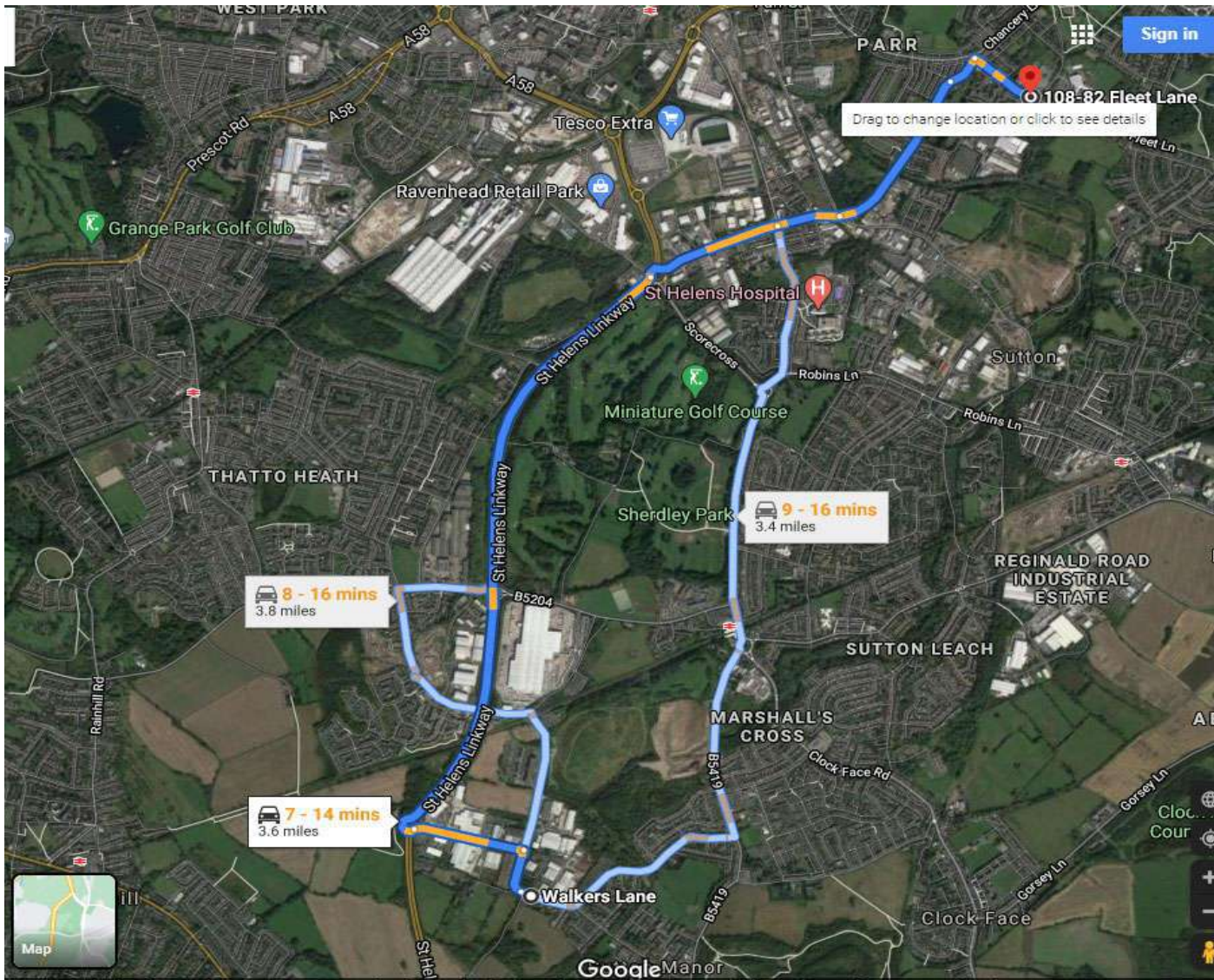


Sefton

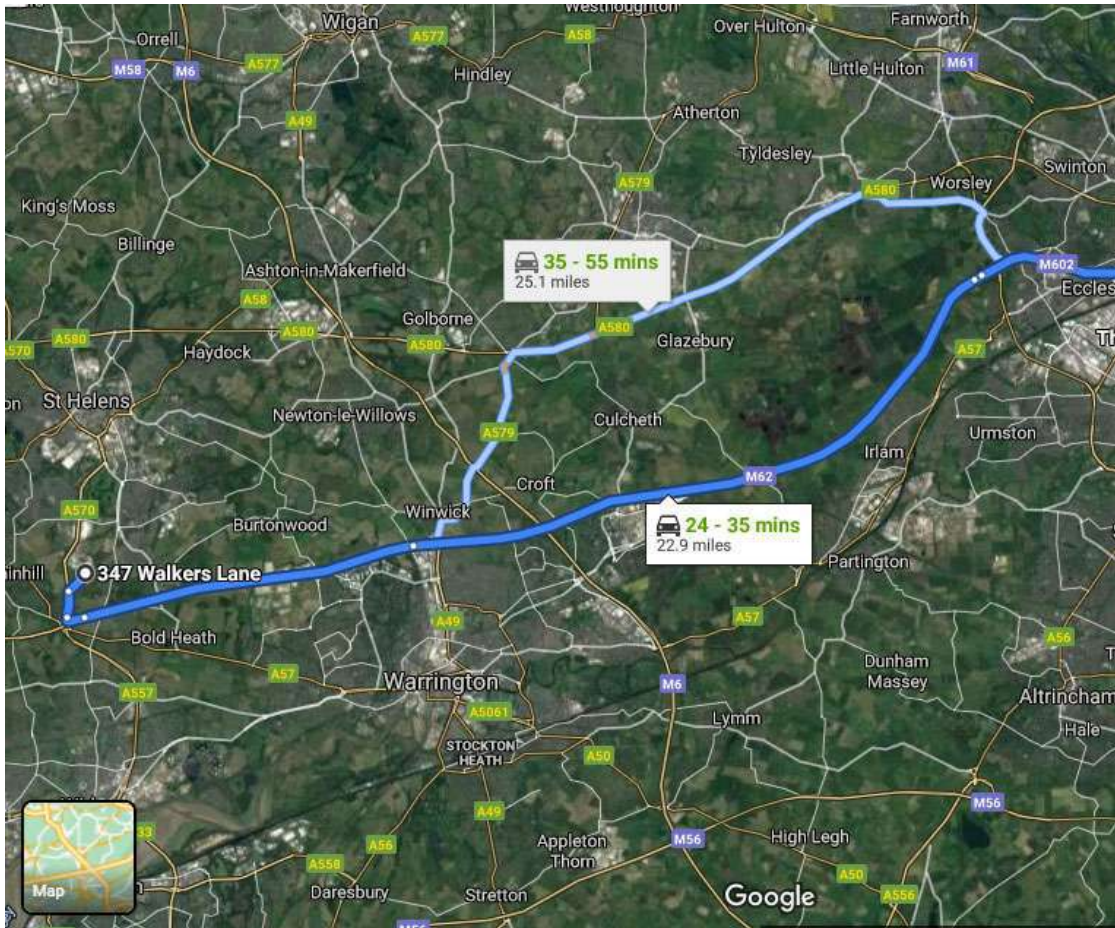


