



Access to Halsnead Garden Village

Supplementary Business Case Report

May 2017

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
1A	18 May 2017	Katie Daniels	Heather Kenyon	Chris Hardwick	Draft for client review
1B	25 May 2017	Katie Daniels	Heather Kenyon	Chris Hardwick	Final

Document reference: 382112 | 1 | B

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
2	Scheme Purpose and Description	2
2.1	Introduction	2
2.2	Scheme Purpose	4
2.3	Key Issues the Scheme will Address	5
2.4	Scheme Setting and Context	6
2.5	Scheme Details	7
2.6	Summary	12
3	Case for Intervention	13
3.1	Location	13
3.2	Halsnead Garden Village Masterplan Supplementary Planning Document (SPD)	13
3.3	History of Halsnead	14
3.4	Socio-economic Situation	16
3.5	Housing	17
3.6	Population	17
3.7	Employment	17
3.8	Current Connectivity and Accessibility	19
3.8.1	Highways	20
3.8.2	Sustainable Access	21
3.9	Current and Planned Complementary Investment	23
3.9.1	M62 Junction 6 Tarbock Island	23
3.9.2	LCR STEP Package	24
3.10	Scheme Objectives	25
3.11	Summary	25
4	Scheme Development	26
4.1	Initial Scheme Concepts	26
4.2	Option Development	26
4.2.1	Option 1: Do Minimum	27
4.2.2	Option 2: Do Something 1	29
4.2.3	Option 3: Do something 2 (Preferred Option)	31
4.2.4	Option 4: Do Something 3	34
4.3	Option Appraisal	36
4.3.1	Assessment Criteria	36
4.3.2	Preferred Option Selection	37

5	Strategic Alignment	39
5.1	Alignment with Local Policies and Strategies	39
5.1.1	Locally-led Garden Villages, Towns and Cities Prospectus	39
5.1.2	Halsnead Masterplan SPD	39
5.1.3	Knowsley Local Plan: Core Strategy	39
5.1.4	Strategy for Knowsley 2016-2020	40
5.1.5	Knowsley Housing Strategy 2016-2021	40
5.1.6	Knowsleys Economic Growth Plan 2016-2021	41
5.2	Alignment with Regional Policies and Strategies	41
5.2.1	Liverpool City Region Growth Strategy	41
5.2.2	Liverpool City Reigon Hosing Strategy	42
5.2.3	Liverpool SIF Prospectus	42
5.2.4	A Transport Plan for Growth	43
5.3	Alignment with National Policies and Strategies	44
5.3.1	National Planning Policy Framework	44
5.3.2	National Policy for National Networks	45
5.3.3	Northern Powerhouse Strategy 2016	45
6	Scheme Benefits	46
6.1	Housing Benefits	46
6.2	Employment Benefits	46
6.3	Transport Benefits	46
6.4	Wider Economic Benefits	47
7	Stakeholders	48
7.1	Beneficiaries	48
7.2	Main Stakeholders	48
8	Key Risks, Constraints and Dependencies	50
8.1	Strategic Risks	50
8.2	Functional/Infrastructure Risks	50
8.3	Environmental Constraints	50
8.4	Land Ownership Constraints	51
8.5	Dependencies	51
8.6	Key Success Factors	51
9	Summary and Conclusions	52

1 Introduction

This Outline Business Case report document has been prepared by Mott MacDonald for Knowsley Council in support of their Single Investment Fund (SIF) application for the Access to Halsnead Garden Village scheme. It follows on from the Access to Halsnead Garden Village Strategic Outline Case (SOC) submitted to the Liverpool City Region Combined Authority (LCRCA) in December 2016. As a result of the successful SOC, the LCRCA have invited Knowsley Council to proceed to the next stage and submit an Outline Business Case (OBC).

The SIF application form developed by the LCRCA follows the structure of the DfT's Transport Business Case, in that it comprises five component cases: strategic, economic, financial, commercial and management. The SOC addressed these cases at a very high level, in accordance with the requirements of the application form developed by the LCRCA. The Outline Business Case seeks to update these cases, and further develop them. This report serves to act as an underlying evidence base to support the strategic case for intervention and the rationale for development of the preferred option as a response to the issues identified. This approach has been taken for two reasons:

1. Knowsley Council believe the case for Access to Halsnead Garden Village can be substantially strengthened in places, with the provision of additional background information that the word limited application form cannot accommodate; and
2. Uncertainty on the relationship between the LCRCA application form and the requirements of WebTAG. This document seeks to bridge that gap to an extent by expanding on the strategic context that establishes the case for investment.

The remainder of this document is structured as follows:

- Chapter 2: Scheme purpose and description
- Chapter 3: Case for intervention
- Chapter 4: Option development and assessment
- Chapter 5: Strategic alignment
- Chapter 6: Realising the benefits
- Chapter 7: Stakeholders
- Chapter 8: Strategic risks, constraints and dependencies
- Chapter 9: Summary and conclusions

2 Scheme Purpose and Description

This chapter sets out the scope of the scheme, a brief summation of its purpose, the key issues it will address and provides detail on the preferred scheme and its specific deliverables. A more detailed account of the evidence that makes the case for intervention is noted in Chapter 3.

2.1 Introduction

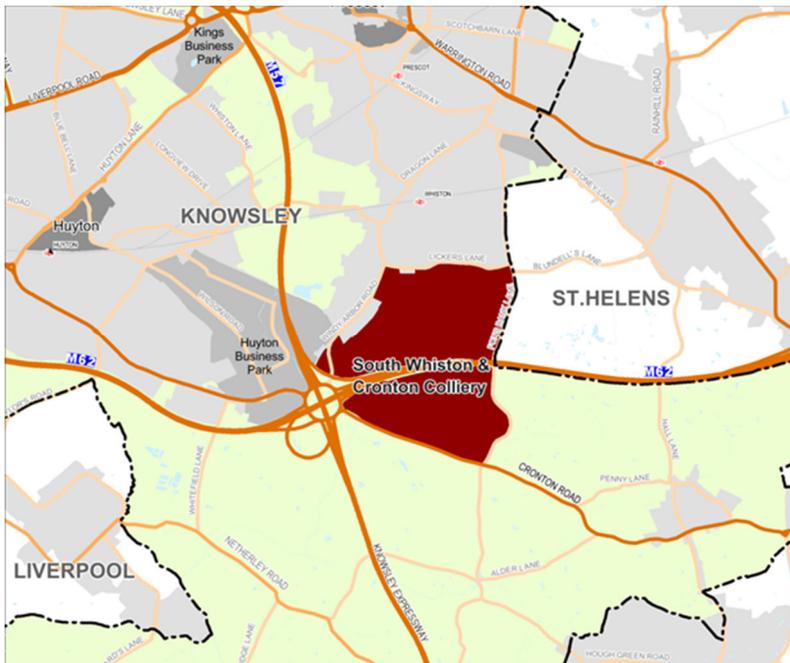
The Access to Halsnead Garden Village scheme consists of two key elements:



The transport infrastructure elements of this scheme are designed to enable, and make viable for early delivery, the development of Halsnead Garden Village. This development is the largest of the Sustainable Urban Extension (SUE) sites allocated by Knowsley Council in its Local Plan Core Strategy. The site is referred to as Halsnead Garden Village in recognition that much of the land was formally the Halsnead Park Estate. Furthermore, it is 1 of only 14 sites in England awarded Garden Village Status by the Government. This development will be a distinct new 'place'. With the scale of land available, its physical assets and its strategic location, Halsnead Garden Village has the potential to deliver a high quality flagship development not only for Knowsley but also the LCR. The site is made up of two areas:

- To the south of Whiston and north of the M62, which will comprise housing development; and
- To the south of the M62, which will be used for storage and distribution or other uses within the Liverpool City Region growth sectors, and a Country Park, as shown in Figure 2.1.

Figure 2.1 Site Location Plan



Source: Halsnead Masterplan SPD-Market Demand Review

Aside from the creation of a Garden Village community in its own right, development at Halsnead will support existing services and facilities, particularly in Whiston, and provide housing, employment, local services and leisure opportunities for the surrounding area including a Community Primary School and new Country Park. A key deliverable of the Halsnead scheme is a development that will create a new identity for South Whiston as an integrated sustainable Garden Village, with communities that will benefit from a strategic link to Whiston railway station and a link to Liverpool in 15 minutes. The masterplan for the Halsnead Garden Village development is set out in Figure 2.2.

Figure 2.2: Halsnead Framework Masterplan



Source: Framework Plans Halsnead Masterplan SPD

2.2 Scheme Purpose

Halsnead Garden Village is set to provide Knowsley and the wider LCR with an increased high quality housing offer (approximately 1,600 homes) and new employment opportunities (22.5ha of employment land) delivering in the region of 900 net jobs and £40.5m of GVA per annum.

Increasing the supply and quality of housing is a key priority for Knowsley and the LCR, as there is an identified need for a mixed supply of housing types and to develop Knowsley’s employment land offer to help address the issues caused by the dominant low skilled and low wage economy. Quality housing choice and attractive employment opportunities located within the same community will be key in attracting highly skilled workers to the area and stimulating growth.

To achieve this, it is essential to unlock land to enable development. Therefore, access points and improvements to the current junctions on the surrounding highway network are required to ensure this development is viable and the forecast economic benefits realised. A comprehensive approach to development requires that multiple access junctions are provided so that development is not confined to

small unconnected parcels of land and so that there is sufficient capacity to accommodate traffic growth associated with the new development. The existing highway network will also need to be upgraded to ensure it remains resilient to increased traffic volumes as a result of development. Consequently, the key infrastructure deliverables for which funding is sought to enable Access to Halsnead Garden Village are:

- 9 high quality all-purpose gateway access points to the site; and
- A series of highways capacity improvements to 7 existing junctions in order to mitigate the impact of development traffic.

These improvements to the surrounding highway network will unlock land around Halsnead Garden Village and create a welcoming and highly accessible site attractive to developers. This will generate significant economic benefits for the immediate area, Knowsley and the LCR by stimulating commercial investment, creating jobs and attracting skilled workers and new residents.

2.3 Key Issues the Scheme will Address

There are a number of current issues concerning the Halsnead Garden Village and Knowsley as a whole that will be addressed through the implementation of this scheme. The key issues are summarised in the figures below and are expanded upon in Section 3.

