

PROPOSED RESIDENTIAL DEVELOPMENT, LAND AT STONEY LANE, WHISTON – RESPONSE TO ACTIVE TRAVEL ENGLAND – MAY 2026

Introduction

- 1 Eddisons have been instructed by Taylor Wimpey to advise on the traffic and transport issues relating to a planning application for the former Glen Dimplex Site in Whiston. (Planning Ref: 25/00672/FUL).
- 2 This Transport Note has been produced in response to the consultation response received from Active Travel England (ATE) dated 2nd March 2026.

Trip Generation/Travel Plan Target

- 3 The following section will consider the comments raised by Active Travel England on the proposed vehicular access point into the site.
- 4 ATE has stated:
“ATE advises that the applicant commit via appropriate conditions towards a more comprehensive multi-modal trip generation based upon relevant data for both peak and non-peak periods (and all uses). Following this process there can therefore be the and the setting of suitably aspirational Travel Plan targets set at the earliest stage possible.”
- 5 It is noted that ATE request a comprehensive multi-modal trip rate, however the revised trip generation methodology requested by Knowsley Metropolitan Borough Council provides a robust assessment of the proposed development.
- 6 However, the applicant is willing to agree to an appropriate planning condition to secure the provision of the Travel Plan.
- 7 The Travel Plan targets can then be set and monitored based on travel behaviours following the occupation of the site.

Active Travel Route Audit/Access Points/Off-site Infrastructure

- 8 ATE has stated:
“ATE requests that the applicant clearly provides with technical drawings and images precise details of all active travel and associated infrastructure externally, including those

already proposed for the site access including the four indicative active travel only access points (DAS, p.17).

ATE also recommends that an extended active travel route audit that is experientially based with photographic evidence also takes place – this can inform the necessary improvements needed between the site and any other current and emerging active travel routes such as the various strategic active travel routes that are detailed in the recently adopted KMBC Local Cycling and Walking Infrastructure Plan (LCWIP). This is in particular reference to those that connect the proposed development to routes involving Stoney Lane and the Halsnead Village development to the south which then connect further to the East of Halewood development.”

ATE advises that the above enhancements can be set as conditions of planning permission at the discretion of the local planning authority.”

- 9 Walking route audits to local destinations such as Whiston, Rainhill and Prescot have been undertaken. The audits assess the attractiveness, comfort, directness, safety and coherence, and identifies the potential improvements along the routes. Walking route plans have also been produced, including images of locations that could potentially be improved.
- 10 The walking route audits identified the potential improvements such as an uncontrolled pedestrian crossing with tactile paving and associated tactile paving across the Stoney Lane/Hulton Avenue priority junction.
- 11 The estimated costs for the improvement scheme at the Stoney Lane/Hulton Avenue priority junction would be between £10,000 and £15,000.
- 12 The walking route audit and associated walking route plans are provided in **Appendix 1**, whilst the proposed uncontrolled crossing plan is shown on **Plan 1**.

Internal Active Travel Infrastructure/Permeability

- 13 ATE has stated:

“ATE notes that the applicant is proposing measures such as raised junction tables within the layout that can aide traffic-calming (para 3.4.1, TA, p.6). To improve the quality of active travel infrastructure internally, ATE advises that the paths that are adjacent to the open space in the central part of the scheme include active travel infrastructure and endeavour to provide a shared foot/cycle way.”

- 14 This matter has been resolved, and the amended traffic-calming features and footpaths are included in the revised site layout.

Cycle Parking

15 In terms of cycle parking, ATE has stated:

"The applicant has indicated a commitment to a suitable quantum of cycle parking provision. ATE advises that the details of this are in line with LTN 1-20 and set as a condition of planning permission at the discretion of the KMBC."

16 Cycle storage provision has been shown on the revised layout, which are now in line with LTN 1/20 and KMBC standards.

Conclusions

17 This response to the comments raised by Active Travel England on the proposed residential development at Stoney Lane in Whiston.