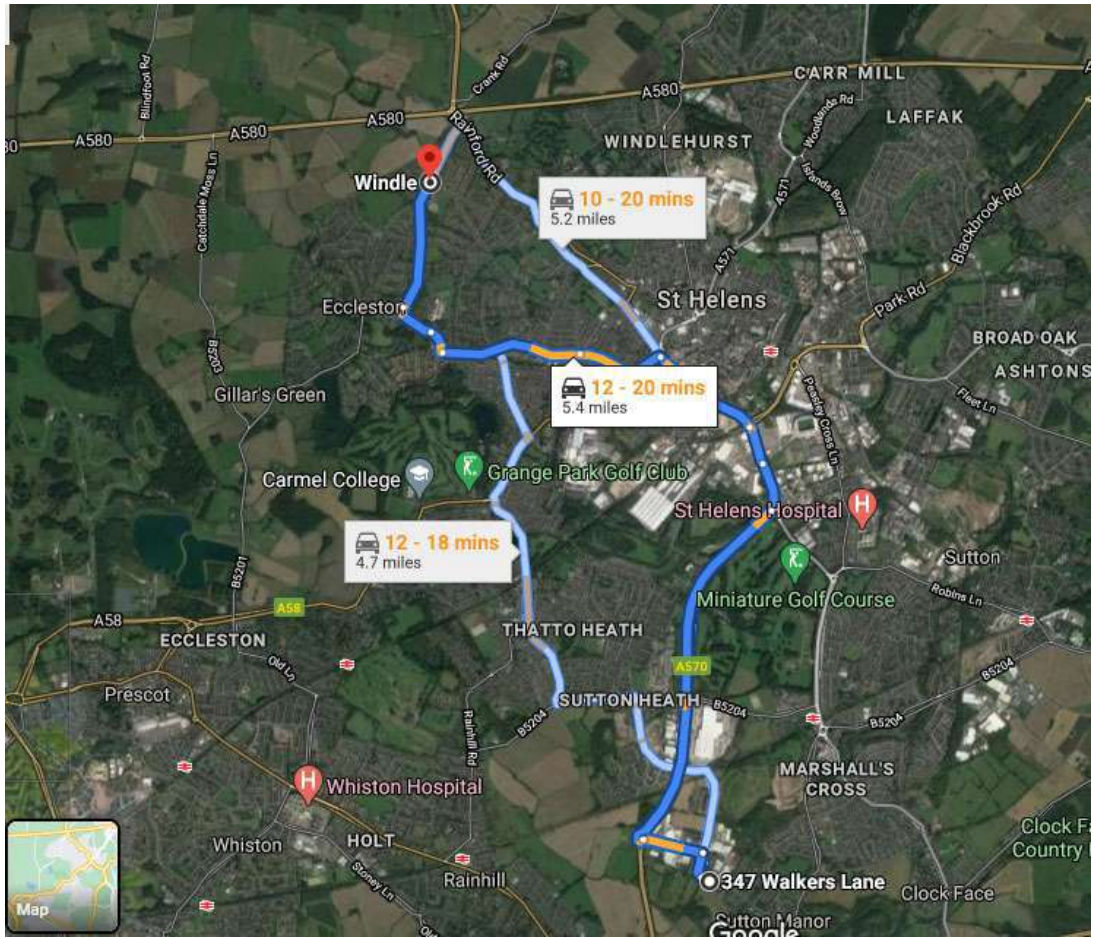
Trafford





St Helens 017