Figure 2.3: Strategic Issues that the Halsnead Garden Village Development can address

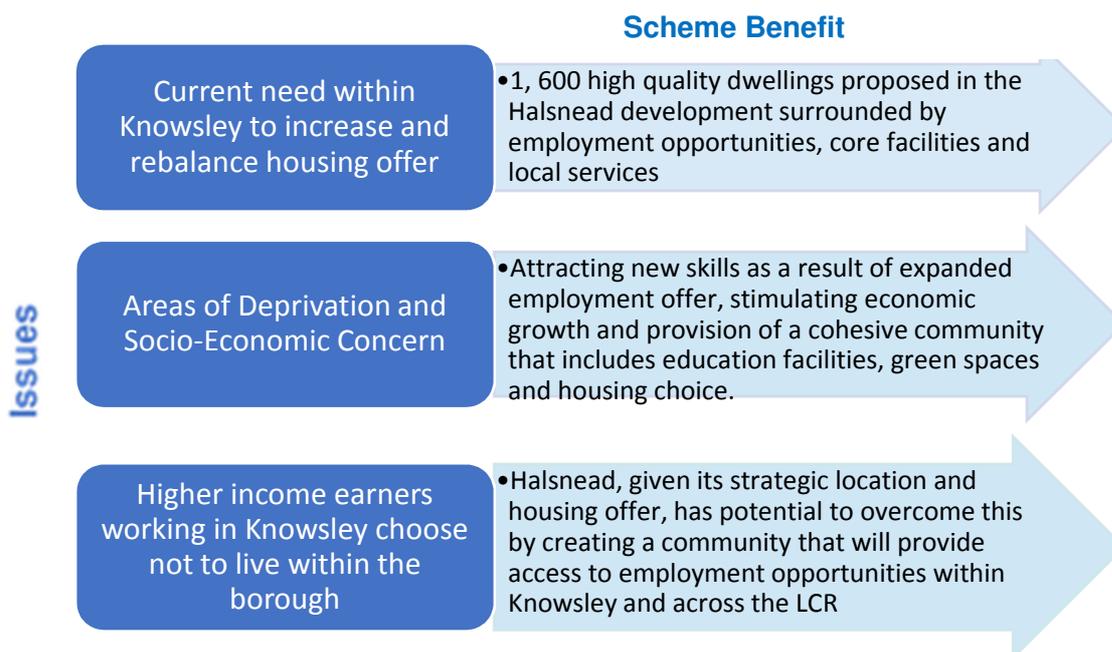
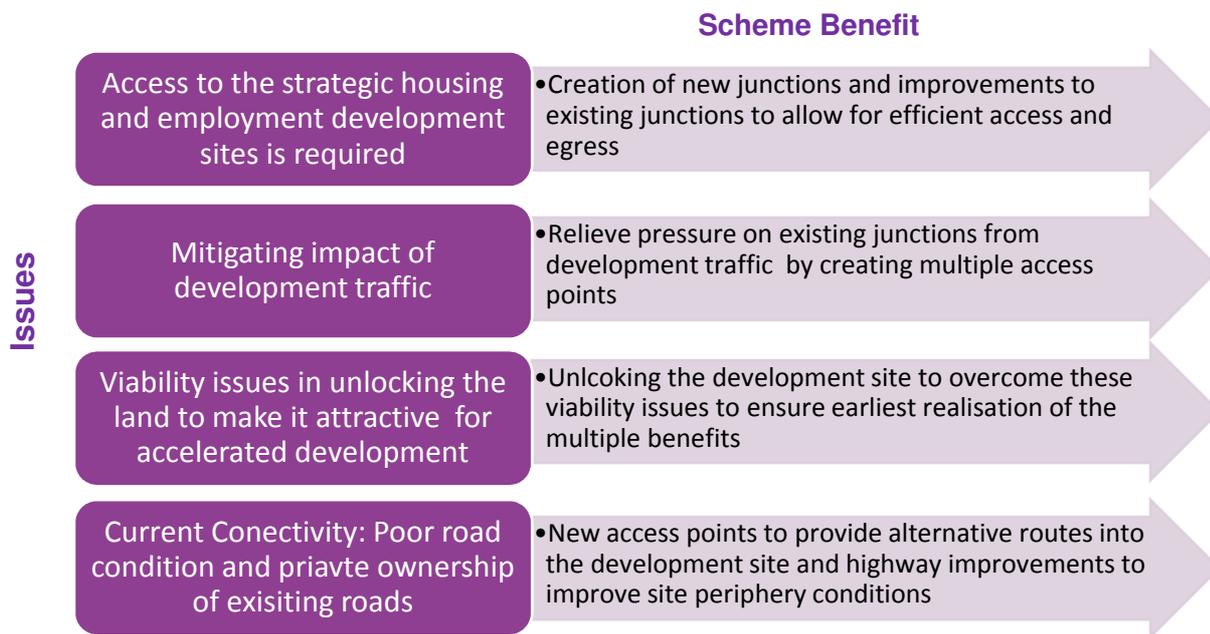


Figure 2.3 highlights some of the key issues facing Knowsley and shows how the development of Halsnead Garden Village will contribute to addressing them. Figure 2.4 below highlights the issues impacting the delivery of the development and how the transport investment noted in this Access to Halsnead Garden Village supplementary business case can enable development.

This scheme is therefore central to addressing the issues that act as barriers to development, and in doing so contributes to addressing some of the wider issues facing the borough.

Figure 2.4: Key Issues Addressed by the Delivery of Transport Infrastructure



2.4 Scheme Setting and Context

Halsnead is one of only 14 developments to have been awarded Garden Village status by the Government across the country. Each Garden Village is intended to bring between 1,500 and 10,000 new homes as part of the national target of 48,000. These Garden Villages are proposed to be distinct new places rather than extensions of existing urban areas. Halsnead Garden Village will be an exemplary mixed use development that is planned, designed and executed with place-making principles at its heart. It will be the foundation to an integrated and sustainable community. Halsnead Garden Village will deliver approximately 1,600 new homes alongside substantial employment uses of a scale that will have beneficial economic impacts across the sub-region. It will also integrate a new Country Park, linked by high-quality green corridors and forming part of an extensive network of connected green infrastructure accessible to the wider communities of Knowsley.

Figure 2.5: Big Water at Halsnead Garden Village Development Site



Source: Halsnead Park Development Framework 2011

The housing development will provide the opportunity to diversify and enhance the housing mix in both the borough and LCR by providing a broader range of housing types, including larger family accommodation which is a key priority for both local and national government. The new employment development will be at a strategic location to meet market demand for distribution and logistics space and support the growth of a key LCR sector.

Figure 2.6: Recreational Space at Halsnead Garden Village Development Site



Source: Halsnead Park Development Framework 2011

2.5 Scheme Details

The measures set out in this scheme will be crucial in enabling the Halsnead Garden Village to be delivered and its full benefits to be realised. The transport infrastructure components for which funding is sought are described below and will ensure that the surrounding highway network remains resilient to impacts associated with the development; that the site is accessible to all road users including HGVs to aid construction works; and that it offers access to and around the site by sustainable travel modes.

Ensuring that the site is highly accessible and no issues are present on the surrounding highway network will increase the attractiveness of the site to both developers and existing and future residents, and allow the development to reach its full economic potential.

Increasing the cycling and pedestrian infrastructure around the development increases accessibility enhancing attractiveness of the site and the delivery of Halsnead as a Sustainable Garden Village.

To facilitate development the scheme consists of the following two elements, which are described in detail below:

- The creation of 9 high quality, all purpose, gateway access points to the development sites; and
- The introduction of highway capacity improvements to 7 existing junctions to mitigate the impacts of development traffic on the surrounding highway network.

New gateway access points will be provided to serve both the northern and southern sections of the development. 6 access junctions will be installed to the northern section of the development site from Windy Arbor Road, Lickers Lane and Foxes Bank Lane with a further 3 access junctions to the southern section of the development site are also proposed on Cronton Road.

These on-site access works are to include a combination of roundabouts, priority junction and pedestrian/cycle only accesses to the northern and southern sections of the development site as listed in Table 1 on the next page.

Table 1: Location and Type of On-Site Gateway Access Works

Location	Type of Junction	Comments
Windy Arbor Road South	Roundabout	Near to Tarbock Island
Windy Arbor Road North	Roundabout	
Lickers Lane (West)	Pedestrian/ cycle access with new Toucan Crossing	
Lickers Lane (East)	3-arm traffic signal controlled junction	
Foxes Bank Lane (North)	Roundabout	
Foxes Bank Lane (South)	Roundabout	
Cronton Road (East)	Roundabout	Access to Country Park
Cronton Road (Mid)	Roundabout	Main access to southern site
Cronton Road (West)	Priority junction	Access to Maro Site

The location of these proposed junctions and details of design are presented in Figure 2.7.

The access works outlined in the figure above include shared footways and new uncontrolled crossings for pedestrians. These will ensure that land assigned for the Halsnead Garden Village is fully unlocked to aid development viability.

Off-site junction improvements are to include works to 7 existing junctions on the local road network within the vicinity of the development at the following locations, demonstrated in Figure 2.8 on the following page:

- Foxes Bank Lane/Cronton Road
- Lickers Lane/Foxes Bank Lane
- Stoney Lane/Cumber Lane
- Lickers Lane/Windy Arbor Road
- Dragon Lane/Windy Arbor Road
- Dragon Lane/Stoney Lane; and M62 (J6) /M57/A5300 interchange at Tarbock Island.

Improvements to the existing off site junctions listed above include the addition of traffic signals and additional lanes to improve traffic flow and capacity. Improvement works to the Tarbock Island interchange include widening on the existing circulatory carriageway, signalisation of the Cronton Road/Tarbock Island junction and carriageway widening to the M57 off slip, Windy Arbor Road and Cronton Road to improve traffic flow and capacity.

2.6 Summary

The scheme details set out in Section 2.5 demonstrate how current issues of access, capacity and connectivity will be addressed and how new and improved infrastructure will facilitate successful development of the Halsnead Garden Village. As a result of making this land viable for development, Knowsley will benefit from an increase in its high-quality housing offer attracting new residents, skilled workers and stimulating investment, enhancing overall economic growth.

The Local Plan states Halsnead Garden Village should be developed comprehensively, therefore it is important that all of the suggested highway enhancements are installed to maximise the benefits of the development.

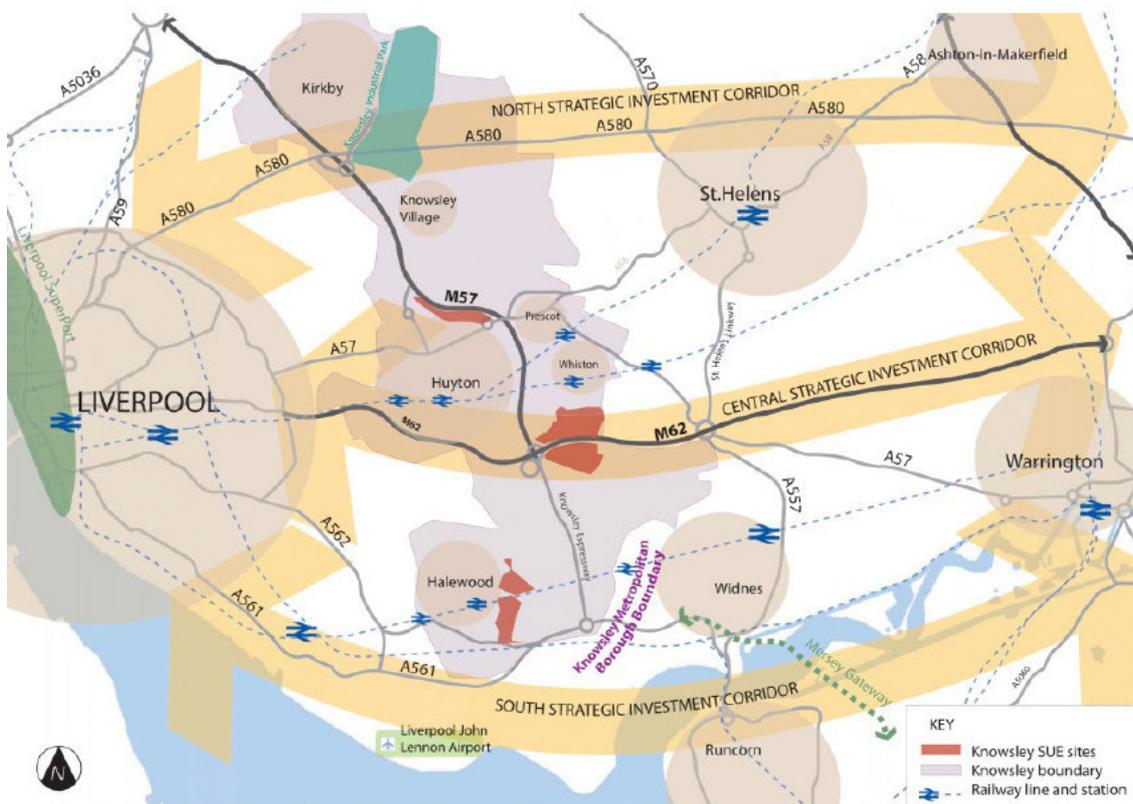
3 Case for Intervention

This Chapter provides the strategic context and case for intervention for Halsnead Garden Village. It also examines Knowsley as a borough and analyses the current issues facing the area.