18 The following conclusions can be drawn from this Note.

- The revised trip generation methodology provided by Knowsley Metropolitan Borough Council provides a robust assessment;
- The applicant is willing to agree to an appropriate planning condition to secure the provision of the Travel Plan;
- Traffic-calming features have been provided to improve the active travel infrastructure internally;
- Cycle storage provision for each dwelling has been provided.

19 In conclusion, the proposals for a residential development will provide a sustainable development in transport terms and planning permission should be granted in accordance with the ATE requirements.

Enclosures

Plan 1 Proposed Uncontrolled Crossing Plan

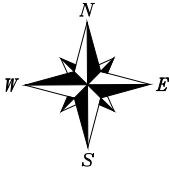
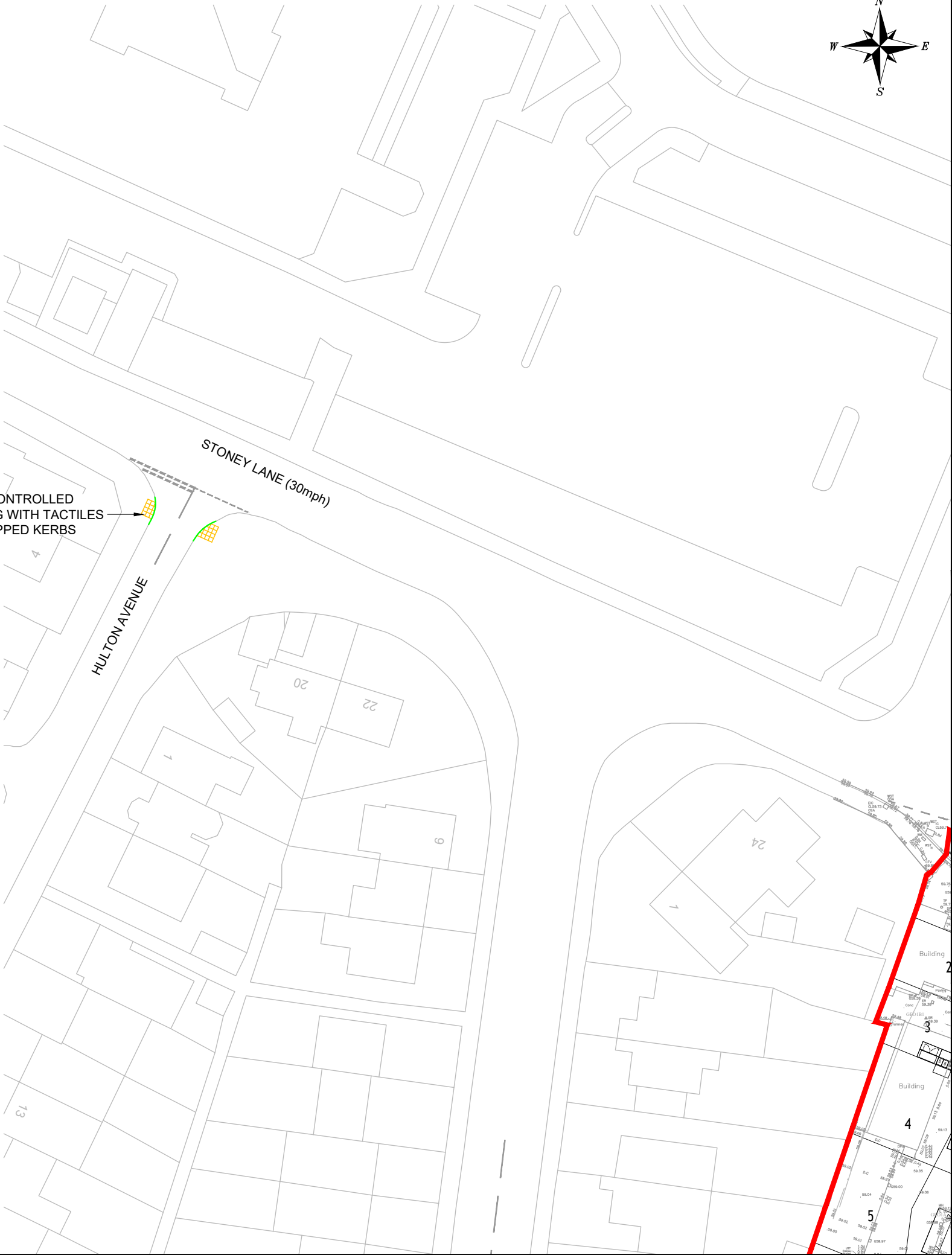
Appendix 1 ATE Walking Route Audits