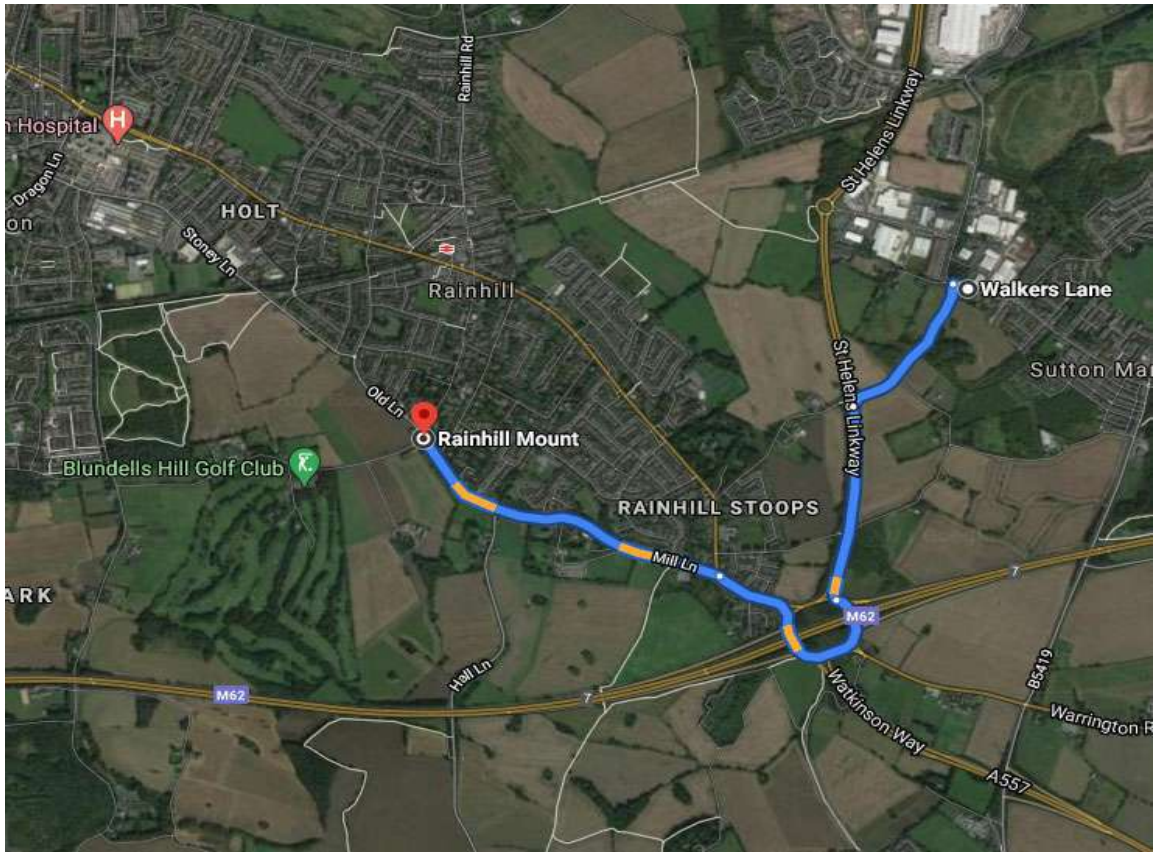




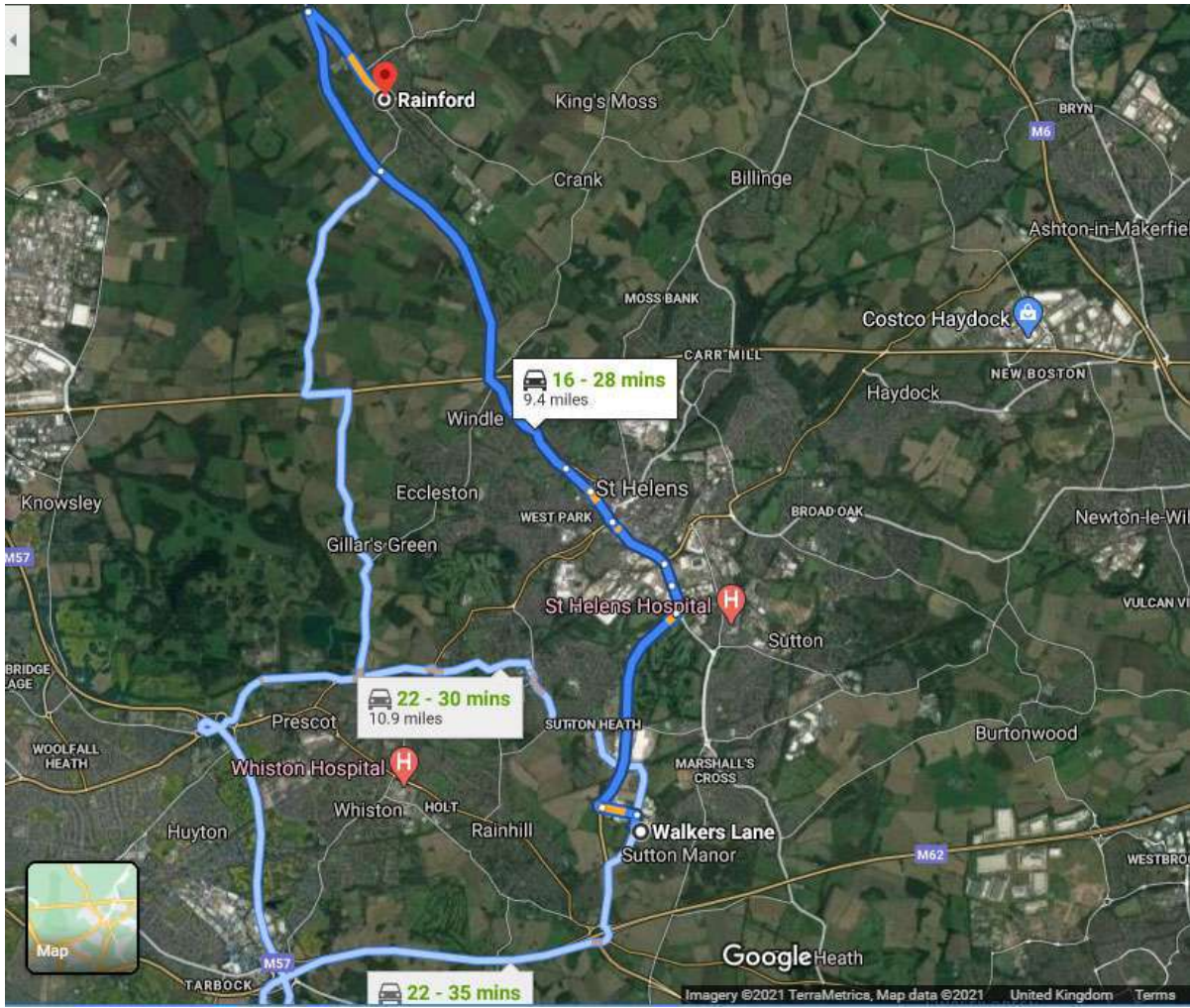
