Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Sustainable Access and Movement Strategy (SAMS)

October 2025

Planning Act 2008

◆ Sustainable Access and Movement Strategy

INTRODUCTION

Preface

1.1 This Sustainable Access and Movement Strategy (SAMS) has been prepared by the Applicant in support of the Intermodal Logistics Park North Strategic Rail Freight Interchange (ILPN SRFI), hereby referred to as the Proposed Development, which is located in the Liverpool City Region's Freeport Zone.

1.2 This document has been drafted in conjunction with the wider vision and strategic ambitions for the development.

1.3 The SAMS presents the vision for how the Proposed Development will function from a mobility perspective. It serves to demonstrate that the Proposed Development is accessible, that it has the potential to deliver significant local and strategic benefits, and that its movement strategy is connected, innovative, forward thinking and future-proofed.

1.4 The strategy presented here builds on the Applicant's wider transport input to the Development Consent Order (DCO) application, with a view to integrate sustainable transport improvements in any emerging layout proposals, where access, movement and connectivity serve as a guiding principle and a vision for how staff and visitors will travel to/from/within the Proposed Development.

1.5 The transport strategy further contains a series of proposed off-site interventions to connect the development with nearby settlements and facilitate longer distance sustainable trip journeys.

Document structure

1.6 This document has been informed by the Applicant and its consultant team's on-going involvement in the project and latest knowledge of the Proposed Development; discussions with the design team; liaison with the authorities, public transport operators and relevant consultees; and understanding of the aspirations of the public, as revealed at community engagement events.

1.7 This document will be incorporated into the Transport Assessment (TA), whereby they demonstrate the mitigation of negative transport impacts and enhancement of the environment for public transport and non-motorised users.

1.8 Specifically, the document seeks to address a number of pertinent elements, and is structured as follows:

- Section 2 – Policy and Guidance Review;
- Section 3 – Existing Conditions;
- Section 4 – Vision and Movement Strategy;
- Section 5 – Development Proposals and Access Strategy;
- Section 6 – Junction Improvement and Travel Planning; and
- Section 7 – Summary and Conclusions.

POLICY GUIDANCE AND REVIEW

1.9 The National Networks National Policy Statement (NPSNN) sets out the UK Government's strategic planning framework for the development of Nationally Significant Infrastructure Projects (NSIPs) related to road, rail, and strategic rail freight interchanges (SRFIs) in England. It provides the basis for decision-making by the Secretary of State under the Planning Act 2008.

1.10 The overall strategic aims of the NPSNN and the National Planning Policy Framework (NPPF) are consistent due to both documents' over-arching theme to support sustainable development. However, the NPPF is not intended to contain specific policies for NSIPs, and instead the NPSNN assumes that function. The NPSNN provides guidance and imposes requirements on matters such as good scheme design, as well as the treatment of environmental impact.

1.11 With reference to rail freight interchanges, paragraph 2.15 states that the aim of an SRFI is *"to optimise the use of rail in the freight journey by maximising long-haul primary trunk journey by rail and minimising some elements of the secondary distribution (final delivery) leg by road, through co-location of other distribution and freight activities."*

1.12 Chapter 4 of the NPSNN sets out the general policies and considerations in accordance with which applications relating to national networks infrastructure are to be decided. With reference to road safety, Paragraph 4.57 states:

"Highways developments provide an opportunity to make significant safety improvements and significant incident reduction benefits when they are well designed. Some developments may have safety as a key objective, but even where safety is not the main aim of a development, the opportunity should be taken to improve safety, including introducing the most modern and effective safety measures where proportionate. Consideration should also be given to wider transport objectives, including expanding active travel, and creating safe and pleasant walking, wheeling and cycling environments…"

1.13 In addition, with reference to accessibility Paragraph 4.78 states "Applicants should demonstrate the following where relevant:

- *all reasonable opportunities to deliver improvements in accessibility on and to the existing national road network should be taken, including improvements for non-motorised users*
- *severance can be a problem in some locations; where appropriate, applicants should seek to deliver improvements that reduce community severance and improve accessibility*
- *national network infrastructure should incorporate good design (which is inclusive by default)...which includes delivering accessible infrastructure for users."*

1.14 Section 5 of this SAMS outlines the proposed active travel improvements that will be provided as part of ILPN SRFI.

1.15 With reference to transport links and location requirements, Paragraph 4.81 of the NPSNN states:

"Given their strategic nature, it is important that new SRFIs or proposed extensions to Rail Freight Interchanges upgrading them to SRFIs are appropriately located relative to the markets they will serve, which will focus largely on major urban centres, or groups of centres, and key supply chain routes. The majority of freight movements by rail will end with transport by road to the final destination so, proposed new rail freight interchanges should have good road access, and provide appropriate parking and associated facilities for those using the interchange to ensure Heavy Goods Vehicle driver wellbeing is observed, as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail. Due to these requirements, it may be that countryside locations are required for SRFIs."

1.16 Section 3 of this SAMS outlines the accessibility of the ILPN SRFI and the development proposals for ILPN SRFI, are detailed in Section 5.

1.17 With reference to impact on the transport networks for SRFIs, Paragraphs 5.277 and 5.278 state:

"If a project is likely to have significant transport impacts it should include a Transport Assessment, using the Transport Analysis Guidance methodology stipulated in Department for Transport guidance, or any successor to such methodology.

The applicant should also prepare a travel plan outlining management measures to mitigate transport impacts. A successful travel plan and mitigation strategy will understand the needs of people walking, wheeling or cycling. Audits should be undertaken to understand their movements and establish any barriers and opportunities to improve this environment. This includes detailing the accessibility of the development by active travel modes, such as the provision of safe and secure cycle parking and associated facilities, creating high quality pedestrian environments including through public realm improvements, enhancing modal interchanges to create an integrated transport system and access via public transport such as bus stops within close proximity of the development. Mitigating measures should also look to reduce the need for any parking associated with the proposal, ensure the infrastructure needed to support the transition to alternative fuels including electric vehicles are in place during construction and ahead of operation, and to mitigate transport impacts."

1.18 This SAMS, and the Proposed Development, adheres with the NPSNN (March 2024).

National Planning Policy Framework (December 2024, as amended February 2025)

1.19 The NPPF has most recently been updated in February 2025 and promotes sustainable development and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.

1.20 Section 9 of NPPF 'Promoting Sustainable Transport', Paragraph 109, states that:

- *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

- *making transport considerations an important part of early engagement with local communities;*
- *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- *understanding and addressing the potential impacts of development on transport networks;*
- *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

1.21 In respect of considering development proposals, Paragraph 115 states:

- *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *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 through a vision-led approach."*

1.22 Paragraph 117 states the following requirements for development applications:

- *"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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *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;

- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

1.23 This SAMS and the Proposed Development, adheres with the NPPF (2025).

Circular 01/2022 – Strategic road network and the delivery of sustainable development

1.24 This DfT Circular states that the Strategic Road Network (SRN) is designed to facilitate safe, reliable, and efficient long-distance travel for both people and goods across England. It connects major population centres, ports, airports, and rail terminals, and serves as a backbone for economic activity, trade, and regional connectivity. The Circular emphasises the SRN's role in supporting national productivity, prosperity, and the Government's levelling-up agenda by unlocking growth and attracting investment.