Plans



NORTH SOUTH AERIAL VIEW

NEW UNCONTROLLED
CROSSING WITH TACTILES
AND DROPPED KERBS



NOTES

PLAN 1

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

— DENOTES NEW KERBS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
TAYLOR WIMPEY

PROJECT:
**GLEN DIMPLEX,
WHISTON**

DRAWING TITLE:
**PROPOSED UNCONTROLLED
CROSSING PLAN**

SCALES:
1:500 @ A3

DRAWN:	LB	CHECKED:	GM	DATE:	JUL 26
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DRAWING NUMBER:	4725-F04	REVISION:	-
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Appendices

Appendix 1

ATE Walking Route Audits



NOTES

-  Site Location
-  Walking Route 1

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TAYLOR WIMPEY

PROJECT:
GLEN DIMPLEX, WHISTON

DRAWING TITLE:
PEDESTRIAN WALKING ROUTE TO WHISTON

SCALES:	SCALE @ A3		
DRAWN:	SC	CHECKED:	GM
		DATE:	JUN 26

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DRAWING NUMBER:	4726-R1	REVISION:	-
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Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Well maintained footways along route.	No action proposed.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	The route runs along Stoney Lane and Dragon Lane, a moderately trafficked road with traffic noise and air quality typical of an urban environment.	No action proposed.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Generally, well maintained route.	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2		

6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Occasional instances of pavement parking but impact is considered minimal as it generally occurs on wider sections of footway (outside existing residential properties).	No action proposed.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				11		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		

13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				12		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	The route runs along Stoney Lane and Dragon Lane where traffic volumes are moderate however this is typical of a sustainable urban location, close to a town centre, with a range of amenities, services and jobs along the route.	No action proposed.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	The route is subject to a 30mph speed limit.	No action proposed.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility is generally good along whole route.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Dropped kerbs and tactile paving are provided at most key crossing points. Some minor junctions are missing tactile paving.	Additional tactile paving could be provided at more minor junctions on route. Potential proportionate improvements can be discussed with the Council as the