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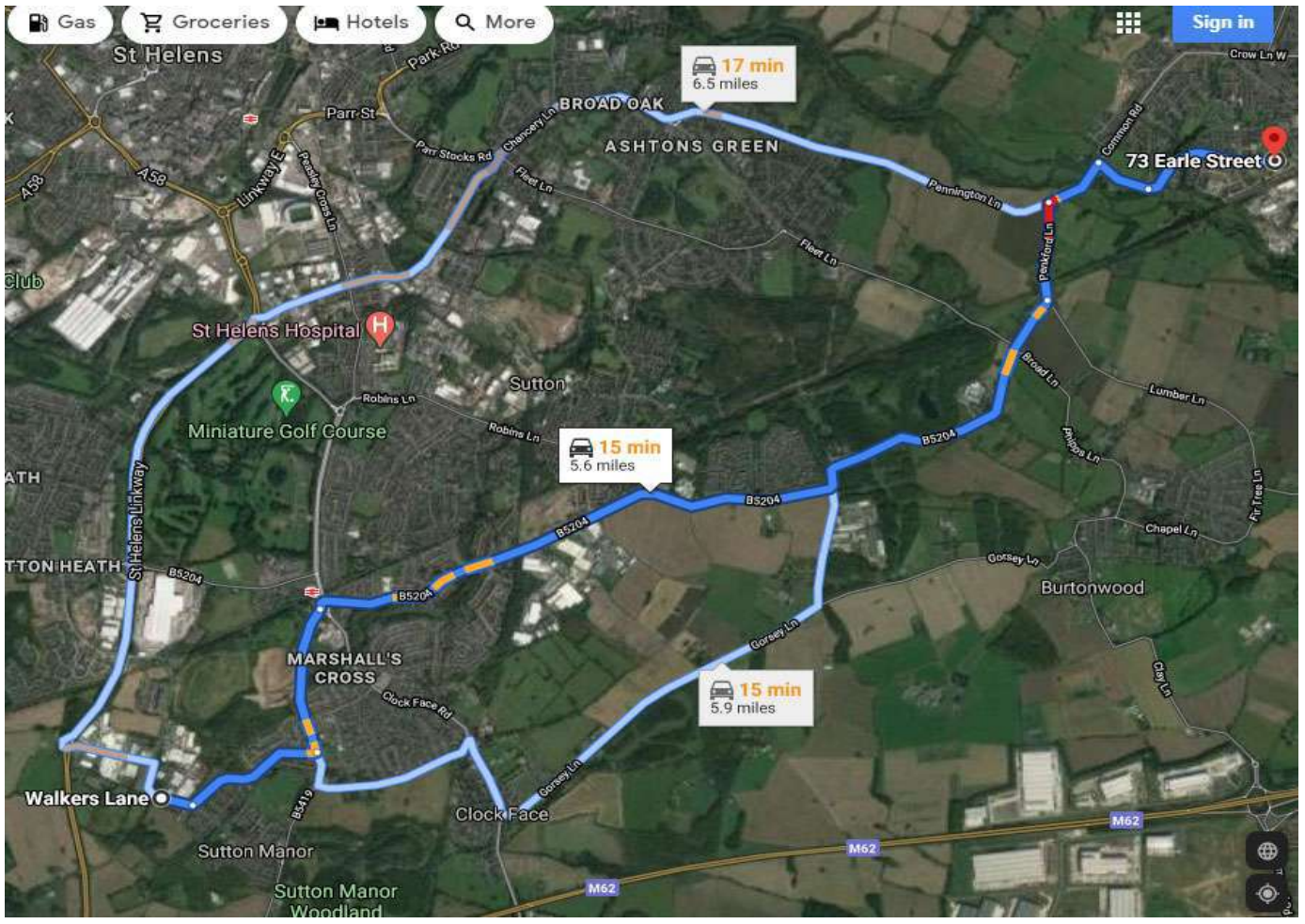