3.1 Location

As shown in Figure 3.1 below, the Halsnead Garden Village site sits at the heart of the “Central Strategic Investment Corridor” within Knowsley, approximately 10 miles east of Liverpool and 30 miles to the west of Manchester. Halsnead Garden Village is situated to the south of Whiston and straddles the M62. Housing development is planned for the land to the north of the M62 and commercial development and a new Country Park for the land on the south side of the motorway.

Figure 3.1: Location of Halsnead Garden Village



Source: Halsnead Masterplan SPD

3.2 Halsnead Garden Village Masterplan Supplementary Planning Document (SPD)

The Halsnead Garden Village Masterplan Supplementary Planning Document (SPD) has been produced by Knowsley Council with the purpose of guiding the comprehensive development of land to the South of Whiston and Land South of the M62 as a Sustainable Urban Extension (SUE). The Halsnead Masterplan SPD will help coordinate this development opportunity and encourage collaborative working between developers and landowners to ensure that ambitions are realised and benefits to the communities of Knowsley are maximised. The Supplementary Planning Document (SPD)

sets out the Council’s vision alongside clear development and place-making principles and provides a spatial masterplan to help communicate outline development and design parameters. The SPD establishes a clear framework for development that will be a material consideration in the determination of all planning applications within the masterplan boundary.

The evidence presented in the following sections has been taken from the SPD and set in the context of the Access to Halshead Garden Village scheme, to illustrate how the investment in transport infrastructure to unlock the site for development can assist Knowsley Council and partners in meeting their ambitions and aspirations.

3.3 History of Halshead

The former Halshead Park Estate, shown in Figure 3.2, has left an indelible mark on local heritage and landscape. The original estate was based on planned landscapes and pathways. Halshead Hall (now demolished) was centrally located within the northern part of the estate, where the Halshead Park mobile home park is now located.

Figure 3.2: Halshead Park Estate, c. 1850

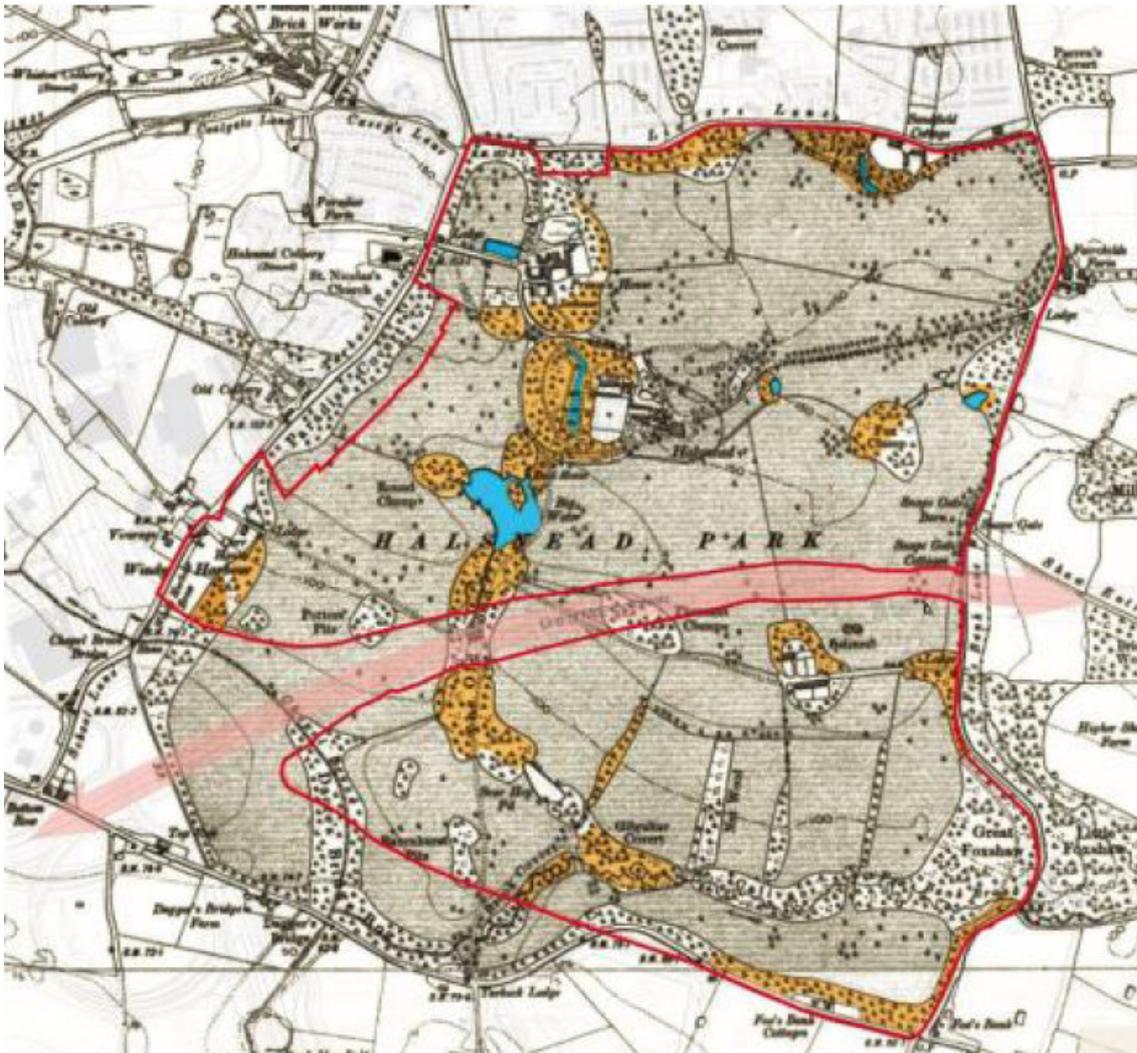


Source: National Library of Scotland

Key landscape characteristics of the former estate included large areas of woodland, including pockets of designated Ancient Woodland, boundary sandstone walls (formerly enclosing the Halshead Park

Estate), lodges and other structures associated with the former Hall. Many of the original estate features have been lost, hidden or severed over time, including the main hall itself and associated stable /outbuilding complex. However, the underlying landscape structure remains evident and legible today, as illustrated in Figure 3.3.

Figure 3.3: 1850 map annotated to highlight remaining structural landscape components.



Source: National Library of Scotland

The orange shaded areas in the map highlight the original Halsnead Hall estate relative to the approximate alignment of M62 (pink arrow) and the Halsnead Garden Village site as noted in the SPD (red line).

The Council has set a clear ambition for development at Halsnead to be designed to Garden Village principles. The term 'Garden Village' has its roots in the Garden City movement of the early 1900s and brings with it concepts of physical planning, development process, governance and management. In the context of contemporary planning, development and design issues, the Council accepts that the term 'Garden Village' will have a different application today than it did 100 years ago. The redevelopment of the former Halsnead Estate as a Garden Village will make optimum use of the brownfield site by establishing a cohesive community with employment opportunities and housing that will attract inward

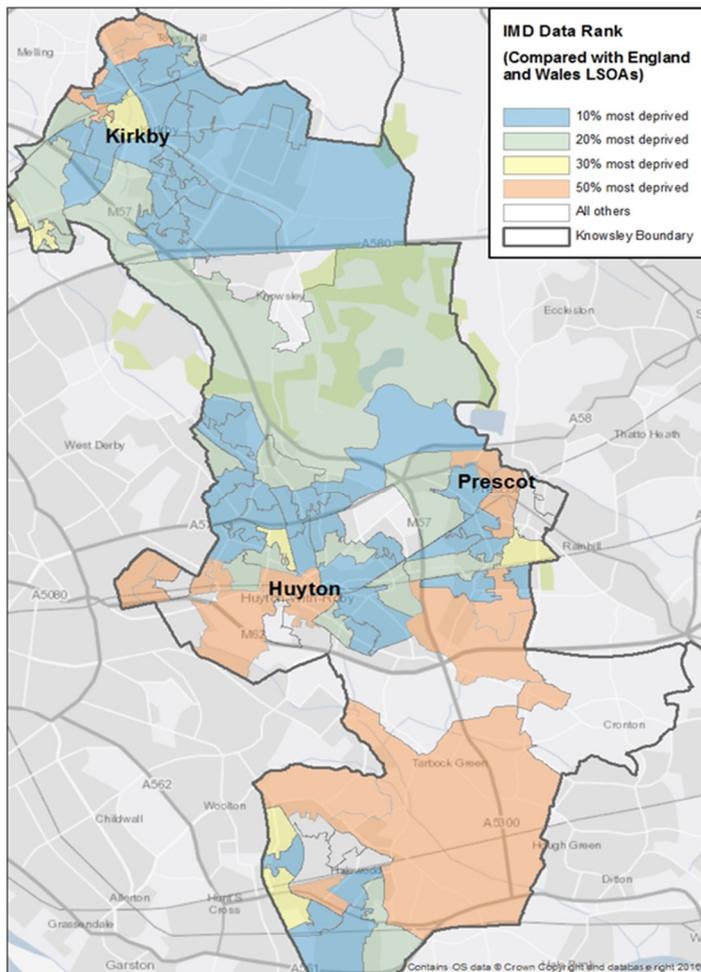
investment and skills to the area, thereby generating economic benefits for the immediate area, Knowsley and the LCR.

3.4 Socio-economic Situation

Knowsley is one of the most deprived areas in the UK. In 2015 it was ranked as the second most deprived local authority in the country, based on Index of Multiple Deprivation data, which includes data on employment, health, educational attainment, barriers to housing and services and living environment. Liverpool was the fourth most deprived authority according to the ranking.

Figure 3.4 shows IMD data for all of Knowsley's Lower Super Output Areas (LSOAs). As can be seen, the vast majority of LSOAs in Knowsley fall within the top 50% most deprived LSOAs in the country. This demonstrates that overall Knowsley is a deprived borough. Large proportions of Kirkby and Huyton are within the top 10% most deprived LSOAs in the country. The LSOA in which Halsnead Garden Village is situated in falls within the top 50% most deprived LSOAs in the country which is relatively less deprived in comparison to the rest of the borough as the land is currently undeveloped. However, 21% of Knowsley's LSOAs are in the top 2% most deprived in the country, while 46% of LSOAs are in the top 5% most deprived.

Figure 3.4: Index of Multiple Deprivation (2015)



Source: IMD (2015)

In 2016, Knowsley became the first local authority in the UK to cease all further education provision following the announcement of the closure of the final sixth form in the borough. Knowsley's educational attainment is consistently the lowest in the country. The Halsnead Garden Village development offers the opportunity for a new Community Primary School, which although not further education, will increase the educational offer in Knowsley and provide learning opportunities within the community itself.

While this will not solve all the challenges facing the borough, it may contribute to greater educational opportunities and may attract more residents to Knowsley. The improved connectivity to this site bought about by this scheme will facilitate access to these educational opportunities for both future residents of Halsnead Garden Village, those currently living on the periphery of the site and the wider Knowsley community.

3.5 Housing

Supporting the Halsnead Garden Village development will also enable Knowsley to increase its offer of high quality housing.

The 2011 Census highlights that there are currently 62,967 dwellings in Knowsley with an overall household size (the number of residents per household) of 2.4. The most common type of housing in Knowsley, as in the LCR, is semi-detached houses accounting for just under half of all household spaces.