1.25 National Highways (NH), as the operator of the SRN, is mandated to support the Government's decarbonisation goals outlined in Decarbonising Transport: A Better, Greener Britain. This includes enabling future transport technologies such as high-powered EV charge points and promoting modal shift away from private car use. The policy encourages behavioural change towards walking, cycling, and public transport, and supports developments that reduce emissions and improve air quality.

1.26 The Circular outlines how NH will work with developers, local authorities, and communities to ensure that new developments are sustainable and integrated with the SRN. It stresses the importance of aligning infrastructure investment with local transport strategies and land use planning, ensuring that new schemes contribute positively to environmental, social, and economic outcomes.

1.27 The Proposed Development directly supports the objectives of this policy by facilitating modal shift from road to rail for freight movement—reducing congestion, lowering carbon emissions, and improving air quality. The Proposed Development will enhance connectivity between road and rail networks, support long-distance goods transport, and align with the SRN's role in linking key economic hubs. By integrating sustainable freight logistics into national infrastructure, SRFIs contribute to decarbonisation, economic growth, and the delivery of sustainable development as envisioned in this Circular.

Net Zero Highways: our 2030/2040/2050 plan – National Highways (July 2021)

1.28 This document is aimed at rapidly cutting emissions across road construction, maintenance, and operations, while also supporting the transition to zero-emission vehicles. The plan sets out clear targets: achieving net zero for its own operations by 2030, for construction and maintenance activities by 2040, and for road user emissions by 2050. These goals are underpinned by a comprehensive roadmap and material-specific strategies for concrete, steel, and asphalt, developed in collaboration with the supply chain to drive sector-wide

decarbonisation.

1.29 NH aims to place roads at the centre of Britain's net zero future through three core commitments: achieving net zero emissions from its own operations by 2030; delivering net zero road maintenance and construction by 2040; and enabling net zero carbon travel on the road network by 2050.

1.30 Contractors and suppliers will also be expected to act, committing to year-on-year carbon reductions through the adoption of cutting-edge technologies. These efforts aim to ensure that by 2040, road maintenance and construction activities operate with near-zero emissions.

1.31 The SAMS and Framework Travel Plan associated with the Proposed Development outline measures for reducing single-occupancy vehicle journeys encouraging the use of sustainable transport modes. Lowering vehicle trips is expected to deliver direct improvements in air quality around the site.

Local Policy

St Helens Borough Local Plan up to 2037 (July 2022)

1.32 The St. Helens Borough Local Plan sets out the framework for the growth and development of the Borough. It identifies how and where new development and regeneration should take place and thereby promotes and manages the future development of the Borough. The Local Plan includes a number of Core Policies.

1.33 It should be noted that part of the ILPN SRFI site is allocated for SRFI development within St. Helens Borough Local Plan and is referred to as Policy LPA09: Parkside East. Policy LPA09 states the following:

"The Parkside East site (identified as Site 7EA in Policy LPA03 [Strategic Employment Sites]) shall be considered suitable in principle for development of a Strategic Rail Freight Interchange (SRFI) with the primary purpose of facilitating the movement of freight by rail and its on-site storage and transfer between rail and other transport modes.

The site is also considered suitable in principle for other forms of B2 and B8 employment use provided that they would:

- *bring significant inward investment, local employment, and training benefits for the local community; and*
- *(i) be rail served (i.e., requiring on-site access to a railway); or*
- *(ii) be of a layout and scale that would not prejudice the ability to develop an effectively laid out SRFI or other rail served employment development (including any necessary rail and road infrastructure, buildings, and landscaping), on at least 60ha of the site, at any time in the future."*

1.34 In addition, Policy LPA01: Spatial Strategy echoes national planning policy regarding sustainability and states that:

"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."

1.35 It also recognises within subsection 7 of Policy LPA01 that:

"*Parkside West and Parkside East form transformational employment opportunity sites that will make a major contribution to the economic development of St Helens Borough, the Liverpool City Region and beyond. Development that prejudices their development in accordance with Policies LPA03, LPA09 and LPA10 will not be allowed*."

1.36 Policy LPA02: Development Principles further emphasis the need for sustainable development by requiring development to:

"Minimise the need to travel and maximise the use of sustainable transport by:

- *Guiding development to sustainable and accessible locations or locations that can be made sustainable and accessible;*
- *Encouraging a shift towards more sustainable modes of transport for people, goods and freight and encouraging the use of lower carbon transport;*
- *Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking, and cycling between homes and employment; and*
- *Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses, and places of worship)."*

Wigan Local Plan Core Strategy Remaining Policies (March 2024)

1.37 Following the adoption of the Places for Everyone Plan in March 2024, several policies within the Wigan Local Plan Core Strategy were superseded and no longer form part of the Development Plan for Wigan Borough. However, the remaining policies continue to be part of the Development Plan and remain material to the consideration of the Application.

1.38 Specifically, Policy CP7 is relevant to the Proposed Development, with its objective to improve accessibility across Wigan Borough by promoting sustainable transport choices and reducing reliance on private vehicles with the following key principles:

- support for sustainable transport modes including walking, cycling, and public transport;
- integration of land use and transport planning to reduce the need to travel and encourage modal shift;
- improved access to employment, education, and services, especially for disadvantaged communities;
- infrastructure investment to enhance connectivity and reduce congestion; and

- freight movement considerations, including support for rail freight where feasible, to reduce HGV traffic and environmental impacts.

1.39 While Policy CP7 does not specifically mention SRFIs, its emphasis on sustainable freight movement and reducing road-based logistics supports the planning rationale for rail-connected logistics hubs and the policy aligns with broader regional goals to shift freight from road to rail, reduce emissions, and improve network efficiency.

Wigan Borough Local Plan Initial Draft (April 2025)

1.40 Wigan Borough Council published the initial draft version of the Local Plan in April 2025. It will eventually guide development through to March 2039 across the borough. The draft Local Plan sets out the policies through which the Council will 'manage development and use to inform its determination of planning applications'.

1.41 Section 8 of the draft Wigan Local Plan outlines the Borough's commitment to improving transport infrastructure in support of sustainable development. A proposal is the Lane Head South Bypass, which is identified as a future transport priority under Policy T1 in the Draft Infrastructure Delivery Plan. The bypass is intended to alleviate congestion and improve air quality along Winwick Lane, where pollution levels currently exceed national limits near residential properties.

1.42 The plan also promotes active travel as a key component of sustainable transport. Proposed enhancements include three new controlled pedestrian crossings at the Newton Road junction, designed to make walking safer and more accessible—particularly for vulnerable users. These improvements are intended to encourage modal shift from car use to walking, thereby supporting both health and environmental objectives.

1.43 The Proposed Development would directly support the objectives of Section 8 by facilitating modal shift from road to rail. As presented in Preliminary Environmental Information Report (PEIR) Appendix 7.2 Highway Mitigation Options Report of Chapter 7 Transport and Traffic in the PEIR, the Lane Head Bypass (also known as the Lane Head South Relief Road) has been identified as a potential mitigation option for the Proposed Development based on the available knowledge at this stage. The options outlined will be subject to review and refinement once the traffic modelling analysis is complete. The final mitigation options taken forward will look to mitigate the impacts of the proposed development on congestion, air quality and connectivity—aligning with Wigan's vision for a cleaner, safer, and more sustainable transport network.