Cheshire West & Chester

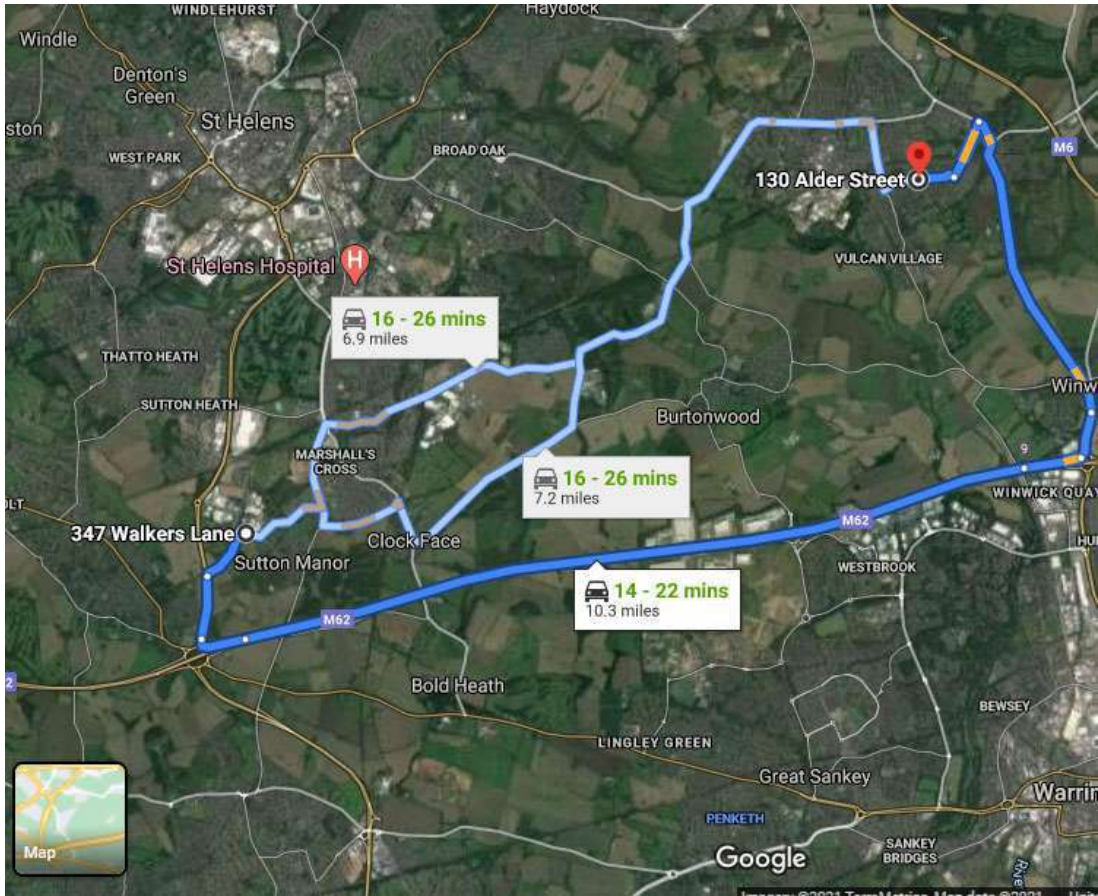


St Helens 023





St Helens 013



APPENDIX 4

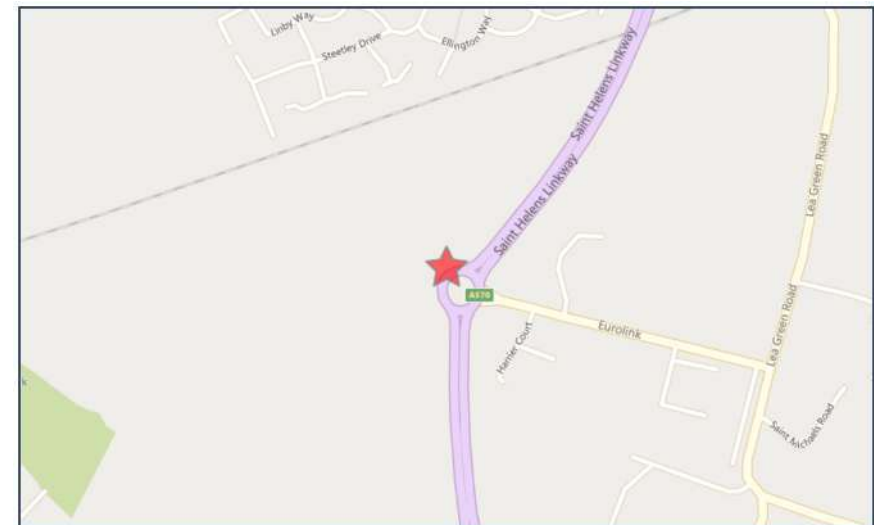
Accident Data



Validated Data

Crash Date: Thursday, February 22, 2018 **Time of Crash:** 8:31:00 AM **Crash Reference:** 2018051800439

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	St. Helens			Number of Vehicles:	1
Local Authority:	St Helens Metropolitan Borough			OS Grid Reference:	350527 391613
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	Over 75	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

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Provisional Data does not include vehicle and casualty records

Crash Date: Thursday, April 30, 2020 **Time of Crash:** 11:23:00 PM **Crash Reference:** 2020052000928

Highest Injury Severity:	Serious	Road Number:	B5419	Number of Casualties:	2
Highway Authority:	St. Helens			Number of Vehicles:	1
Local Authority:	St Helens Metropolitan Borough			OS Grid Reference:	351782 391027