The housing market in Knowsley is characterised by lower value housing and many residents in the social rented sector. Given that a large proportion of people who work in Knowsley do not live there suggests there is a shortage of job opportunities and housing to meet Knowsley's overall requirements. This presents a strategic need to provide affordable homes and a wider range of homes to attract a broader demographic of people to the area. Constructing a broader mix of housing types and developing the borough's employment land offer can help to address these issues by attracting more skilled workers, providing employment opportunities and meeting the housing demand.

3.6 Population

Knowsley's population of over 146,000¹ is expected to rise by 6% by 2028. In addition, the number of people per household in Knowsley is expected to reduce by approximately 0.05 people per household every five years up to 2037. Smaller household sizes lead to a need for a greater number of households. Given this expected growth in both population and households, it is essential that the supply and demand for housing is addressed. The Halsnead Garden Village development has the potential to make a substantial contribution to the required increase in housing supply providing that the surrounding highway network is supportive and opens up the land for development.

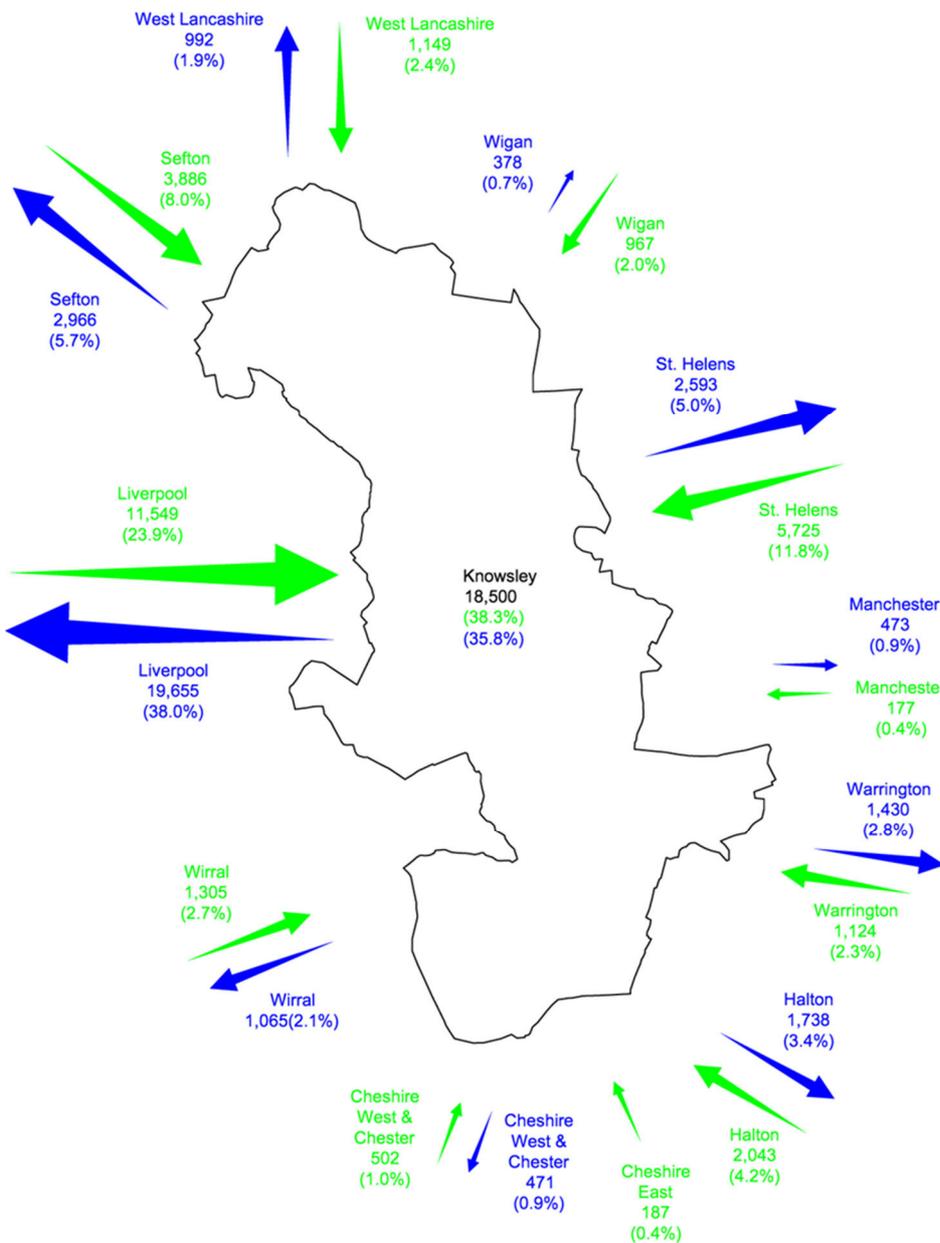
3.7 Employment

There are approximately 64,000 employees working in Knowsley, representing 10.7% of total LCR employment. The key employment sectors for the borough are manufacturing, health, wholesale & retail trade and administrative & support services. Clearly, Knowsley makes a strong contribution towards the LCR's advanced manufacturing and freight & logistics sector which Halsnead Garden Village can further build upon in view of its strategic location.

¹ Knowsley Housing Strategy 2016-2021, Page 7.

Currently Knowsley is a slight net importer of people for work purposes with just over 30,000 people travelling to Knowsley each day and just under 27,000 leaving the borough for work each day; 18,500 people both live and work in the borough. Figure 3.5 provides an overview of the proportion of journey to work trips into and out of Knowsley for the most notable origins and destinations. The green arrows show the trips where Knowsley acts as a place of work, while the various districts are places of residence and the blue arrows illustrate the opposite situation (i.e. all the trips originating in Knowsley as a place of residence and various destinations as places of work). Total numbers of people travelling are shown as well as the percentage share of the total incoming and outgoing trips.

Figure 3.5: Inbound and Outbound Commuter Flows to Knowsley



Source: Mott MacDonald

The high-quality housing offer that Halsnead Garden Village will deliver may encourage the relocation of many high skilled inbound commuters to the borough, fostering economic growth as they invest their earnings within the borough.

3.8 Current Connectivity and Accessibility

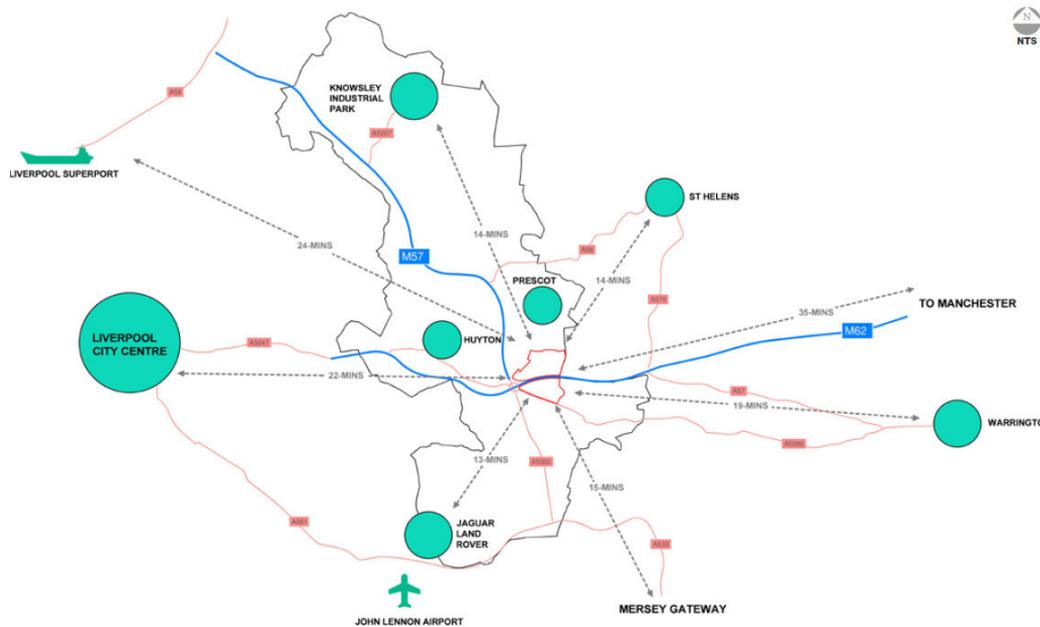
With the provision of gateway access points to 'open up' land for development and developer contributions to provide internal connectivity, Halsnead Garden Village is ideally located to be transformed into a highly accessible site with strong connections to the strategic highway network and for those using sustainable modes of travel. Located between Liverpool City Centre and Manchester, Halsnead Garden Village is well positioned due to its proximity to key transport infrastructure including connectivity to LCR initiatives such as Liverpool SuperPort, Liverpool Waters and John Lennon Airport which will transform the City Region's major transport assets through significant investment and development.

Existing infrastructure situated in proximity to the Halsnead Garden Village development site is as follows:

- Highways surround the location offering opportunities for vehicular access to serve development north and south of the motorway. Key roads connecting Halsnead Garden Village to major centres and the wider area include the M57, M62, A57, A5300 and the A5080.
- The site has direct access to M57 (towards Preston) and M62 (towards Liverpool City Centre and Manchester).
- The site lies within a 20-minute drive time to the east of Liverpool City Centre and 35-minute drive-time to the west of Manchester City Centre.
- The site has good proximity to Manchester Airport and Liverpool John Lennon Airport.
- Whiston and Prescott rail stations are close to the site and provide regular Northern Rail connections to Liverpool, Wigan, Warrington Bank Quay, and Manchester Victoria.
- The site enjoys connectivity to the freight and logistics network due to its location near the Port of Liverpool and Potters Rail Freight Terminal in Knowsley Business Park.

Existing transport Infrastructure around Halsnead Garden Village is primarily used by residents and visitors to Stadt Moers Park and Whiston hospital. The park is surrounded by a number of public transport links, increasing accessibility to the park via sustainable modes. The location of this key transport infrastructure is demonstrated in Figure 3.6.

Figure 3.6: Surrounding Transport Infrastructure



Source: Halsnead Masterplan SPD

3.8.1 Highways

Highways surround the site, offering opportunity for vehicular access to the development north and south of the M62. Halsnead Garden Village lies within a 20-minute drive-time to the east of Liverpool City Centre and 35-minute drive-time to the west of Manchester City Centre. It occupies a prominent location in the “Central Strategic Investment Corridor” between the two conurbations.

To the south of the site, Windy Arbor Road provides direct access to the M62 towards Manchester via M62 Junction 6. To the West of the site the M57 towards Preston provides access from further afield as well as providing a link to the A580 East Lancashire Road, a key route between Liverpool and Manchester. Another key road that provides access to Halsnead Garden Village is the A57 to the east of the site connecting the site to Warrington and providing direct access to Whiston Hospital.

There are 7 key junctions either immediately adjacent or in close proximity to the site which will receive traffic generated by the development to access the wider network. The 7 key junctions are:

- Foxes Bank Lane/Cronton Road;
- Lickers Lane/Foxes Bank Lane;
- Stoney Lane/Cumber Lane;
- Lickers Lane/Windy Arbor Road;
- Dragon Lane/Windy Arbor Road;
- Dragon Lane/Stoney Lane; and
- M62 (J6) /M57/A5300 interchange at Tarbock Island.

The Halsnead Garden Village site also has good access to key transport interchanges such as the rail stations in both Liverpool and Manchester, which offer connectivity to wider strategic and nationwide locations. Halsnead Garden Village is also within 12 and 30-minute drive times of Liverpool John Lennon and Manchester Airports respectively.