Employment and Skills: Developers must engage with local employment and skills initiatives to maximise benefits for the local workforce. Local Transport Plan 3 (LTP3) for Merseyside (2011 – 2026) (April 2011)

1.44 The LTP3 was adopted in April 2011 and sets out the implementation plans in the short term to 2015 and looks to the longer-term strategy for 2024 on how to improve transport in Merseyside. The plan has six equal status goals which focus on sustainable economic growth, equality of travel, improved health, wellbeing and road safety which are again broadly comparable with the key National and Local policies already referenced above.

Places for Everyone (PfE) Joint Development Plan (2022 to 2039) (March 2024)

1.45 The PfE Plan is a joint development plan produced by Greater Manchester Combined Authority (GMCA) for nine Greater Manchester districts including Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The plan replaced several policies in the Wigan Local Plan Core Strategy and was adopted by Wigan Council in March 2024.

1.46 With reference to public transport, Policy JP-C3 states that a range of measures will be supported including "*…Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network*".

1.47 With reference to transport, the PfE Plan ensures all new developments are sustainably integrated into Greater Manchester's transport network or are supported by new infrastructure. In addition, Policy JP-C6: Walking and Cycling states *"In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:*

- *Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;*
- *Ensuring routes are direct, easily navigable and integrated with the street and public transport network;*
- *Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;*
- *Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;*
- *Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;*
- *Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling"*

1.48 Section 5 of this SAMS details the physical infrastructure improvements associated with the Proposed Development, such as walking, cycling and public transport improvements.

Warrington Local Plan 2022/23 to 2038/39

1.49 On the basis that some development traffic from ILPN SRFI utilise the highway network within the Warrington area, it is considered that the Proposed Development must have regard to the primary transport policies in Warrington.

1.50 The Warrington Local Plan 2021/22 – 2038/39 was formally adopted at a meeting of full

council on Monday 4th December 2023 and is now the statutory Development Plan for the Borough to 2038/39.

1.51 Strategic Planning Policy INF1 covers Sustainable Travel and Transport and states the following:

- *"To deliver the Council's objectives of improving the safety and efficiency of the transport network, tackling congestion, reducing carbon emissions and improving air quality, promoting sustainable transport options, reducing the need to travel by private car and encouraging healthy lifestyles, the Council will expect development to:*
- *General Transport Principles - Be located in sustainable and accessible locations, or in locations that can be made sustainable and accessible;*
- *Improve Walking and Cycling Facilities (Active Travel);*
- *Improve Public Transport;*
- *Protect future re-use of disused rail corridors;*
- *Improve Freight Transport Provision;*
- *Sustainable Transport of Minerals and Waste."*

1.52 The Warrington Borough Council policies are comparable to the St. Helens Borough Council's transport policies and, as such, are all considered further within this report.

Summary

1.53 Transport policy and best practice guidance has emphasised that providing sustainable transport options to, from and within the Proposed Development can play a key role in tackling traffic congestion and encouraging behavioural changes in mode choice.

1.54 This SAMS will outline the measures to be implemented from the outset that will both limit the development's traffic impact and promote more sustainable and healthier forms of transport, thereby achieving the aims of those policies.

1.55 Following the review of national and local policy, it is evident that the provision of a SAMS for ILPN SRFI can play an integral part in progress towards achieving these national and local transport objectives.

1.56 It is considered that the overall travel demand management strategy defined for ILPN SRFI, along with the implementation of SAMS, will play a key role in achieving the objectives of the sustainable development policy.

EXISTING CONDITIONS

Pedestrian Context and Connectivity

Pedestrian Context

1.57 In terms of accessibility on foot, it is widely recognised that walking is an important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

1.58 These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled "Guidelines for Providing for Journeys on Foot" (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances therefore illustrate the catchment areas that are accessible on foot from the site.

1.59 However, it is of note that the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route, the attractiveness of the surrounding pedestrian environment, societal perceptions and other subjective and circumstantial preferences.

1.60 Although now superseded by CD143, TA 91/05 Provision for Non-Motorised Users does provide useful guidance on likely walking and cycling distances. Paragraph 2.3 states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km).

1.61 Paragraph 2.2 of TA91/05 states that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances.

1.62 In relation to shorter trips, in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.

1.63 Manual for Streets (MfS) emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

1.64 Furthermore, Paragraph 4.81 of the NPSNN states that:

"Proposed new rail freight interchanges should have good road access, and provide appropriate parking and associated facilities for those using the interchange to ensure Heavy Goods Vehicle driver wellbeing is observed, as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail. Due to these requirements, it may be that countryside locations are required for SRFIs."

1.65 Therefore, the information and development vision that follows in this report considers the Proposed Development in the context of this policy.

Pedestrian Connectivity

1.66 The local highway network provides pedestrian facilities in the form of footways on the eastern side of Winwick Lane, on the southwest side of Parkside Link Road (PLR) East, on the west side of Parkside Lane and on the north side of Newton Road. Street lighting is also placed at regular intervals along PLR East, Parkside Lane and Newton Road. Collectively, the local highway network offers connections to various local amenities and residential areas, predominantly within Lowton approximately 2.3km to the northeast, and Newton-le-Willows approximately 2.4km to the west.

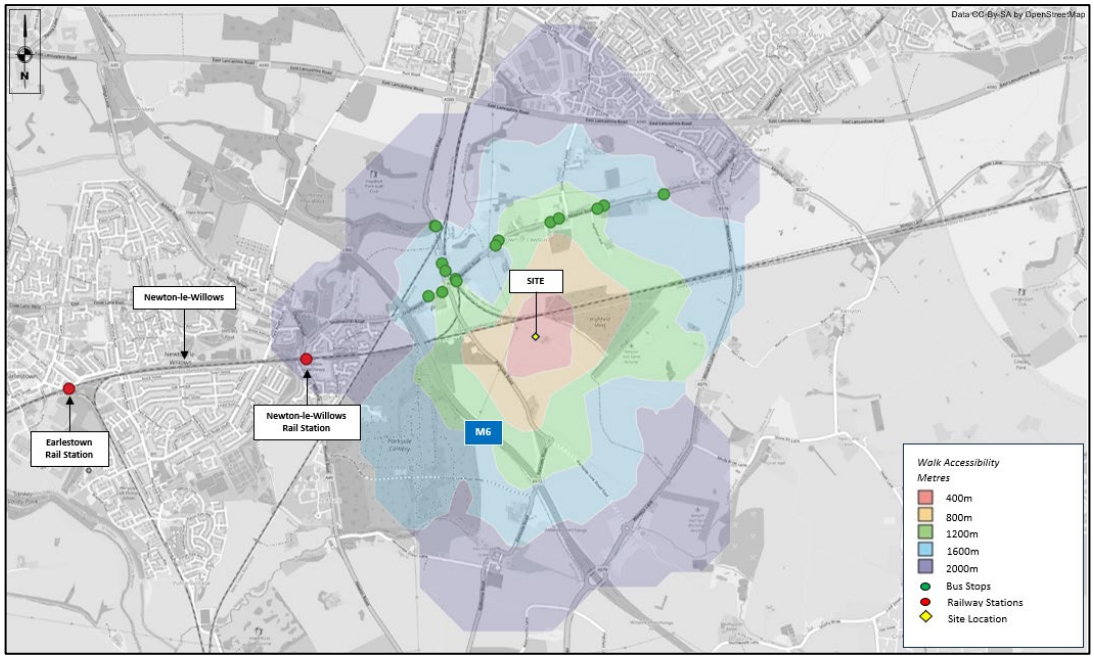
1.67 Within the vicinity of the Proposed Development, uncontrolled pedestrian crossings, featuring dropped kerbs, tactile paving and refuge islands, are provided on the Parkside Road (south) arm of the Parkside Road / PLR East roundabout junction, and on all arms of the Winwick Lane / PLR East roundabout junction.