						application progresses.
COHERENCE				1		
Total Score				35		

ROUTE SUMMARY

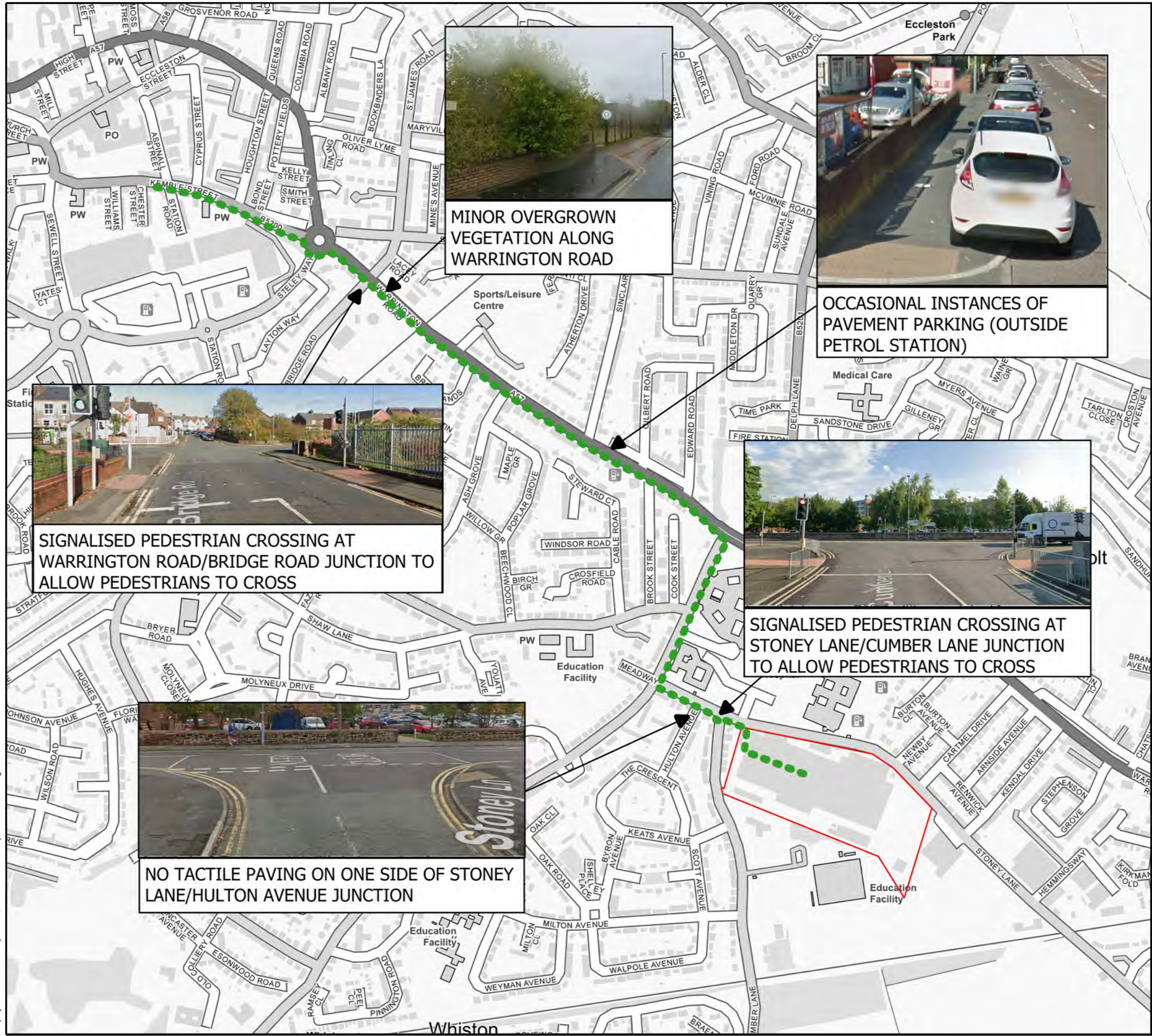
Route Name	Route 1 - Proposed walking route to Whiston
Length	Circa 1.2km
Name of Assessor(s)	Shanid Chalil
Date of Assessment	21 May 2026

Criterion	Performance Scores
Attractiveness	7
Comfort	11
Directness	12
Safety	4
Coherence	1
Total	35

Comments	Tactile paving could be improved at some minor - low trafficked roads along the route, however, these are not considered critical as the route is considered of a sufficient quality to encourage sustainable travel to and from the site
Actions	Potential off-site improvements are to be discussed with the Council Highways at a later stage of the planning application.

Route 1
Proposed Site to Whiston Town Centre





NOTES

- Site Location
- Walking Route 2

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TAYLOR WIMPEY

PROJECT:
GLEN DIMPLEX, WHISTON

DRAWING TITLE:
PEDESTRIAN WALKING ROUTE TO PRESCOT

SCALES:	SCALE @ A3		
DRAWN:	SC	CHECKED:	GM
		DATE:	JUN 26

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DRAWING NUMBER:	4726-R2	REVISION:	-
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Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Few overgrown vegetation observed along the A57 Warrington Road.	No action proposed.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	The route runs along A57 Warrington Road, a moderately trafficked road with traffic noise and air quality typical of an urban environment.	No action proposed.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Generally, well maintained route.	
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2		

