



English Cities Fund / St Helens Council

St Helens Town Centre Multi-Modal Interchange

Options Technical Report - Summary





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1. Qualifications and Experience

1.1. Author Qualifications and Experience

- 1.1.1. Production of information for the Technical Report has been directed by Kevin Riley, Director at WSP's Liverpool Office. Kevin has been Project Director throughout our involvement in this work and has played an active role in the development of the design during that time period. He has nearly 31 years post qualification experience in scheme development and design, much of which focussed on public transport infrastructure, including work on numerous bus stations in the North West of England. Kevin has a BSc (Hons) in Geography with Environmental Studies, MSc in Transport Engineering and Planning, has previously been member of the Chartered Institute of Logistics and Transport and is former national secretary of the Transport Planning Society. Kevin has been a guest lecturer at University of Salford for over 16 years on Bus Based Infrastructure.
- 1.1.2. Kevin has worked with colleague Adam Leary, an Associate Director with WSP. Adam has a BA (Hons) in Human Geography and is a Chartered Transport Planning Professional (CTPP) and a Member of the Chartered Institute of Highways and Transportation, with over twenty years' experience in Transport Development Planning. Adam was the Project Manager for WSP in developing the design of a new bus station for St Helens, working firstly on behalf of English Cities Fund, and then as part of a commission for St Helens Council.

2. Summary and Statement of Truth

2.1. Summary

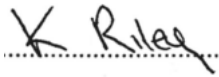

- 2.1.1. The Technical Report provides a chronology of the optioneering process, and the design development undertaken by WSP, and predecessors, in developing the layout and design of a new bus station for St Helens, working firstly on behalf of the English Cities Fund, and then as part of a commission for St Helens Council.
- 2.1.2. The report, and its associated Appendix, describes the existing St Helens Bus Station facility and the layout concerns associated with it. These concerns relate to pedestrian accessibility, setting within the town centre, operational capacity, design aesthetics and the lack of a consolidated bus station within a single footprint, with layover spaces external to the bus station on Corporation Street.
- 2.1.3. The report includes a detailed timeline of identifying the need for an improved bus station in St Helens through to the design development and emerging preferred option from Autumn 2019 to July 2023.

- 2.1.4. The report highlighted some of the initial options work undertaken by Waterman on behalf of the Liverpool City Region Combined Authority in 2019.
- 2.1.5. WSP, on behalf of the English Cities Fund developing a masterplan for St Helens Town Centre, considered a range of alternative locations for the bus station around the town centre, before concluding that the existing location was the most suitable for further design development.
- 2.1.6. This design development focussed on the layout of a new bus station with a focus on the movement of buses and passengers and were strongly influenced by the desire to link the interchange closely with the town centre regeneration proposals included within the emerging masterplan; and strengthening the connection with St Helens Central station.
- 2.1.7. Initial layouts were then presented to key stakeholder, and end user of the facility, Merseytravel, and St Helens Council officers. Merseytravel made clear that they would not support a Drive In / Reverse Out (DIRO) arrangement due to safety concerns.
- 2.1.8. A number of Options were developed and presented, and those are documented in the Report and in Appendix A.
- 2.1.9. Variants of Option 7, which essentially involved a horseshoe type arrangement around some central layover bays within the bus station footprint, closure of Bickerstaffe Street to vehicles and creation of improved public realm space around the bus station connecting to the new town centre and proposed Gamble building extension, was taken forward for more detailed consideration.
- 2.1.10. From these Options, Option 7O emerged as one on which WSP, and our architectural partners Austin Smith Lord, could develop more detailed designs, considering the built form, structures, internal layout, mechanical and electrical engineering, and landscape design. This work culminated in the production of the RIBA Stage 3 report (Core Document Reference F1).
- 2.1.11. On reviewing this layout, Merseytravel requested an amendment to the layout which is shown in Appendix Page 49 and Indicative Option 7P. This layout would require the acquisition of the land on which The Swan is currently located, and is a key subject for St Helens Council's Compulsory Purchase Order (Core Document Reference D1).
- 2.1.12. The report has considered the objections raised in response to the Compulsory Purchase Order, and it is considered that this Technical Report, and Expert Reports produced by CBRE, St Helens Council, Merseytravel and Jon Matthews Architects provide compelling evidence as to why those objections should be overruled.

2.1.13. The new bus station, a key element of the multi-modal interchange within the proposed new St Helens town centre, cannot be safely and efficiently redeveloped without the land on which the Swan Hotel stands being included.

2.2. Statement of Truth

2.2.1. We confirm that we have made clear which facts and matters referred to in the Technical Report are within our own knowledge and which are not. Those that are within our own knowledge we confirm to be true. The opinions we have expressed represent our true and complete professional opinions on the matters to which they refer.

	
Kevin Riley, Director, WSP	Adam Leary, Associate Director, WSP
17 July 2023	17 July 2023



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