1.68 In addition to the pedestrian facilities provided as part of the local highway network, the Public Right of Ways (PRoWs) around and through the Proposed Development are extensive. PRoWs are highways over which the public have linear rights of access and are protected and maintainable at public expense by the Highway Authority (Highways Act 1980).

1.69 There are several pedestrian routes that pass near the Proposed Development. There are PRoWs within Proposed Development, connecting the each of the roads within the local highway network. Outside of the Proposed Development, public footpaths can provide an efficient and safe route to further travel links such as train stations and bus stops.

1.70 The pedestrian provision within the 2km walking catchment is illustrated in **Figure 1.1**.

Figure 1.1 2km Walking Catchment



1.71 The pedestrian catchment outline presents the furthest points that can be reached within a

2km walk along existing routes. The distances are measured from the Proposed Development's centre, accessed via Parkside Road.

Cyclist Context and Connectivity

Cyclist Context

1.72 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.

Cyclist Connectivity

1.73 Although there are no dedicated cycle routes in the vicinity of the Proposed Development, there are a multitude of cycle provisions linking the Proposed Development into and around St Helens, Wigan and Warrington. One of the key provisions available is a stretch of off-road path, known as the Sankey Valley Trail that links the southern edge of Newton-le-Willows, southward to Warrington town centre. At its closest point, the route is accessible via Alder Lane, approximately 3.6km east of the Proposed Development.

1.74 Figure 1.2 illustrates the 5km cycling catchment areas from the Proposed Development.

Figure 1.2 5km Cycling Catchment

1.75 As can be seen from Figure 1.2, the 3km cycling catchment area includes the residential areas of Croft (approximately 2.9km) to the southeast of the Proposed Development and Lowton (approximately 2.3km) to the north of the Proposed Development.

1.76 The 5km catchment area extends further encompassing the north of Warrington (approximately 5km) to the southwest, and Newton-Le-Willows (approximately 4.8km) to the northwest.

Bus Connectivity

1.77 The closest bus stops to the Main Site are the Parkside Road bus stops located on Southworth Road, within 400m walking distance from the north-western border of the Main Site. The bus stops are served by routes 22A, 34 and 360, operated by Warrington's Own Buses and Arriva Merseyside.

1.78 Both bus stops are indicated via the presence of a flagpole with attached timetables. The routes provide direct connectivity between Wigan, Warrington and St. Helens.

1.79 Further details of the bus service on Southward Road, including the frequency, are provided in Table 1.1.

Table 1.1 Local Bus Services

Bus services	Bus Route	Frequency (mins)		
		Mon-Fri	Saturday	Sunday
22A	Warrington Interchange – Winwick – Newton-le-Willows – Golborne – Wigan	2004 – 2300 Hourly	2002 – 2258 Hourly	1150 – 2051 Hourly
	Wigan – Golborne – Newton-le-Willows – Winwick – Warrington Interchange	2056 – 2356 Hourly	2056 – 2356 Hourly	1242 – 2141 Hourly
34	St. Helens – Newton-le-Willows – Leigh	0638 – 1821 Every 40 mins	0734 – 1812 Every 40 mins	N/A
	Leigh – Newton-le-Willows – St. Helens	0651 – 1908 Every 40 mins	0655 – 1858 Every 40 mins	N/A
360	Warrington – Winwick – Golborne – Wigan	0613 – 1833 Hourly	0823 – 1824 Hourly	N/A
	Wigan – Golborne – Winwick –	0533 – 1928	0724 – 1927	N/A

Bus services	Bus Route	Frequency (mins)		
		Mon-Fri	Saturday	Sunday
	Warrington	Hourly	Hourly	

1.80 Table 1.1 demonstrates that the site benefits from three regular bus services, with frequencies ranging from every 40 minutes to every hour.

Rail Connectivity

1.81 The CIHT document "Guidelines for Planning for Public Transport in Development" (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 800m from the nearest rail station.

1.82 Whilst located approximately 1.5km of the DCO Site, the closest railway station is Newton-le-Willows. The station is operated by Northern Railway providing services to Manchester Victoria, Manchester Airport, Liverpool Lime Street, Chester, Llandudno, Holyhead, and Newcastle upon Tyne.

1.83 Although the railway station is not located within walking distance from the Proposed Development, it is accessible by cycle and bus and therefore is deemed accessible as part of a multimodal journey using active travel or public transport.

1.84 Trains operate at high frequencies with departures to Liverpool Lime Street approximately every 20 minutes. Trains also operate at high frequencies to Manchester City Centre, stopping at stations such as Manchester Piccadilly, Manchester Victoria, and Manchester Oxford Road. Journey times can vary depending on the train operator but usually this journey should take circa 20-30 minutes.

1.85 It should be noted that the local stopping services in both directions provide good connections to nearby residential areas such as St Helens, Rainhill and Whiston.

1.86 At the station, cycling parking is provided. There are 24 cycle spaces in stands that are sheltered which could be utilised as part of a multimodal journey.

1.87 In addition, bus services 34 and 360 that serve the bus stops on Newton Road stop at Newton-le-Willows Rail Station (Stop B/C). Therefore, a combination of bus and rail could also be utilised as part of a multimodal journey.

Strategic Highway Network

1.88 The Proposed Development is within close proximity of the SRN and has excellent access to the M6 and M62 and the A580 via the M6.

1.89 The M6, forms the western boundary of the Proposed Development. The Proposed Development will access the M6 directly via the Winwick Interchange (Junction 22 of the M6). The M6 connects to the A580 north of the Proposed Development, and the M62 to the south

of the Proposed Development. The A49 Winwick Link Road from the Winwick Interchange also provides access to the M62.

1.90 Approximately 5km north of the Winwick Interchange, the M6 connects to the A580 (East Lancashire Road) via Junction 23 of the M6. The A580 provides access between Liverpool to the west of the Proposed Development and Manchester to the east.

1.91 The M62 is accessed approximately 2.7km south of the Proposed Development via junction 21A of the M6. The M62 provides a connection between Liverpool and Hull, as well as providing access to Manchester and Leeds.

Local Highway Network

1.92 Winwick Lane (A579) is a two-way single carriageway that links the Main Site to Newton Road (A752) to the north and PLR East to the south-west, and the M6 and Winwick Link Road via the Winwick interchange to the south of the Main Site. At its southern end, the road is subject to a 30mph speed limit which increases to 40mph north of Sandy Brow Lane, before returning to 30mph approximately 250m south of Newton Road.

1.93 The road features footways on the eastern side of the carriageway and benefits from street lighting placed at regular intervals at its northern end, spanning approximately 160m east of Newton Road. The closest pedestrian crossing to the Proposed Development is located on the Winwick Lane (north) arm of the Winwick Lane / PLR East roundabout junction in the form of an uncontrolled pedestrian refuge crossing, featuring dropped kerbs and tactile paving.