6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Occasional instances of pavement parking.	No action proposed.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				11		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		

13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				12		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	The route runs along A57 Warrington Road where traffic volumes are moderate however this is typical of a sustainable urban location, close to a town centre, with a range of amenities, services and jobs along the route.	No action proposed.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	The route is subject to a 30mph speed limit.	No action proposed.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility is generally good along whole route.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Dropped kerbs and tactile paving are provided at most key crossing points, with dropped kerbs generally provided along whole route.	
COHERENCE				2		
Total Score				35		

ROUTE SUMMARY

Route Name	Route 2 - Proposed Walking Route to Prescott Town
Length	Circa 2km
Name of Assessor(s)	Shanid Chalil
Date of Assessment	21 May 2026

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	12
Safety	4
Coherence	2
Total	35

Comments	The route is generally direct and well connected, with good footway provision and crossing facilities. Whilst sections along the A57 Warrington Road experience moderate traffic and noise, this is typical of an urban environment and does not significantly impact the overall quality of the route.
Actions	No off-site improvements are proposed at this stage.

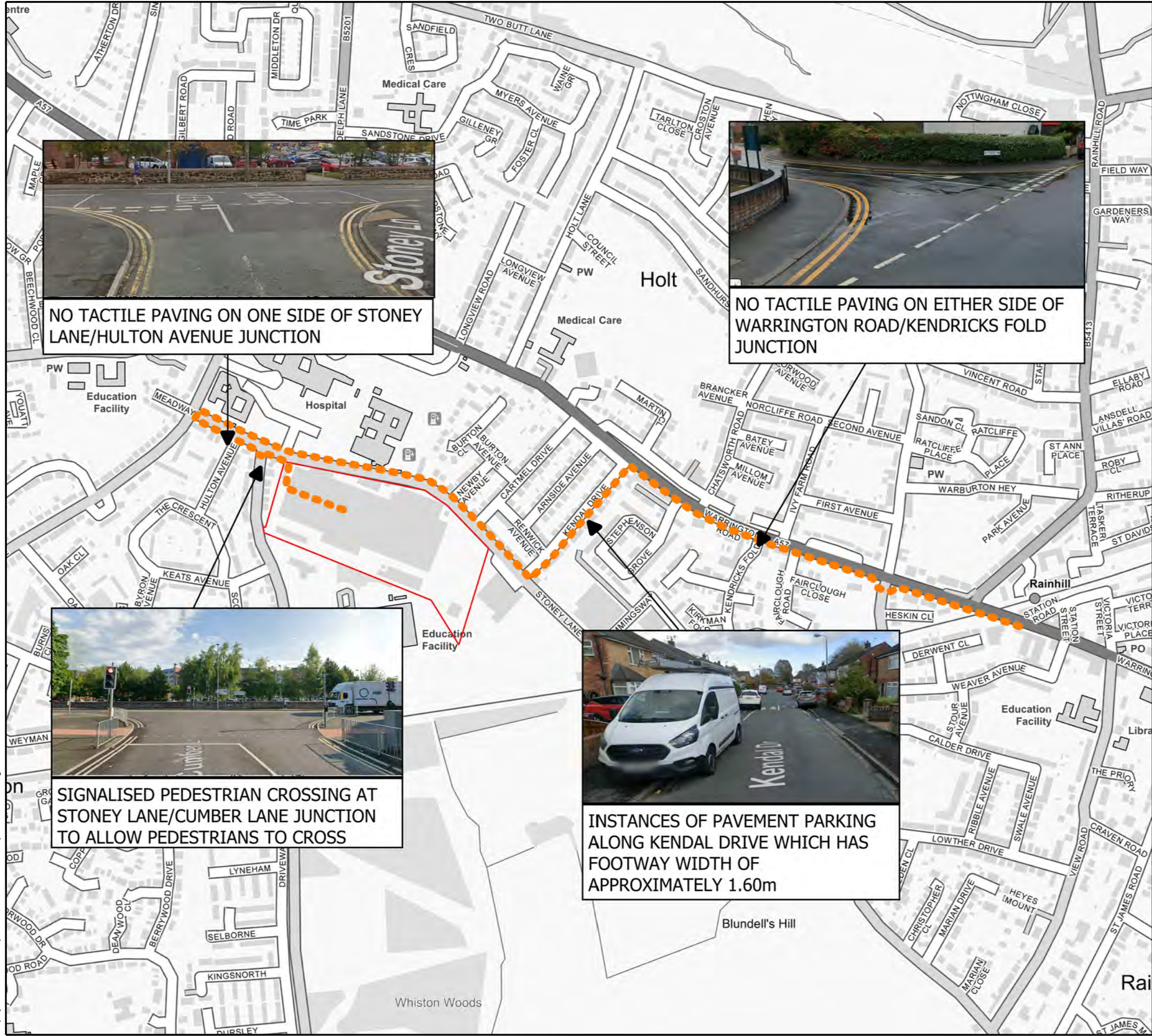
Route 2

Proposed Site to Prescott Town



Google Earth

Image Landsat / Copernicus



NO TACTILE PAVING ON ONE SIDE OF STONEY LANE/HULTON AVENUE JUNCTION

NO TACTILE PAVING ON EITHER SIDE OF WARRINGTON ROAD/KENDRICKS FOLD JUNCTION

SIGNALISED PEDESTRIAN CROSSING AT STONEY LANE/CUMBER LANE JUNCTION TO ALLOW PEDESTRIANS TO CROSS

INSTANCES OF PAVEMENT PARKING ALONG KENDAL DRIVE WHICH HAS FOOTWAY WIDTH OF APPROXIMATELY 1.60m

NOTES

- Site Location
- Walking Route 3

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TAYLOR WIMPEY

PROJECT:
GLEN DIMPLEX, WHISTON

DRAWING TITLE:
PEDESTRIAN WALKING ROUTE TO RAINHILL

SCALES: SCALE @ A3		
DRAWN: SC	CHECKED: GM	DATE: JUN 26

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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4726-R3	REVISION: -