3.8.1.1 Existing Road Traffic Conditions

Automatic Traffic Count (ATC) data was collected for a week long period in July 2015 to assess the level of traffic on roads surrounding the Halsnead Garden Village site. A brief summary of findings is provided below, noting that these are general area based observations rather than targeted around the 7 existing junctions that will be upgraded as part of this scheme:

- Tarbock Road is consistently the busiest road with 700 – 800 vehicles in each direction during peaks, and 600 to 700 during the daytime;
- Cronton Road has the largest spikes of peak period traffic, jumping from around 200 vehicles during the daytime to around 500 in the peaks;
- Blundells Lane, Lickers Lane and Foxes Bank Lane are equally busy with about 100 vehicles in each direction in the daytime off peaks; rising to around 200 in the peaks;
- Windy Arbor Road is consistently busy throughout the daytime off-peaks with around 300– 400 vehicles, rising to around 400 – 500 in the peaks.

Basic infrastructure exists within the site but these roads are currently either in a poor condition and unable to support the type of traffic required for development, such as HGV's and construction equipment; or the roads are in private ownership and so there is no viable access to the land at present. The provision of transport infrastructure sought through this application directly addresses this issue providing both new gateway access points and improvement to existing junctions to ensure the site is highly accessible and the surrounding highway network has the ability to remain resilient.

3.8.2 Sustainable Access

3.8.2.1 Bus

Halsnead Garden Village is served by several bus routes stopping at multiple locations in the immediate vicinity of the site, providing connections to surrounding urban centres and Liverpool City Centre. However, as demonstrated in Table 2 below, the frequency of these services is limited reducing the potential for sustainable access to Halsnead Garden Village.

The provision of new gateway access points to Halsnead Garden Village and a supportive resilient highway network provides future opportunities to increase the frequency of bus services in and around Halsnead Garden Village.

Table 2: Frequency of Bus Services Serving Halsnead Garden Village Site

Service	Number of Buses per hour						Route
	Mon-Fri		Sat	Sun			
	Peak	Day	Eve	Day	Eve		
61/61 ^a	4	1	4	1	1	1 (10:30-18:30)	61A: Huyton-Widnes-Runcorn 61: Liverpool- Widnes-Runcorn
99	1	1	0	1	0	No Service	Whiston (circular)
139	2	2	2	2	2	No Service	St Helens-Liverpool
248	2	Morning and evening only	2	Morning and evening only	2	1	Huyton-Prescot-Huyton
780	One morning service 7.20am		One evening service 16.47pm		No service	No service	Whiston-Muncaster-Rainford

Source: Merseytravel

3.8.2.2 Rail

Halsnead Garden Village is situated in close proximity to Whiston and Prescott rail stations. Whiston station is approximately half a mile from the northern boundary of the site providing services to Liverpool, Manchester and Warrington. Prescott station is also a short distance from the northern site boundary (approximately 1.5 miles) and provides services to alternative locations such as Wigan and Liverpool. The tables below summarise rail services to and from Whiston and Prescott rail stations.

Table 3 Summary of Journeys from Whiston Rail Station

Destination	Frequency (tph)	Journey Time	Route
Manchester Victoria	3	45 minutes	Via St Helens Junction
Liverpool Lime Street	2	23 minutes	Via Huyton
Warrington Bank Quay	1	26 minutes	Via St Helens Junction

Source: National Rail

Table 4 Summary of Journeys from Prescott Rail Station

Destination	Frequency (tph)	Journey Time	Route
Wigan North Western	3	30 minutes	Via St Helens Central
Liverpool Lime Street	2	23 minutes	Via Huyton
Preston	2	59 minutes	Via Wigan North Western

Source: National Rail

In terms of rail patronage, annual throughput was 0.371 million passengers per annum (ppa) for Whiston Rail Station in 2013/2014, suggesting the station has the capacity to accommodate additional patronage in view of the fact patronage has declined in recent years. This means residents to the new Halsnead Garden Village development, with only a half mile walk and a station with capacity for additional travellers, have the option to make sustainable journeys should they need to travel further afield.

3.8.2.3 Active Travel

National Cycle Network route 56 runs adjacent to the site to the north-west providing a traffic free route north-south around Whiston. However, formal cycling infrastructure in the vicinity of Halsnead Garden Village is scarce.

Figure: 3.7 National Cycle Network Route 56



Source: Sustrans

The preferred pedestrian routes within Halsnead Garden Village will be northbound, into the centre of Whiston itself and towards Whiston Railway Station, and southbound to the Country Park.

Therefore, to encourage active travel in and around Halsnead Garden Village this scheme proposes pedestrian/cycling infrastructure at the site access junction on Lickers Lane at the Pennywood Drive junction, in the form of shared footways and a TOUCAN crossing facility. Southbound movements would be facilitated by the Land Trust's proposed reopening of the former mineral line over the M62, for use by pedestrians, cyclists and equestrians.

3.9 Current and Planned Complementary Investment

3.9.1 M62 Junction 6 Tarbock Island

In 2008 the Highways Agency completed a major improvement scheme which delivered two dedicated slip roads to improve vehicle movement on Junction 6 of the M62 (Tarbock Island) to reduce congestion. However, due to increased vehicle movements during peak times, congestion is still a concern at this location.

Works are currently ongoing at Tarbock Island and include street lighting, parapet and traffic signal upgrades together with the provision of a shared cycleway/footway facility. Tarbock Island is a Highways England asset and improvements proposed as part of this SIF scheme are being developed by Knowsley Council in close dialogue with Highways England, and the improvements would be complementary to the existing ongoing work.

3.9.2 LCR STEP Package

The Sustainable Transport Enhancements Package (STEP) is a package of sustainable transport infrastructure measures integral to the Liverpool City Region (LCR) Growth Plan and Strategic Economic Plan (SEP). An indicative funding allocation of £41.4m was made by central Government for delivery of the package, which will take place over a 6 year period from 2015/16 to 2020/21. One scheme outlined in this package of investments was Facilitating Sustainable Urban Extension - South Whiston as part of the 'Invest for Growth' STEP package. This scheme creates sustainable travel access points for the new development sites at Halsnead, and include newly constructed cycle paths as well as a package of public realm improvements on the access routes to Whiston Rail Station. Key benefits of this investment includes:

- 0.6km of newly constructed cycle lanes.
- Public realm improvements on the access to Whiston Station to integrate the station with the local area.
- Supporting the future development of Whiston.

These investments will support the vision of the Halsnead development as a Garden Village complementing the sustainable transport elements outlined in this scheme, which include a pedestrian and cycle access only junction to the land north of the M62, allocated for housing.

3.10 Scheme Objectives

Based on the evidence summarised above and in conjunction with local, regional and national policy, which is detailed in Section 5 of this report, the following objectives are defined for the Halsnead Garden Village development that this scheme is designed to support:

Table 5: Scheme Objectives

Over-arching Objectives	Sub-Objectives
A Shared Place-making Vision	<p>Ensuring that Halsnead is a well-designed place of high environmental quality that:</p> <ul style="list-style-type: none"> • Embeds Garden Village principles of design, and functionality adapted to the 21st Century and specific to Halsnead; • Rediscovered the historic Halsnead Park Estate by retaining and enhancing the existing landscape and built heritage and reconnecting north and south of the motorway; and • Integrates with Whiston physically, visually and functionally
Diversifying the housing stock	<ul style="list-style-type: none"> • Diversify and improve the range and quality of housing stock within the borough and at a local level; including the provision of a range and mix of homes in walkable neighbourhoods with diverse and distinct character
Enhancing Connectivity	<ul style="list-style-type: none"> • Creating a clear and legible movement framework that links the existing and new community and improves connections across the M62. This should capitalise on existing infrastructure and public transport to improve access for all and connections by non-car modes including pedestrian, cycle and equestrian.
Creating a Strong Greenspace Framework	<ul style="list-style-type: none"> • Creating a well-connected green and blue space infrastructure network of multi-functional spaces. With ecological, drainage, recreational, health, connectivity and sustainability benefits that offers a high quality and distinctive setting for the development. Support the delivery of a new Country Park focussed on the former Cronton Colliery.
Ensuring Comprehensive Development	<ul style="list-style-type: none"> • Adopting a collaborative approach to ensure that the development is designed and implemented to support the comprehensive delivery of Halsnead as a whole; including the timely provision of physical and community infrastructure.
Attracting Employment	<ul style="list-style-type: none"> • Creating the right conditions to attract significant new employment development at this strategic location to meet the demand for distribution, logistics, advanced manufacturing and other appropriate uses identified in the Liverpool City Region economic sectors.

Source: Mott MacDonald

3.11 Summary

The above sections have provided a strategic overview of Halsnead and Knowsley, evidencing the issues and opportunities the area faces as it aims to build a vision for Halsnead as a sustainable Garden Village. These have led to the development of strategic objectives for the wider development.

This proposed SIF investment scheme will address these issues and objectives by enabling the viable and timely development of the land, through the formation of new junctions to provide site access together with improvements to existing off site junctions. This proposed investment will directly facilitate the opening of land for development and ultimately securing the multiple significant benefits to be derived from the creation of Halsnead Garden Village. This will in turn ensure adequate capacity and resilience of the existing highway network to support wider growth across Knowsley and the LCR.

4 Scheme Development

4.1 Initial Scheme Concepts

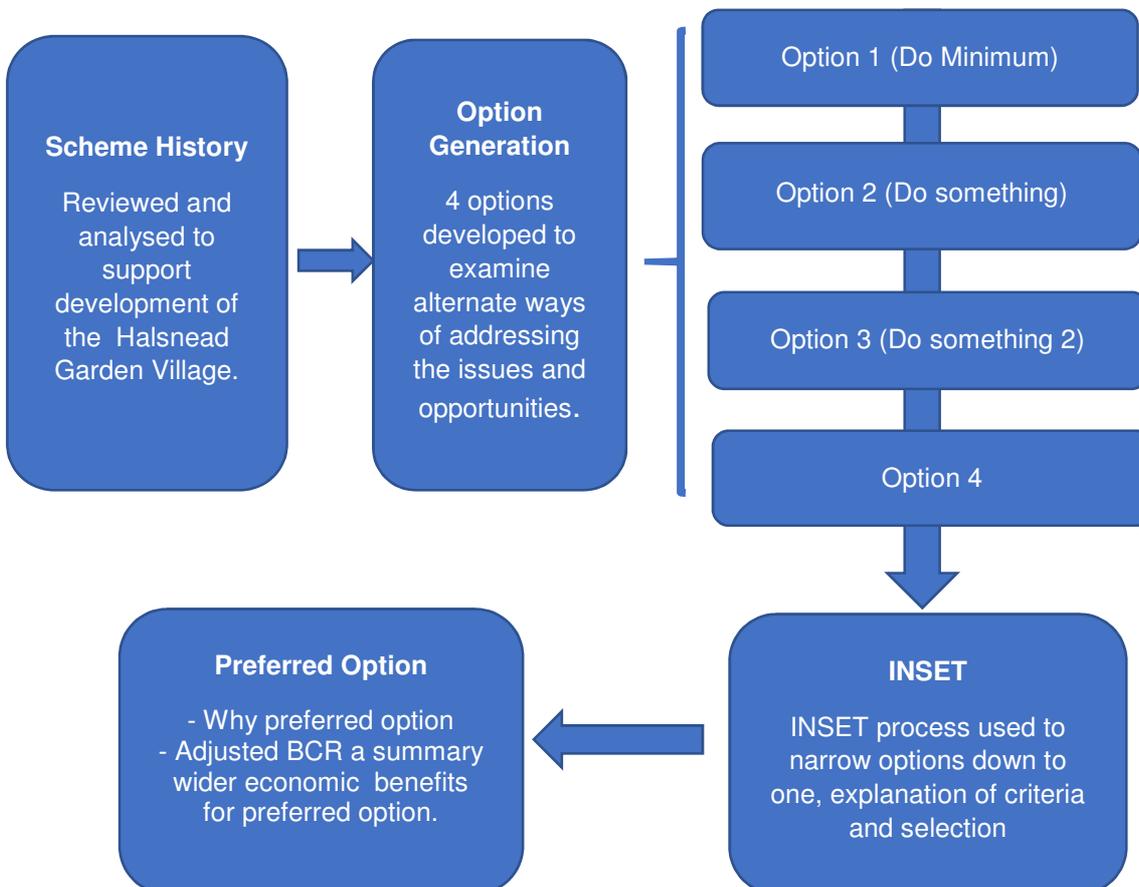
The Knowsley Transport Investment Pipeline process, completed in 2015, identified and appraised potential transport schemes to address current and future issues in Knowsley. This process prepared a list of schemes which were designated as being priorities for investment in Knowsley when funding for schemes became available.