1.94 PLR East is a new two-way single carriageway that connects to Parkside Road at its northern end and Winwick Lane at its southern end, running through the Proposed Development in a northwest - southeast alignment. The link road, which was promoted and funded by the Liverpool City Region Combined Authority to enable the development of Parkside West and Parkside East employment allocations in the St Helens Local Plan to come forward; opened in May 2025.

1.95 The road is subject to a 40mph speed limit, features a shared footway / cycle track as well as street lighting placed at regular intervals on the southwestern side of the carriageway. In the vicinity of the Proposed Development, there is an uncontrolled pedestrian refuge crossing located on the PLR East arm of the roundabout junction with Winwick Lane.

1.96 Parkside Road (A573) is a two-way single carriageway that connects Southworth Road (A572) to the north of the Proposed Development via a signalised junction, which has recently been upgraded. To the south, Parkside Road provides a link between Golborne Road and Newton Road, approximately 770 metres from the Parkside Road / PLR East roundabout junction.

1.97 The road is subject to a 40mph speed limit and features a footway along the western side of the carriageway, supported by regularly spaced street lighting to enhance visibility and safety. Within the vicinity of the Proposed Development, a signalised pedestrian crossing is located at the northern end of Parkside Road, providing safe access for pedestrians. It is also noted that certain sections of Parkside Road, particularly those passing over existing railway infrastructure, are subject to restricted carriageway widths.

1.98 Newton Road (A572) is a two-way single carriageway linking to Southworth Road immediately north-east of the Parkside Road / Newton Road junction, and St. Helens Road approximately 2.4km to the northeast of the Proposed Development, beyond the A580. The road is subject to a 30mph speed limit at its western end, however approximately 315m east of Golborne Dale Road the speed limit increases to 40mph, before returning to 30mph approximately 45m west of Highfield Lane.

1.99 Newton Road features a footway on the northern side of the carriageway with various sections of footway also present on the southern side of the carriageway. The road also benefits from street lighting at regular intervals. The closest pedestrian crossing is located approximately 1.1km northeast of the Proposed Development in the form of a signalised toucan crossing.

1.100 Winwick Link Road is a two-way dual carriageway linking Winwick Lane approximately 160m south of the Proposed Development, and Newton Road (A49) approximately 1.8km south of the Proposed Development. The road provides a link between the M6 and M62 and is subject to the national speed limit. The road is predominantly without pedestrian provision, however there is street lighting provided at regular intervals beginning approximately 300m south of M6 Junction 22 until the northern end of the road. In addition, a section of footway is present on the western side of the carriageway, north of Waterworks Lane.

1.101 A573 Warrington Road / Golborne Dale Road is a single carriageway road. As the A573 travels north from junction 9 of the M62, it crosses the M6 and two railway lines near Newton-le-Willows before entering the more residential area around Golborne Dale Road. Here, the road narrows and the speed limit reduces to 30 mph, reflecting the change in character from rural to urban frontage. The road passes through Lowton, with housing lining Golborne Dale Road, and continues toward Golborne Island Roundabout with the A580 East Lancashire Road.

VISION AND MOVEMENT STRATEGY

A Vision-led Approach

1.102 A significant change in transport assessments in recent years has been the emergence of the 'Vision and Validate' approach to transport planning, which seeks to identify what role transport should play in delivering the vision for a place. The concept therefore aims for better recognition of the influence the design of a proposed development and its transport strategy can have on people's likelihood of making alternative travel choices based on the available options. Vision-led and multi-modal travel demand forecasts can be derived therefore to demonstrate what sustainable growth could look like.

1.103 The industry has previously adopted a 'predict and provide' approach, however this has failed to deliver a shift towards sustainable modes, or the wider benefits they bring. It has been demonstrated that the supply of additional road space increases traffic demand. So with continued expansion of road infrastructure to meet demand, in addition to the delivery of development inherently reliant on it, encourages non-sustainable travel modes.

1.104 The 'Vision and Validate' approach seeks to identify what role transport should play in

delivering the vision for a place and envisage what 'good growth' should look like.

1.105 The two approaches are not mutually exclusive but rather aim for better recognition of the influence that development design can have on the travel demand forecast. The vision for the site is stress tested and validated under a range of future conditions, ensuring that it can meet the policy aspiration across a range of scenarios. This ensures that the measures put in place within the vision create the appropriate modal shift to support the vision and realise the wider benefits.

Transport Vision

1.106 Recognising the importance of access and mobility for the development, the Applicant has developed the following 'Transport Vision' for the Proposed Development, which has been discussed with the Transport Working Group (TWG). The below represents the guiding principles upon which the access and movement strategy is developed:

- Understand the role of access and mobility in delivering a sustainable, cohesive, self-sufficient, balanced and equitable development.
- Maximise the opportunities for sustainable travel.
- Provide a transport network that prioritises travel by sustainable modes.
- Contribute to public transport services of a standard which encourages use.
- Recognise the health and wellbeing benefits of active travel and provide the infrastructure that creates a healthy lifestyle culture amongst staff.
- Provide a network that is future proofed to facilitate a growing uptake of emerging sustainable technologies.
- Enhance existing transport networks for staff – provide greater access to sustainable travel options compared to those that exist at the moment.
- Recognise the strategic location of the site in respect neighbouring residential areas.
- Seek to address any road safety and congestion associated with the Proposed Development's impact to create a more pleasant, less car-dominated environment.
- Incorporate active travel interventions into highway mitigation measures through holistic design and sympathetic junction treatment.

Vision-led Forecasts

1.107 Forecasts for the future modes of travel will be created from vision-led scenarios that are developed in line with the Transport Vision as set out above.

1.108 The baseline modal split of people using different transport options has been calculated using a discreet choice (logit) model, of which further details of the base modal split is included in

Section 7.3. The calibrated model enables the various elements of the transport vision such as committed and proposed improvements like service enhancements or policy measures to be incorporated into the model in accordance with their assumed year of implementation.

1.109 Once the sustainable travel interventions are inputted, they can be tested using the logit model, which will generate an evidenced based assessment of their potential to influence travel behaviour and drive the modal shift towards more sustainable choices. This mode shift potential will inform the vision for the Proposed Development. The forecast modal splits will inform the gravity model, allowing revised trip distributions and network loads to be calculated for future scenarios with different modal splits.

1.110 Vision-led forecasting is an iterative process that will ensure the behavioural response and spatial redistribution of trips are captured in an integrated manner. The outputs will inform scheme prioritisation, to avoid over-engineering of mitigation measures and provide an evidence base for stakeholder and funding related engagement.

DEVELOPMENT PROPOSALS AND ACCESS STRATEGY

Introduction

1.111 The Proposed Development is situated within Newton-le-Willows, approximately 2.7km east of the town centre. The northern Liverpool to Manchester (Chat Moss) trainline bounds the site to the north, Winwick Lane (A579) bounds the site to the east, and the M6 motorway bounds the site to the south and west. In addition, Parkside Road, followed by PLR east run northwest to southeast through the site.

1.112 The Proposed Development is predominantly comprised of open vacant agricultural land at present. However, the Proposed Development does include Highfield Farm and Kenyon Farm Air Strip - GB0734 towards the north of the site and Parkside Farm located to the east of Parkside Road.

1.113 Beyond the highway and rail networks that bound the Proposed Development, the area that surrounds the site is predominantly utilised as agricultural land.