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Provisional Data does not include vehicle and casualty records

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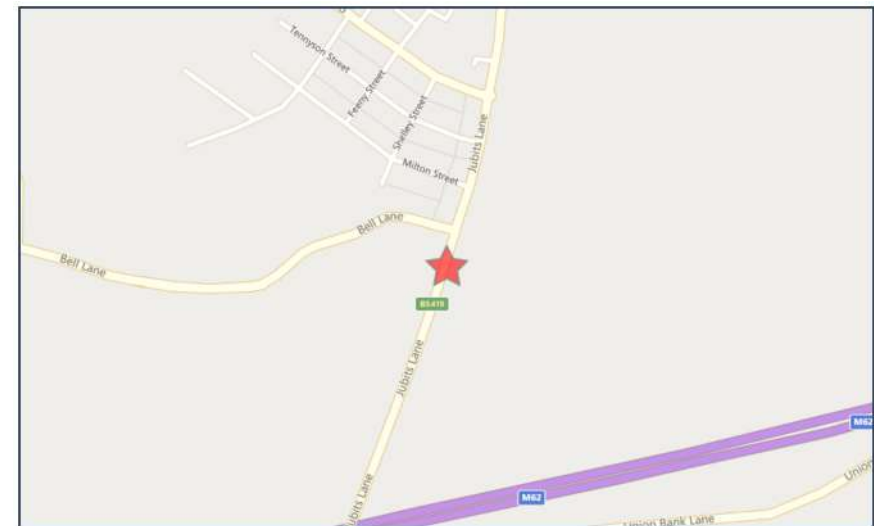
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Validated Data

Crash Date: Tuesday, February 07, 2017 **Time of Crash:** 4:26:00 PM **Crash Reference:** 2017051700420

Highest Injury Severity:	Slight	Road Number:	B5419	Number of Casualties:	3
Highway Authority:	St. Helens			Number of Vehicles:	2
Local Authority:	St Helens Metropolitan Borough			OS Grid Reference:	351661 390583
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Bus or coach (17+ passenger seats)	5	Male	46 - 55	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, February 14, 2019 **Time of Crash:** 4:20:00 PM **Crash Reference:** 2019051910423

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	St. Helens	Number of Vehicles:	2	OS Grid Reference:	350994 391278
Local Authority:	St Helens Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None
2	Car (excluding private hire)	17	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