One of the prioritised schemes outlined in the Transport Investment Pipeline was 'South Whiston Development Area Access', highlighting the need to build sufficient infrastructure for road access as well as walking and cycling facilities to the north (Whiston station), west (Huyton Business Park) and south (new employment site) in light of proposals for 1600 new dwellings.

The Access to Halsnead Garden Village scheme has been developed building on the scheme concept set out in the 'South Whiston Development Area Access' proposal.

4.2 Option Development

4 scheme options were developed in response to the identified issues and opportunities for consideration. These are noted in the application form but are included again here for consistency with full details of design. A summary of how the options were developed and appraised is provided in the diagram below:



4.2.1 Option 1: Do Minimum

Option 1, the 'Do Minimum' would see the provision of 2 gateway access points; 1 to the northern housing element of the scheme and 1 to the southern employment section of the proposed development, and improvements to existing off site junctions within the vicinity of the development to accommodate the anticipated increase in traffic.

On site access works proposed in this option are to include a new roundabout junction on Windy Arbor Road (just north of M62 J6, Tarbock Island) to provide access to the northern section of the development. This junction includes a new uncontrolled crossing for pedestrians and a 3m wide footway/cycleway to allow shared use by pedestrians and cyclists. A second priority junction, serving the southern section of the development provides access to the Maro employment parcel on Cronton Road. This would include local carriageway widening achieved by re-alignment of the existing kerblines to create a right turn pocket into the development site, an uncontrolled crossing for pedestrians and a 3m wide footway/cycleway to allow shared use by pedestrians and cyclists.

Off-site junction improvements are to include works to seven existing junctions on the local road network within the vicinity of the development at the following locations:

- Foxes Bank Lane/Cronton Road
- Lickers Lane/Foxes Bank Lane
- Stoney Lane/Cumber Lane
- Lickers Lane/Windy Arbor Road
- Dragon Lane/Windy Arbor Road
- Dragon Lane/Stoney Lane; and M62 (J6) /M57/A5300 interchange at Tarbock Island.

Improvements to the existing off-site junctions listed above include the addition of traffic signals and additional lanes to improve traffic flow and capacity. Improvement works to the Tarbock Island interchange include widening on the existing circulatory carriageway, further signalisation of the Cronton Road/Tarbock Island junction and carriageway widening to the M57 off slip, Windy Arbor Road and Cronton Road to improve traffic flow and capacity. A general arrangement drawing showing the 2 new gateway access points suggested within this option is shown on the next page.

Figure 4.1: Option 1, Do Minimum



Source: Mott MacDonald

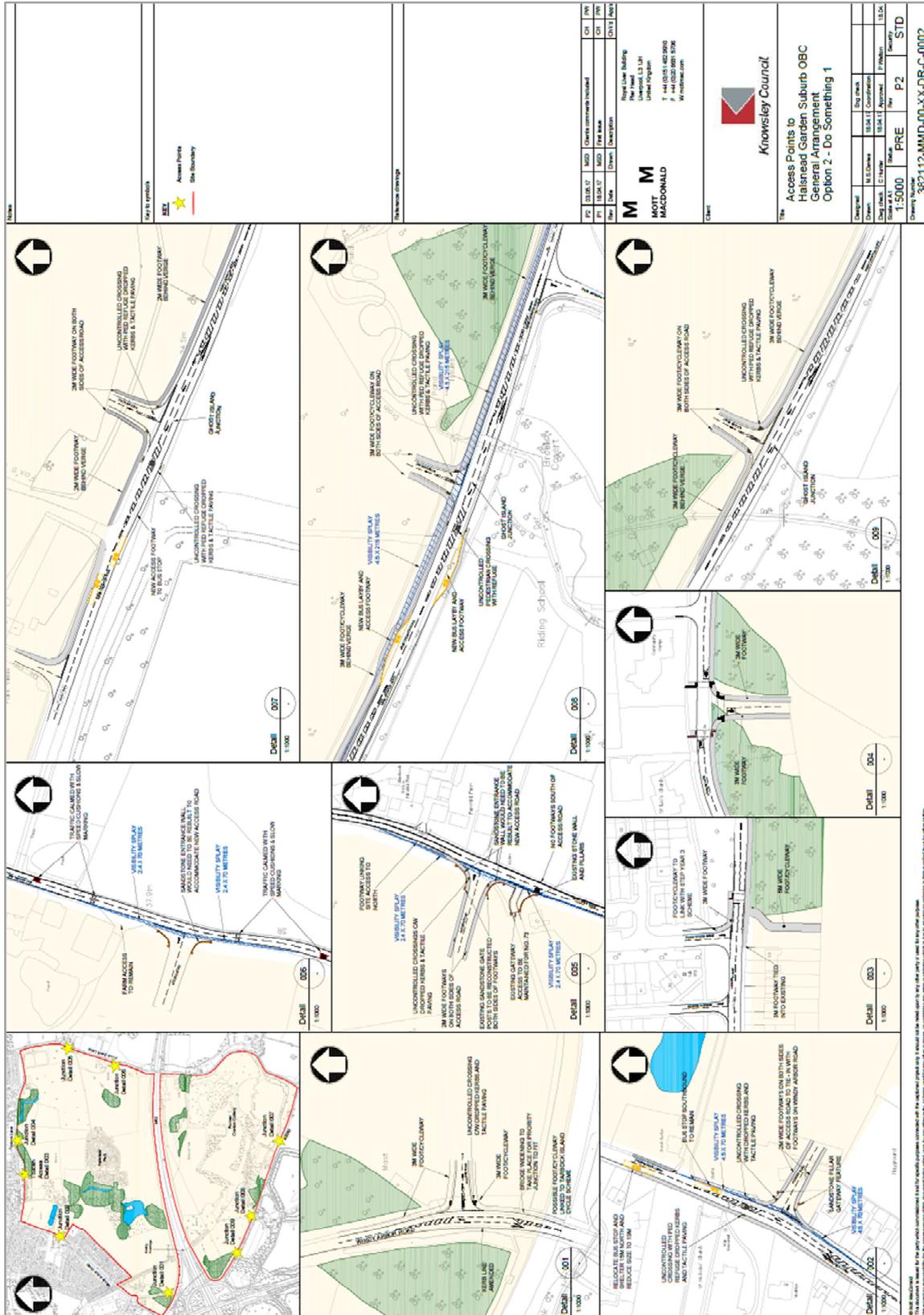
4.2.2 Option 2: Do Something 1

This option consists of the provision of 6 new access junctions to the northern housing section of the development site from Windy Arbor Road, Lickers Lane and Foxes Bank Lane. 3 access junctions to the southern employment section of the development site are also proposed on Cronton Road.

In addition, similar improvements as highlighted in the 'Do-Minimum' scenario to 7 existing off site junctions within the vicinity of the development to accommodate the anticipated increase in traffic are proposed.

On-site access works are to include new priority junctions to provide access to both the northern and southern sections of the development site. These junctions include 2m wide footways, new uncontrolled crossings for pedestrians and right turn pockets to allow turning traffic to wait in the carriageway without affecting through traffic flow. A new signalised pedestrian crossing at Pennywood Drive/Lickers Lane is also proposed along with a new signalised junction on Lickers Lane near to St Leo's Church and the Community Centre. Off-site junction improvements are as described in the 'Do Minimum' scenario (Option 1). A general arrangement drawing of the site access components of this option is shown on the following page.

4.2: Option 2, Do Something 1



Source: Mott MacDonald

4.2.3 Option 3: Do something 2 (Preferred Option)

Option 3 (Preferred option) sees the development of 9 new high quality gateway access junctions and improvements to 7 existing junctions. This consists of the provision of 6 access junctions to the northern housing section of the development site from Windy Arbor Road, Lickers Lane and Foxes Bank Lane. 3 access junctions to the southern employment section of the development site are also proposed on Cronton Road

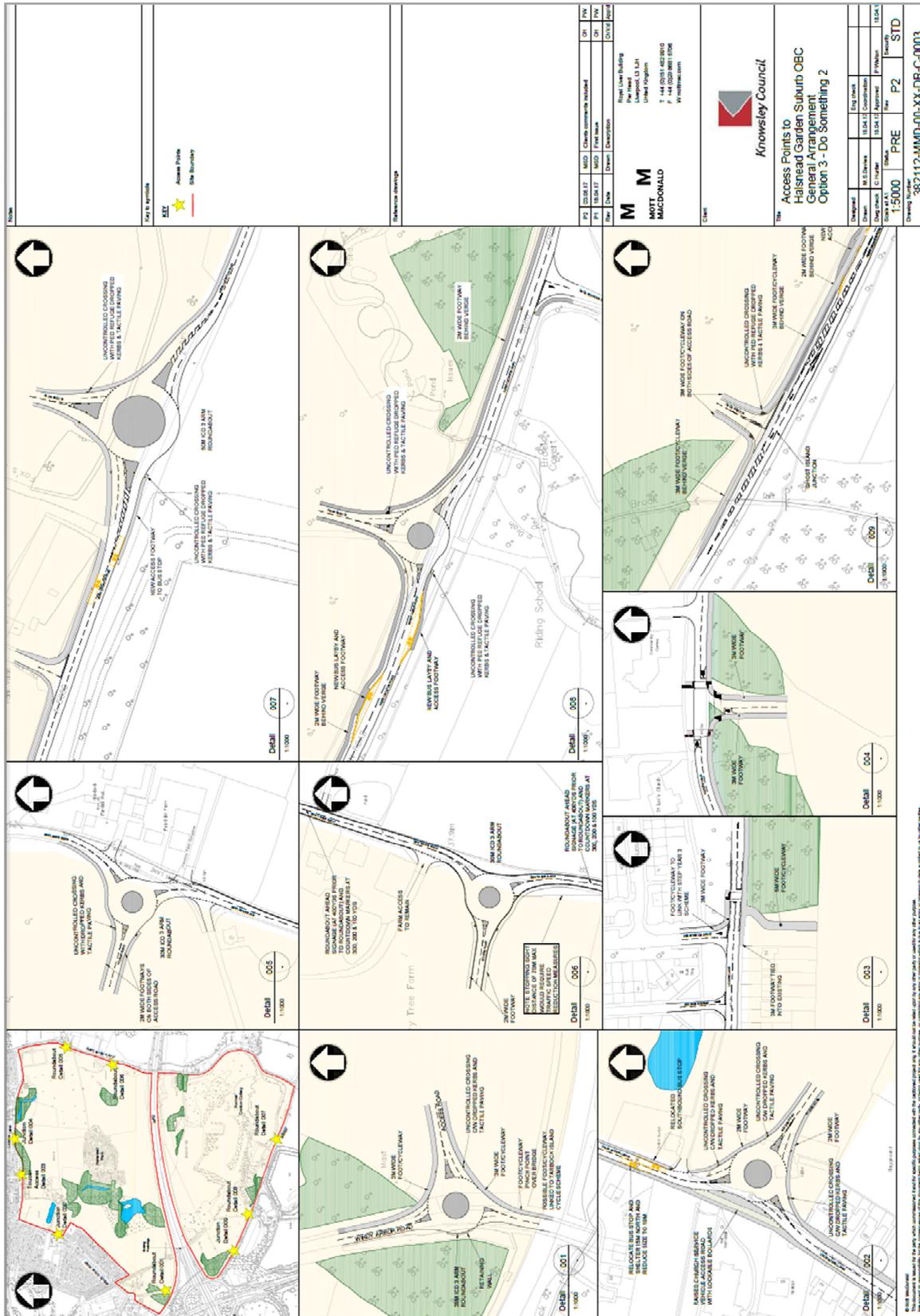
In addition, similar improvements as highlighted in the Do-Minimum scenario to 7 existing off-site junctions within the vicinity of the development to accommodate the anticipated increase in traffic are proposed.