1.114 Both Winwick Lane, and Parkside Road serve as the main vehicular routes connecting the Proposed Development to the surrounding areas. With Parkside Road linking to the A580 via Warrington Road to the north, and Winwick Lane linking to the M6 to the south.

Proposed Development Proposals

1.115 The components of the ILPN SRFI are summarised in the section below and in addition, the Proposed Development will provide associated improvements to the active travel and public transport provision already provided within the area:

Development of the Main Site

- provision of a logistics park comprising up to c.767,000 square metres (m2) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up

to 590,000m2 at ground floor level and up to 177,050m2 of mezzanine floorspace, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;

- provision of a rail terminal capable of accommodating up to 16 trains (up to 775m in length) per day, including connections to the mainline and ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building, fuelling facilities and staff facilities;
- a rail turn-back facility within the Western Rail Chord capable of accommodating trains up to 775m in length;
- new bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;
- closure and diversion of two rail level crossings (Parkside No. 1 and Lowton Moss);
- provision of overnight lorry parking with welfare facilities and HGV fuelling facilities for users of the SRFI;
- new internal roads and works to existing road infrastructure on the Main Site;
- closure of existing access and provision of new access to Newton Park Farm and neighbouring properties;
- new electricity substations;
- new energy centre(s) and potential for battery storage;
- provision of roof-mounted photovoltaic arrays and/or canopy photovoltaic arrays over parking areas capable of providing direct energy supply to buildings on which they are mounted and/or distributing and exporting power via the energy centre(s);
- strategic landscaping and open space, including: bunds up to 3m above the reprofiled ground level, hard and soft landscape works, amenity features and planting;
- earthworks to regrade the Main Site to provide development plateaus, appropriate access, connections to the railway, development plots and landscape zones;
- habitat creation, enhancements, compensation and provision of publicly accessible space;
- an amenity area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening as well as heritage interpretation;
- farmland to the north of the Liverpool to Manchester railway and south of the A572 Newton Road for the provision of BNG requirements, new and realigned PRoW and landscaping including tree belts to screen views from the north;

- farmland to the east of Winwick Lane for the reuse of topsoil and landscaping including stopping up gaps in hedgerow and tree belts to screen views from the east;
- noise attenuation measures;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, diversion and stopping up of existing PRoW where required (see Table 3.4 in PEIR Chapter 3);
- provision of public transport hub;
- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- utility compounds, plant and service infrastructure;
- security and safety provisions inside the ILPN SRFI including fencing and lighting; and
- drainage works including creation of attenuation ponds and sustainable drainage features.

Proposed Development Access Strategy

1.116 This section sets out the access strategy for modes of sustainable transport and also details potential off-site improvements that could be implemented as part of the Proposed Development.

Pedestrian Access Strategy

1.117 The main pedestrian/cycle access to the Proposed Development will be taken from Winwick Lane and Parkside Road. As part of the ILPN SRFI, shared footways/cycleways will be provided throughout the site to help promote the use of active travel. A new bridge incorporating a shared footway/cycleway will also be provided at the northern edge of the site over the existing railway line. In addition, the development will take a pedestrian-first approach, with vehicle speeds on the private estate roads within the site limited to 20mph throughout.

1.118 At present several PRoWs are located around and through the Main Site. The PRoW network within the Main Site is extensive, connecting to the local highway network. As part of the Proposed Development all existing PRoWs located within the Main Site will be maintained or diverted, offering alternative pedestrian and cycle access into the Proposed Development. A number of opportunities to improve the overall PRoW network across the DCO Site would be undertaken.

1.119 Given the scale of the Proposed Development, all active travel proposals throughout the Proposed Development will be designed to LTN1/20, DMRB CD143, MfS and CBC Design Guide, as well as provide signage in accordance with TSRGD, ensuring they cater for all non-motorised users and facilitate wayfinding and road user comprehension.

Cyclist Access Strategy

1.120 Shared footways/cycleways will be provided throughout the Main Site to help promote the use of active travel. A new bridge, incorporating a shared footway/cycleway, will also be provided at the northern edge of the Proposed Development over the existing railway line, helping to increase the ILPN SRFI's accessibility by cycle.

Public Transport Access Strategy

1.121 As part of the Proposed Development, bus stops are to be provided within the site along Parkside Road and PLR, which would significantly reduce the distance staff would be required to walk to access a bus service. Passenger waiting facilities will be provided at the primary bus stops, located adjacent to the primary site mobility hub, close to the junction with Parkside Road and at the secondary and tertiary bus stops, located at regular intervals along the internal roads of the Main Site.

1.122 The ILPN SRFI will operate 24 hours a day with some staff working a standard 09:00-17:00 working day, as well as the following likely shift patterns:

- 06:00-14:00;
- 14:00-22:00; and
- 22:00-06:00

1.123 Based on the likely shift patterns presented above and the existing bus services, it is acknowledged that a new or extended existing bus service would be required to serve the site so that public transport is a viable option of travel for future staff of the site.

1.124 As part of the ILPN SRFI, a number of dedicated bus shuttle services are proposed to connect potential employees from the surrounding areas to the Proposed Development, serving areas such as Warrington, Wigan, St. Helens, Golborne, Leigh and Newton-le-Willows.

1.125 It should be noted that the information in relation to Public Transport is correct at the time writing but are subject to change and evolution in terms of final proposed stopping pattern / routing, with detail and assessment continuing through to the DCO application.

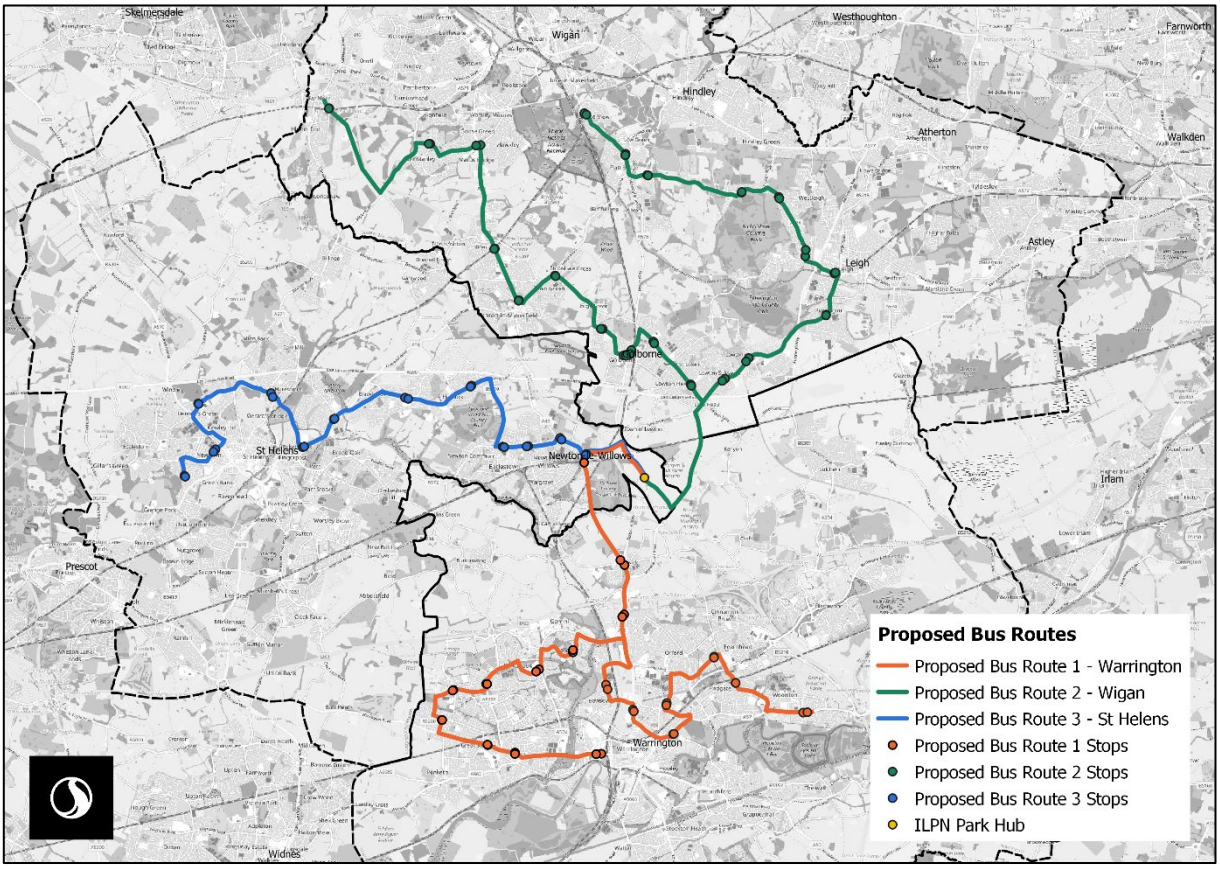
1.126 The proposals have been shaped by spatial analysis undertaken as part of the wider cross-boundary demand forecasting which will inform the analysis presented in the Transport Assessment (TA) and in particular:

- Employee Density Maps have been used to identify high concentration commuter zones; and
- Cost Inequity Maps have been used to highlight areas where car travel is significantly more attractive than public transport, helping to identify priority zones for interventions.

1.127 The two datasets have been overlain to support a targeted, evidence-led network design, aimed at enabling sustainable access from the most strategically important locations.

1.128 Three express shuttle bus services are proposed, each servicing one of the neighbouring local authorities and converging on the Proposed Development. All routes call at the primary site mobility hub and serve the internal secondary and tertiary bus stops. Figure 1.3 highlights the proposed service routing.

Figure 1.3 Proposed Shuttle Service Routing



1.129 Proposed Bus Route 1 services Newton-le-Willows station, with timetables aligned with peak rail service arrivals to facilitate smooth onward connections and arrival at the ILPN SRFI ahead of shift start times.

1.130 The shuttle service proposals will be discussed with relevant stakeholders and be finalised prior to occupation.

Mobility Hub

1.131 The Proposed Development's proposals for a large employment area, presents an opportunity for the Applicant to implement an on-site mobility hub within the site, offering sustainable transport solutions for travelling to, from and within the Proposed Development.

1.132 The Proposed Development has the potential to lead by example, and it should aspire to reflect the transport principles and mobility solutions that are beyond a market baseline approach driven by policy compliance.

1.133 Mobility hubs are highly visible, safe and accessible spaces where public, shared and active travel modes are co-located. They provide space to meet other users of the Proposed Development and understand the shared mobility needs of the staff. This is becoming increasingly important with the blurring of lines between public and shared transport, such as bike share schemes and Mobility as a Service, providing real time public transport.

1.134 The Mobility Hub will be located in close proximity to proposed new bus stops and offering a range of travel alternatives, Real Time Passenger Information and concomitant facilities.

1.135 The proposed Mobility Hub can successfully steer the travel habits of staff at the new development. Moving into a new workplace can be a great timing to change someone's travel behaviour.

1.136 The proposed Mobility Hub can enable the Proposed Development to be a leader in sustainable development. A policy compliant approach may not provide sufficiently futureproofed infrastructure to meet the shifting ways in which people travel. This may limit the future sustainability, growth aspirations, and attractiveness of the development.

1.137 It is envisaged that a mix of Bus stop(s) with Real Time Passenger Information [RTPI] and cycle parking will be provided. The benefits of the Mobility Hub include smarter, sustainable transport planning, improved accessibility and convenience and management of emerging services and technologies.

Potential Off-site Improvements

Walking and Cycling

1.138 As part of the Proposed Development, the following infrastructure improvements will be implemented to improve accessibility to and from the Main Site, and through the local area, via walking and cycling. The proposed schemes are:

- A579 Winwick Lane footway/cycleway – provision of a 3m shared footway/cycleway facility to be provided on the western side of Winwick Lane, connecting into the Main Site via the junction with PLR East. The route will provide access to and from the Lane Head area, connecting to the A572 Newton Road via a link through Winton Road.

- A573 Parkside Road pedestrian/cycle bridge – provision of a shared use bridge across the Chat Moss railway line at the northern end of A573 Parkside Road. The bridge will provide segregated active travel provision and connect into a proposed 3m shared footway/cycleway to the north of the railway line.

- A572 Southworth Road footway/cycleway – provision of a 3m shared footway/cycleway, connecting to the proposed facilities on A573 Parkside Road, north of the proposed bridge. This route will continue along A572 Southworth Road, west of the junction with A573 Parkside Road providing a mix of shared footways/cycleways and segregated cycle lanes to the junction with Mill Lane. This route will allow for connections to Newton-le-Willows railway station.

- Heath Lane cycle improvements – provision of cycle measures along Heath Lane, providing connection between A572 Newton Road and A580 East Lancashire Road.

- Pedestrian footbridge over Chat Moss line – provision of a new pedestrian footbridge across the Chat Moss line, located to the western edge of Highfield Moss, north of Highfield Farm. This facility will provide connections to the wider PROW network, increasing pedestrian access to the northern areas of the Main Site.

- Advanced cycle stop lines – provision of advanced cycle stop lines on the northern and southern approaches of A572 Newton Road, at the junction with A580 East Lancashire Road.

Public Transport

1.139 The improvements to the public transport provision listed in the on-site improvements in Section 6.2 are also inherently going to be off-site improvements too.

1.140 In addition to the new public transport services, there is the opportunity for staff and visitors to travel to and from the Proposed Development by train. Newton-le-Willows train station is approximately 1.5km to the west of the Proposed Development where regular train services are provided.

1.141 Furthermore, the new Golborne Station has been taken into account in the demand forecasting work to enable an accurate understanding of the impact this will have on the trips associated with the Proposed Development.

Travel Plan Measures

1.142 In addition to the above and the hard infrastructure measures, a key part of the sustainable access and movement strategy will be the Travel Plan that is implemented for the Proposed Development.

1.143 The following measures could be introduced by occupiers with the aim of encouraging the use of active and sustainable travel modes and will be confirmed via the individual Travel Plan submitted as part of each unit's planning application:

- travel information packs;

- promotion of public transport services electronically;

- cycle parking;

- occupiers will be encouraged to provide lockers and showers within their units;

- bicycle user group;

- creation of car share schemes by occupiers; and

- electronic travel welcome packs.

JUNCTION IMPROVEMENTS AND MODE SHARE

Introduction

1.144 This section concerns the inherent links between junction/highway improvements and sustainable transport interventions in the context of the wider transport study and potential future planning application support.

1.145 Appropriate mention is also given to modal split and the importance of travel planning in encouraging the uptake of sustainable travel modes, development of sustainable travel habits and altering of current behaviours.