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Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Very limited overgrown vegetation observed along Warrington Road.	No action proposed.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	The route runs along A57 Warrington Road, a moderately trafficked road with traffic noise and air quality typical of an urban environment.	No action proposed.
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Generally, well maintained route.	
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2		

6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footway width of approximately 1.60m along Kendal Drive.	No action proposed.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Some instances of pavement parking, especially on Kendal Drive leading to the need of occasional 'give and take'.	No action proposed.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				10		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1	Crossings are not fully aligned with pedestrian desire lines. Users are required to travel along east Stoney Lane rather than crossing directly towards Rainhill	No action proposed.

13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				11		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	The route runs along A57 Warrington Road where traffic volumes are moderate however this is typical of a sustainable urban location, close to a town centre, with a range of amenities, services and jobs along the route.	No action proposed.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	The route is subject to a 30mph speed limit.	No action proposed.
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	Visibility is generally good along whole route.	
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Dropped kerbs and tactile pavings are provided at most key crossing points. Some minor junctions are missing tactile paving.	Additional tactile paving could be provided at more minor junctions on route. Potential proportionate improvements can be discussed with the Council as the application

						progresses.
COHERENCE				1		
Total Score				35		

ROUTE SUMMARY

Route Name	Route 3 - Proposed walking route to Rainhill Village
Length	Circa 2.12km
Name of Assessor(s)	Shanid Chalil
Date of Assessment	21 May 2026

Criterion	Performance Scores
Attractiveness	6
Comfort	10
Directness	11
Safety	4
Coherence	1
Total	32

Comments	Tactile paving could be improved at some minor - low trafficked roads along the route, however, these are not considered critical as the route is considered of a sufficient quality to encourage sustainable travel to and from the site.
Actions	Potential off-site improvements are to be discussed with the Council as the application progresses.

Route 3
Proposed Site to Rainhill Village