On-site access works are to include a combination of high quality gateway roundabout and priority junction accesses to both the northern and southern sections of the development site as listed below:

- Access 1 - Windy Arbor Road South (Near to Tarbock Island) – Roundabout
- Access 2 - Windy Arbor Road North – Roundabout
- Access 3 – Lickers Lane (west) – Pedestrian/ cycle access with new Toucan Crossing
- Access 4 – Lickers Lane (east) – 3-arm traffic signal controlled junction
- Access 5 - Foxes Bank Lane North – Roundabout
- Access 6 - Foxes Bank Lane South – Roundabout
- Access 7 - Cronton Road East (Access to country Park) – Roundabout
- Access 8 - Cronton Road Mid (Main access to southern site) – Roundabout
- Access 9 - Cronton Road West (Access to Maro Site) – Priority junction

The access works listed above include footways and cycleways, and associated crossing infrastructure. Off-site junction improvements are as described in Options 1 and 2. The two general arrangement drawings below illustrate the option components.

Figure 4.3: Option 3, Do Something 2 (Preferred Option)



Source: Mott MacDonald

Figure 4.4: Option 3, Do Something 2 (Preferred Option)



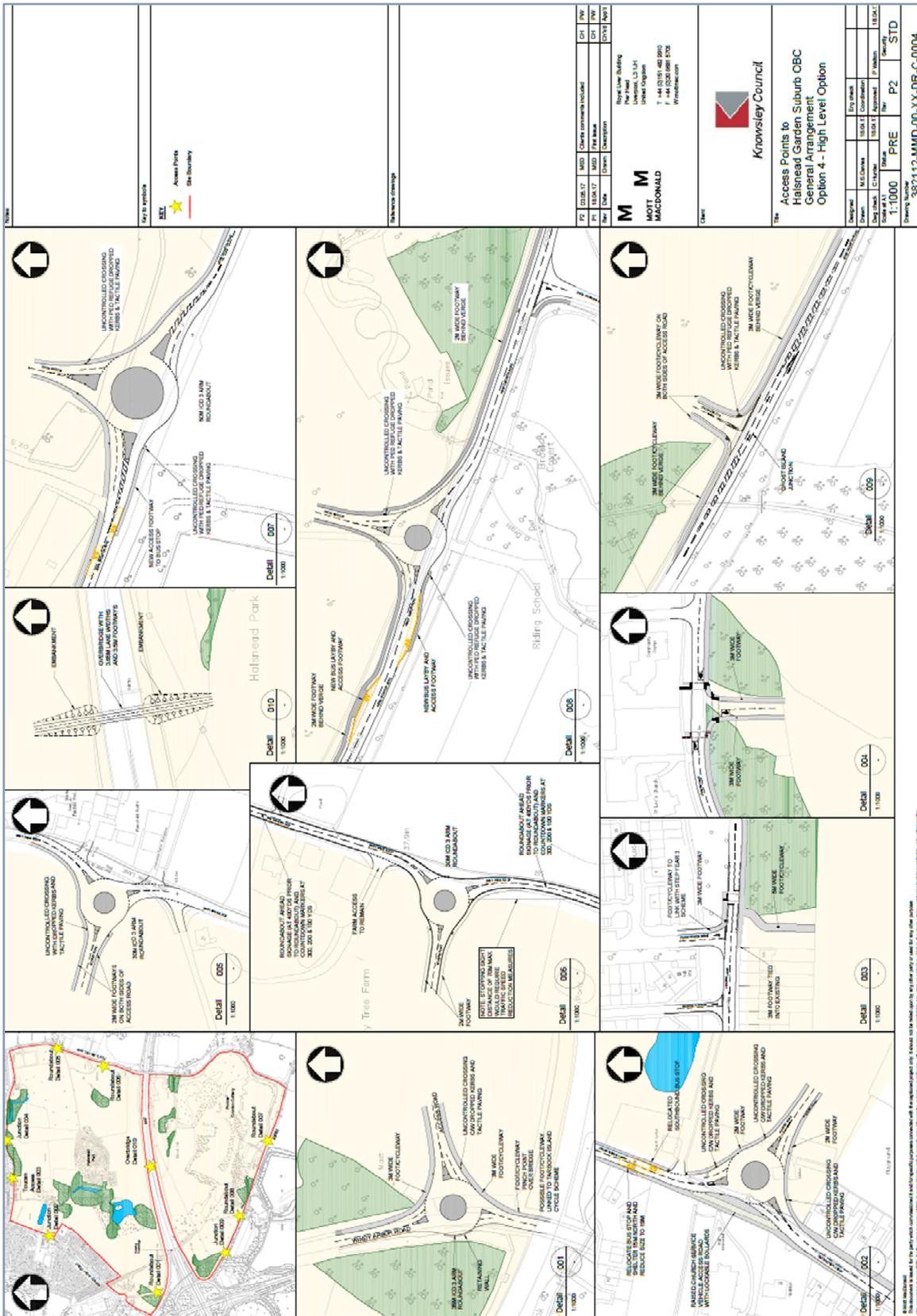
Source: Mott MacDonald

4.2.4 Option 4: Do Something 3

Proposals for Option 4 match those presented for preferred Option (Option 3) but with the addition of a new bridge over the M62 linking the northern and southern sections of the development. This bridge would be a steel structure with two 3.65m traffic lanes and 3.5m footways to enable shared use by pedestrians and cyclists. The bridge would provide increase permeability (internally) between the housing and employment sites, and create an additional north south link between Lickers Lane and Cronton Road. Off-site junction improvements are as described in the previous three options.

The general arrangement drawing on the next page illustrates the option components.

Option 4, Do Something 3

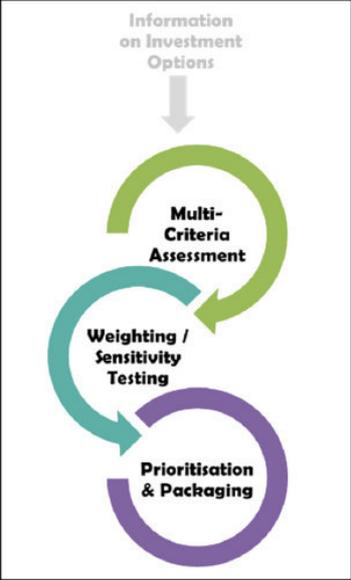


Source: Mott MacDonald

4.3 Option Appraisal

The 4 options were appraised using Mott MacDonald's Investment Sifting and Evaluation Tool (INSET), a bespoke information management and decision support toolkit with enhanced functionality that builds on the principles of DfT's EAST (see below).

Mott MacDonald's Investment Sifting and Evaluation Tool (INSET)



INSET is a decision support toolkit developed in-house by Mott MacDonald. We proposed the use of INSET to help manage the developing information on the various options for the scheme and evaluate them. INSET is designed to be simple, flexible, replicable and transparent, and is based on Green Book compliant Multi-Criteria Decision Analysis (MCDA). It looks at complex, multi-faceted decision-making problems by breaking them down into more manageable pieces, and then reassembling the pieces into a coherent whole.

INSET draws on standard tools for comparing scheme options, primarily DfT's EAST (Early Assessment and Sifting Tool), and adds additional functionality to these existing tools. Mott MacDonald has developed INSET as an enhancement of EAST to support the evaluation of different options for large-scale investments and investment programmes. Crucially it enables:

- 'Active' sifting of scheme options in real-time, supporting meetings, workshops and face-to-face engagement with a tool that can be used to facilitate discussions;
- The consideration of multiple economic scenarios as sifting and evaluation progresses, through manipulation of criteria weighting, to enable project teams to discuss 'what if' issues as schemes are developed; and
- The assessment of potential scheme 'packaging'. INSET can assess one option against another and can also explore the merits of schemes being developed in isolation or as part of a package.

4.3.1 Assessment Criteria

The following assessment criteria were used to sift the four options down to one, for which BCR and wider economic benefits were then calculated. The assessment criteria were based on the criteria in the DfT's Early Assessment and Sifting Tool (EAST), as well as other parts of WebTAG. Further criteria have been added to the 'standard' EAST assessment criteria to address the specific nature of the scheme and the local context.

<p>Alignment with objectives</p> <ul style="list-style-type: none"> • Halsnead Masterplan SPD • SIF Objectives <p>Fit with Policy</p> <ul style="list-style-type: none"> • Local Policy • Regional Policy • National Policy <p>Transport Network Impacts</p> <ul style="list-style-type: none"> • Junction capacity • Congestion • Sustainability <p>Facilitating Comprehensive Development</p> <ul style="list-style-type: none"> • Access to all areas of land • Local connectivity for residents, employees/businesses, visitors <p>Wider Economic Impacts</p> <ul style="list-style-type: none"> • Housing • Employment <p>Deliverability</p> <ul style="list-style-type: none"> • Ability to deliver within required timeframe • Planning issues • Cost

4.3.2 Preferred Option Selection

Using INSET and the assessment criteria noted above the preferred option, Option 3 was selected as it ranked highest on aggregate across all criteria. A brief synopsis of the rationale for discounting the other options is provided in the Table below.

Table 6: Rationale for Discounting Options 1,2 and 4

Option	Rationale for discounting
Option 1 (Do Minimum)	<ul style="list-style-type: none"> • High level testing in an appropriate transport model has found that the housing site access would be significantly over capacity (defined as greater than 85%) in the AM peak hour, with a volume/capacity of around 110% and a delay of 4.5 minutes. • Tests undertaken to determine what level of housing could be supported have found that if the number of trips decreased by 30% this access point would be at capacity (V/C of 85%). This implies that only an estimated 1,120 houses could be developed with the do-minimum transport scheme, reducing the net social value of housing benefit from £103.6m to an estimated £75m. • This would therefore not support comprehensive development as defined in Knowsley's Local Plan and the Masterplan SPD and as such reduce associated wider economic benefits such as GVA uplift and land value uplift. • The inability to bring all housing forward for development would also have a detrimental effect on temporary construction jobs. • Construction traffic and residents would have to use the same access points which may have safety implications and adversely impact the attractiveness of new homes whilst development is ongoing. Furthermore, the lack of permeability for pedestrian and cyclists would not align with Masterplan SPD principles for encouraging active travel.

The poor performance in respect of being able to deliver in line with policy and secure a comprehensive development, combined with the delivery of fewer houses than outlined in the Masterplan SPD and resultant reduction in construction jobs and GVA uplift, were the prime reasons for discounting this option; it proved unable to deliver in respect of the scheme objectives.

Option

Rationale for discounting

Option 2 (Do Something 1)

- All do-something options were found likely to generate similar wider economic impacts for Knowsley and the LCR as the preferred option (fully assessed in the Land Use and Economic Development report included in this application package).
- They will all fundamentally provide access to Halsnead and thereby support development in line with the Masterplan SPD and the Local Plan; to this extent Option 2 was compliant with policy and was able to meet the objectives of the scheme.
- Localised traffic modelling undertaken by Mott MacDonald in 2016 showed that whilst the priority junctions proposed for this scheme may function well initially, as traffic to the site grows there is the likelihood they will fail and exceed capacity.
- This would cause congestion, have possible safety implications, and adversely affect the attractiveness of the community, going against the principle of the Garden Village concept. Furthermore, the priority junctions would not facilitate additional future growth across Knowsley and the wider LCR beyond the scope of the Masterplan.
- Priority junctions were not aligned with the principles of Garden Village development in that they would not serve as gateway access junctions.