Junction Mitigation Designs

1.146 As part of any traffic impact assessment undertaken in relation to the scheme, the operational performance of a number of junctions on the network will be evaluated. From the Applicant's early analysis of the impact of the Proposed Development on both the local and strategic road network, fifteen potential locations have been identified that may require some form of mitigation. This is presented in the Highway Options Mitigation Report (Appendix 7.2 of the PEIR). To mitigate the development impacts at these locations for a future forecast year, several mitigation designs will be prepared and shared with the relevant authorities.

1.147 With reference to the active travel improvements proposed in the previous section, it should be noted that the junction modelling will be undertaken taking the following into consideration:

- The analysis and operational modelling will be undertaken using a 'Vision and Validate' approach, whereby the sustainable transport interventions are taken into account.
- Active travel improvements will be appropriately considered alongside traffic flow mitigation measures, at all locations with the aim of promoting healthier choices. While increased highway capacity could encourage higher car usage, attractive active travel alternatives can supress it and cause a modal shift away from the private car.
- At junctions surrounding the Proposed Development, suitable junction treatment will be applied to facilitate the introduction of shared crossing points that enable seamless transition between routes. The type of crossing facility at each location will be determined following critical flow calculations and may necessitate a reduction in speed limit to achieve compliance with relevant design standards.

Modal Split

1.148 Mode choice is a fundamental component of a transport planning study, allowing the demand for different modes to be forecasted. The key information on the baseline modal split has been extracted and summarised in this section below.

1.149 For this assessment, mode choice has only been applied to commuting trips, where the forecast modal splits have been estimated using a calibrated discrete choice (logit) model.

Baseline Modal Split

1.150 A baseline modal split has been calculated through a logit model using Census Journey to Work data (2011). The mode share has been calculated using data from each Middle Super Output Area (MSOA) the site lies in, to create a baseline modal split from all destinations. The details of the baseline modal share by trip length is presented below in Table 1.2.

Table 1.2 Journey to Work (JTW) Baseline Modal Split by Trip Length

Trip Length (miles)	Car Driver	Car Passenger	Taxi	PT	Walking	Cycling
0-1	49%	6%	0%	4%	39%	1%
1-2	43%	9%	0%	4%	41%	3%
2-5	69%	8%	2%	8%	9%	3%
5-10	82%	6%	0%	9%	0%	2%
10-25	88%	5%	0%	6%	0%	0%
25-50	81%	12%	0%	7%	0%	0%
50-100	86%	8%	0%	6%	0%	0%
100+	92%	6%	0%	2%	0%	0%

1.151 This split has then further been analysed translating the mode split for trips of different length into trips by different modes during the assessed network peak hours, this is shown below in Table 1.3.

Table 1.3 2025 Baseline Modal Split by Mode of Travel

Mode of Travel	AM	PM	IP	
	Arr	Dep	Arr	Dep
Taxi	1%	1%	1%	1%
Car Driver	75%	75%	79%	74%
Car Passenger	11%	11%	16%	15%
Bicycle	3%	3%	2%	1%
On Foot	4%	4%	2%	2%
Public Transport	6%	6%	0%	7%
Total	100%	100%	100%	100%

Future Year Business As Usual Modal Split

1.152 It is intended that the transport vision for the Proposed Development will lead to the modal splits detailed below in Table 1.5, however it is also important to quantify what the modal splits for commuting to/from the Proposed Development will be in a Business As Usual (BAU) scenario, as if there was no transport vision for the Proposed Development. The BAU modal split is shown below in Table 1.4 for future years 2030 and 2039, with the 2025 baseline included for a reference.

Table 1.4 2030 and 2039 Business as Usual Modal Splits

Mode of Travel	2025 Baseline				2030				2039			
	AM	PM	IP		AM	PM	IP		AM	PM	IP	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Taxi	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Car Driver	75 %	75%	79 %	74 %	76 %	76 %	80 %	75 %	76 %	77 %	81 %	76 %
Car Passenger	11 %	11%	16 %	15 %	11 %	11 %	15 %	14 %	11 %	11 %	15 %	14 %
Bicycle	3%	3%	2%	1%	3%	3%	1%	1%	2%	2%	1%	1%
On Foot	4%	4%	2%	2%	4%	3%	3%	3%	4%	3%	1%	1%
Public Transport	6%	6%	0%	7%	6%	6%	0%	7%	5%	6%	0%	6%
Total	10 0%	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100	100	100	100

1.153 It is shown in Table 1.4 that a BAU scenario will lead to an increase in car drivers commuting to and from the Proposed Development, evidencing why it is important to encourage sustainable transport and alternative modes of travel.

Future Year Vision Forecast Modal Split

1.154 The most effective way of reducing single occupancy car trips for the whole Proposed Development is to encourage the use of sustainable transport modes as an attractive alternative. Therefore, the improvements to walking and cycling routes, and public transport enhancements presented in Section 5 and 6 have the potential to change travel behaviour and encourage a modal shift amongst staff members.

1.155 Table 1.5 below shows the potential mode share for the Forecast Vision for the Proposed Development for future years 2030 and 2039, with the 2025 baseline included for a reference.

Table 1.5 2030 and 2039 Forecast Vision Modal Splits

Mode of Travel	2025 Baseline				2030				2039			
	AM	PM	IP		AM	PM	IP		AM	PM	IP	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Taxi	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Car Driver	75 %	75%	79 %	74 %	69 %	70 %	78 %	78 %	72 %	72 %	80 %	81 %
Car Passenger	11 %	11%	16 %	15 %	9%	10 %	12 %	12 %	9%	10 %	13 %	13 %
Bicycle	3%	3%	2%	1%	2%	2%	1%	1%	2%	2%	1%	1%
On Foot	4%	4%	2%	2%	3%	3%	0%	0%	3%	3%	0%	0%
Public Transport	6%	6%	0%	7%	17 %	15 %	7%	7%	14 %	12 %	5%	4%
Total	10 0%	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %

SUMMARY AND CONCLUSIONS

1.156 This SAMS has been prepared in support of the proposed ILPN SRFI development located in the Liverpool City Region's Freeport Zone.

1.157 The SAMS presents the Applicant's vision for how the Proposed Development will function from a mobility perspective. It serves to demonstrate that the Proposed Development is accessible, has the potential to deliver significant local benefits, and that its movement strategy is connected, innovative, forward thinking and future-proofed.

1.158 The strategy presented here seeks to integrate sustainable transport improvements in any emerging layout proposals, where access, movement and connectivity serve as a guiding principle and a vision for how staff and visitors will travel to/from/within the site. Off-site interventions to connect the development with the nearby areas and facilitate longer distance sustainable trip chains are also discussed.

1.159 Recognising the importance of access and mobility, a 'Transport Vision' has been prepared, which represents the guiding principles upon which the access and movement strategy is developed.

1.160 The development proposes an approach where active travel and sustainable travel modes are prioritised.

1.161 It will be vital that the development provides any infrastructure and enhancements that comply with most recent guidance. The sustainable access and movement proposals and interventions, both internal and external to the site have been considered in terms of practicality and achievability. The proposed improvements to active travel and public transport infrastructure present the potential for the development to be connected and successfully integrated with its surrounding, enabling sustainable journey planning.

1.162 If undertaken in a collaborative and inclusive manner, significant mode shift towards sustainable and active travel modes can also be achieved in the neighbouring communities.