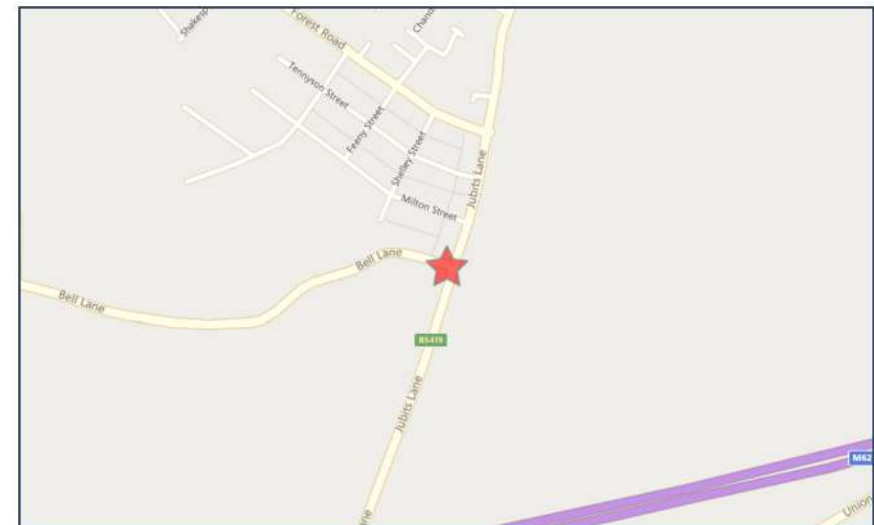
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Validated Data

Crash Date: Sunday, August 07, 2016 **Time of Crash:** 1:29:00 PM **Crash Reference:** 2016051602548

Highest Injury Severity:	Slight	Road Number:	B5419	Number of Casualties:	1
Highway Authority:	St. Helens	Number of Vehicles:	2	OS Grid Reference:	351664 390635
Local Authority:	St Helens Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Unknown	Unknown	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Car (excluding private hire)	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Wednesday, November 07, 2018	Time of Crash:	5:50:00 PM	Crash Reference:	2018051840257
Highest Injury Severity:	Fatal	Road Number:	U0	Number of Casualties:	1
Highway Authority:	St. Helens			Number of Vehicles:	3
Local Authority:	St Helens Metropolitan Borough			OS Grid Reference:	350634 390804
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		3 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
3	Car (excluding private hire)		7 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Male	21 - 25	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's offside

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Provisional Data does not include vehicle and casualty records

Crash Date: Friday, June 05, 2020 **Time of Crash:** 2:17:00 PM **Crash Reference:** 2020052001128

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	St. Helens			Number of Vehicles:	2
Local Authority:	St Helens Metropolitan Borough			OS Grid Reference:	351467 391005
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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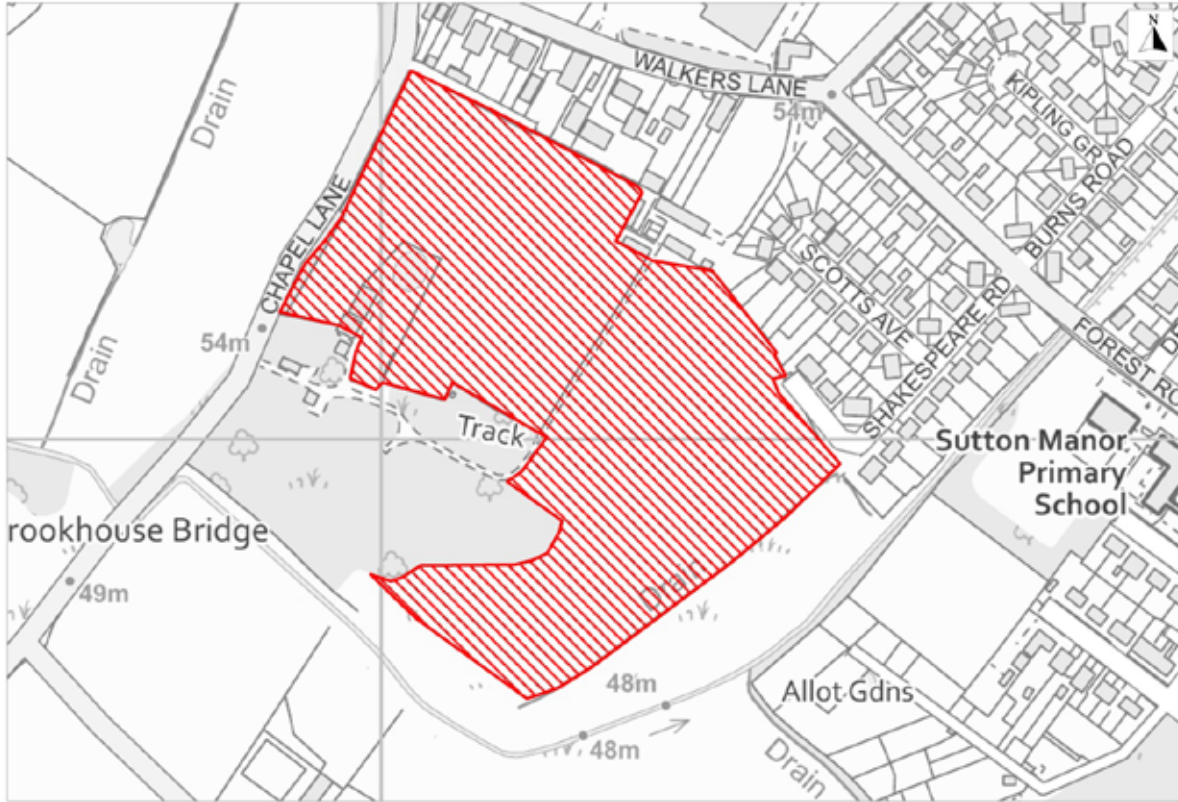
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APPENDIX X SITE 6HS SITE PROFILE

LPSD Ref:	6HS - Land East of Chapel Lane and South of Walkers Lane, Sutton Manor	Ward:	Thatto Heath
Notional Capacity:	113 units	Designation:	Safeguard

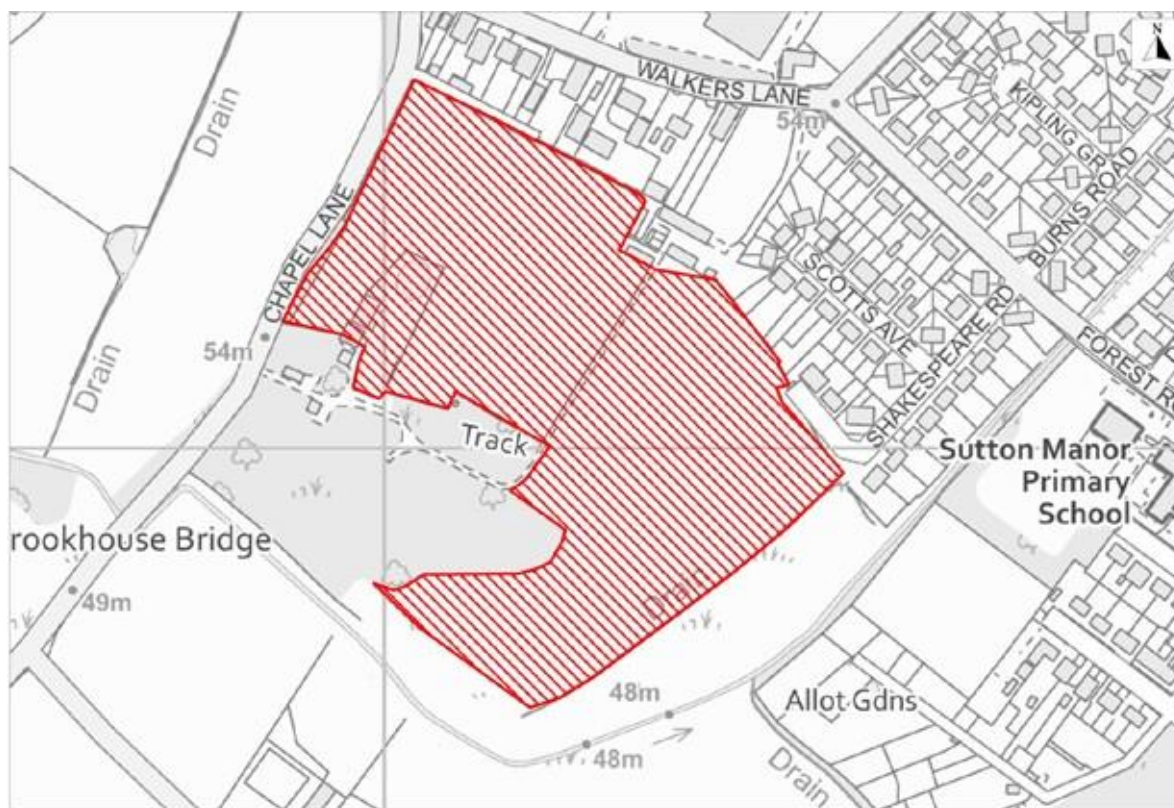


Requirements:

- Safe highway access can be provided from Chapel Lane and Shakespeare Road, (with any necessary off-site improvements).
- Provision of effective flood management measures to reduce the risk of flooding.
- Appropriate provision of open space must be included in accordance with Policy LPC05 and LPD03.
- Appropriate buffers should be provided from the proposed site and adjacent woodland and LWS (Pendlebury Brook).
- The design and layout should provide for a range of house types in accordance with Policy LPC01 and LPC02.

**APPENDIX XI SITE 6HS SITE PROFILE (COUNCIL'S PROPOSED
MODIFICATIONS)**

LPSD Ref:	6HS - Land East of Chapel Lane and South of Walkers Lane, Sutton Manor	Ward:	Thatto Heath
Notional Capacity:	113 units	Designation:	Safeguard



Requirements:

- Safe highway access can be provided from Chapel Lane and Shakespeare Road, (with any necessary off-site improvements).
- Provision of effective flood management measures to reduce the risk of flooding.
- ~~Appropriate provision of open space must be included in accordance with Policy LPC05 and LPD03.~~
- Appropriate buffers should be provided from the proposed site and adjacent woodland and LWS (Pendlebury Brook).
- ~~The design and layout should provide for a range of house types in accordance with Policy LPC01 and LPC02.~~
- **Measures to secure suitable access to and through the site by walking, cycling, public transport and other sustainable modes, which should also link to areas of employment, education, health and other services in the surrounding area.**