Option 2 was discounted on because the priority junctions would not provide gateway access that would support the development of Halsnead as a Garden Village. Further concerns arising from traffic modelling that the junctions would be over capacity as the scheme developed beyond the initial allocation of housing and employment land.

Option 4 (Do Something 3)

- At £27m this was an option substantially higher than the costs outlined at the Strategic Outline Business Case Stage, where just one option was explored.
- It was also considered that this option may have a detrimental impact on safety and congestion as the bridge providing north-south interconnectivity may encourage 'rat running'.
- There were no differences in wider economic benefits to be realised from the scheme compared to the preferred option (Option 3) so costs and traffic network impacts were the main reasons for the option not scoring as favourably.
- There is also a misalignment with the Masterplan SPD as the New link over the M62 does not form part of the access and movement strategies described in this document.

The main reasons for discounting Option 4 were cost and misalignment with the Masterplan SPD. The added costs would not serve to deliver any additional wider economic benefits or bring about any additional transport benefits, as noted in the application form which this document supports.

5 Strategic Alignment

5.1 Alignment with Local Policies and Strategies

This Chapter reviews local policy and strategy, noting how the Access to Halsnead Garden Village scheme can support key local objectives and priorities.

5.1.1 Locally-led Garden Villages, Towns and Cities Prospectus

Halsnead has national significance as one of only 14 sites in England awarded Garden Village Status by the Government. In recognition of the country's need for more houses, the Government suggest that large new settlements such as Halsnead Garden Village have a key role to play, not only in meeting this housing need in the short-term, but also in providing a stable future pipeline of housing.

The proposed SIF project will directly assist the delivery of this national aspiration by facilitating housing growth to the benefit of the LCR's reputation.

5.1.2 Halsnead Masterplan SPD

The Halsnead Masterplan SPD is at the core of all development suggested in this proposal. The Masterplan document outlines the strategic vision for Halsnead with the purpose of guiding the comprehensive development of land to the south of Whiston and south of the M62.

A preliminary assessment of highways impact for the proposed development has identified the following issues:

- Vehicular site access is achievable from the adjacent highways; junctions should accommodate pedestrian and cycle movements;
- Pedestrian connectivity to the existing urban area and facilities of Whiston, especially on Windy Arbor Road and Lickers Lane is essential to the success of the Masterplan;
- Internal circulation routes should make the site as permeable as possible, including making allowance for bus penetration into the residential site. The layout should ensure that the site is as permeable as possible at all stages of development;
- Whiston Rail Station is a key asset to the development. The development should be well connected to the station by sustainable travel modes;
- Opportunity for using the former mineral railway line to link the two sites together for pedestrians, cyclists and equestrian uses as well as the potential to support a link to Sustrans route 56;
- Off-site highways works have been identified as being needed to mitigate the impacts of development.

Access to Halsnead Garden Village clearly supports policy aspirations to progress development at Halsnead. The proposed investments set out in Section 2.6 will deliver multi modal access to the site and improvements to off-site junctions will mitigate the impacts of development. This will unlock the land, resolving viability issues, and bringing forward development (and the securing of multiple significant benefits) at the earliest possible opportunity..

5.1.3 Knowsley Local Plan: Core Strategy

The central document within the Knowsley Local Plan is the Core Strategy, which was adopted by Knowsley Council in January 2016. The Core Strategy sets out the strategic framework for the growth

and development of Knowsley up to 2028 and beyond including how and where new development and regeneration should take place and therefore promotes, guides and manages the future development of Knowsley.

The strategic objectives of the Local Plan are as follows:-:

- Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities;
- Residents and local communities who are able to make positive lifestyle choices;
- High quality employment areas which help to drive economic growth in the Liverpool City Region;
- Narrowed the gap in deprivation levels both between different parts of the borough and between Knowsley and elsewhere;
- Encouraging and maintaining sustainable economic and employment growth;
- Promoting a well-balanced housing market; and
- Promoting the quality of place.

The Local Plan has allocated Halsnead Garden Village as its largest strategic development site and advocated that a comprehensive approach to development should be taken.

The Garden Village concept that underpins this development, will provide Knowsley with a highly attractive and sustainable neighbourhood and a significant amount of land for employment development to encourage economic growth. This development will offer high quality housing promoting the quality of place re-balancing the housing market, which would in turn attract more skilled workers to the borough and narrow the gap in deprivation levels, supporting the key objectives of the Local Plan. However, it is imperative that all areas of the land are made fully accessible and available for development to secure the significant multiple associated benefits and the proposed SIF investment will play a pivotal role.

5.1.4 Strategy for Knowsley 2016-2020

Strategy for Knowsley, agreed by Knowsley Council and key partners, sets out 6 priorities for making positive changes to benefit residents, businesses and visitors of the borough. One of these 6 priorities is 'Growth and Jobs' which includes working in partnership to deliver new infrastructure projects. Another key priority is 'Knowsley the Place' which includes implementing a new Housing Strategy supporting the delivery of the Local Plan with a target of 8,100 new homes by 2020.

The Access to Halsnead Garden Village scheme will support both the above priorities by ensuring that the land assigned for housing and employment development is viable to unlock the development to realise 900 net FTE jobs and generation of £40.5m of GVA per annum

5.1.5 Knowsley Housing Strategy 2016-2021

The Knowsley Housing Strategy 2016-2021 sets out Knowsley's priorities for its housing offer over the next five years with the vision that "by 2021 Knowsley will have a housing offer that meets the needs of existing residents and attracts economically active people to the borough" with development in Sustainable Urban Extensions as one of the key priorities. The following actions are identified to help achieve this vision:

- Increase the number of homes in the borough;
- Improve the quality of housing stock; and
- Improve access to housing for our residents.

Access to Halsnead Garden Village application supports this strategy by enabling development and subsequent delivery of 1,600 new high quality houses, by providing viable access to the site.

5.1.6 Knowsleys Economic Growth Plan 2016-2021

Knowsley's Economic Growth Plan 2016-2021 sets out Knowsley Council's plan for accelerating economic growth in the borough during the period 2016 – 2021. Knowsley's vision is to be a place where people choose to invest, work and do business to achieve long-term economic prosperity. The key sectors around which economic growth will be concentrated are advanced manufacturing, logistics, retail and housing. Knowsley has many assets and wants to build on these to make it a more attractive place with outstanding opportunities.

A key aim within the Knowsley Economic Growth Plan is the construction of 2,250 new homes, with Sustainable Urban Extensions identified as a key location for growth in the borough. These sites present significant opportunities to develop the housing offer further and make a major contribution to the development of Knowsley's overall appeal and attraction for residents.

Housing development at Halsnead Garden Village is wholly dependent on the improvements to transport infrastructure identified in this scheme. The creation of new junctions and improvements to the existing highway network will ensure that this site is viable and fully accessible and attractive to developers and subsequently new employers and residents.

5.2 Alignment with Regional Policies and Strategies

This section reviews City Region strategy and highlights how Access to Halsnead Garden Village can support regional objectives and priorities.

5.2.1 Liverpool City Region Growth Strategy

The Liverpool City Region Growth Strategy sets out three 'pillars' for activity: Productivity, People and Place.

This scheme primarily aligns with the 'Productivity' pillar as it will stimulate economic growth by addressing employment and housing needs in a highly-deprived area delivering 1,600 homes and at least 22.5ha of employment land, creating in the region of 900 net jobs and £40.5m of net Gross Value Added (GVA) per annum. This demonstrates very strong alignment with the Productivity Pillar which is focused on economic growth; the creation of new jobs and GVA uplift.

The scheme is also aligned with the 'Place' pillar, which aims 'to improve the transport, energy and digital infrastructure (of the city region), and protect and enhance our cultural and environmental assets.' The aim is to 'improve the quality of life for residents and attract skilled workers and visitors who will contribute to growth.' The scheme at Halsnead contributes to achieving several of the ambitions for place-making set out in the LCR Growth Strategy:

- Upgrade and rebalance the housing offer;
- Identify and maximise new spaces and places of potential economic opportunity; and
- Adopt a 'whole place' approach.

Halsnead Garden Village is the largest combined housing and employment site in the City Region. It has national significance as one of only 14 sites in England awarded Garden Village Status by the Government. The delivery of a range of high quality aspirational homes upgrades will rebalance Knowsley's housing offer, and an improved outdoor environment with a well-designed Green

Infrastructure network including a new Country Park demonstrate that the scheme addresses the 'Place' Pillar.

The development of employment land, directly supports the 'People' Pillar by addressing unemployment through job creation in a highly-deprived area and attracting new skills and talent. A high-quality housing offer which this project proposes in Knowsley is an essential factor in attracting new skilled workers to the area. Halsnead Garden Village will support the 'People' pillar by increasing the number of people coming to live in the LCR and it also provides connectivity for businesses and residents of the Halsnead Garden Village to the Strategic Road Network and wider LCR to access greater opportunities elsewhere.

The proposed scheme supports the LCR Growth Strategy by ensuring the Halsnead Garden Village is viable and fully accessible in order to facilitate the delivery of 1,600 new homes and 22.5ha of employment land that will enable job creation and economic growth. Green infrastructure, the Country Park and gateway access points to the site support the Garden Village concept and place-making

5.2.2 Liverpool City Region Housing Strategy

The Liverpool City Region Housing Strategy, published in November 2007, provides an investment framework for future housing development across the city region and is the first City Region Housing Strategy to be produced under PPS31 guidance. The vision of this strategy is to:

"Regain status as a premier European city region by 2025. Secure an internationally competitive economy and cultural offer; and outstanding quality of life; and vibrant communities contributing to and sharing in sustainable wealth creation"

A series of objectives have been devised taking into consideration the housing and neighbourhood challenges that the City Region faces. The objectives of the Housing Strategy are:

- To support the economic growth and regeneration of the City Region;
- To identify sustainable locations for growth, linked to economic development prospects, sustainable levels of infrastructure, service provision and housing land availability;
- To maximise the contribution that regeneration areas can make in supporting the economic development of the City Region;
- To provide for a range of affordable housing products across the City Region in recognition of the growing mismatch between income levels and lowest quartile house prices; and
- To secure investment in the quality of neighbourhoods as a major economic asset of the City Region in attracting and retaining population.

The Halsnead Garden Village development that would be facilitated by the proposed SIF investment, aligns with all objectives of the Liverpool City Region Housing Strategy as the settlement will provide a significant number of homes and employment opportunities, supporting economic growth and regeneration.

5.2.3 Liverpool SIF Prospectus

Access to Halsnead Garden Village will make an important and valuable contribution primarily to the 'Housing' investment priority noted in the SIF prospectus. The scheme will play an important role in unlocking the development of 1,600 high quality aspirational new homes in a key strategic LCR location. By providing core highway infrastructure it will facilitate realisation across a number of housing sites, thereby accelerating delivery of a broad range of homes at the upper end of the housing market where

there are deficiencies and through the provision of high quality affordable housing to address the housing needs.

In addition, the scheme will address the 'Regeneration, Development and Culture' priority by providing highway and accessibility infrastructure necessary to prepare one of the next generation of strategic employment sites in the LCR to provide a perfectly located site for logistics, distribution and advanced manufacturing. Provide access to 22.5 hectares of employment land that will deliver in the region of 900 net jobs and £40.5m of GVA per annum.

The transport infrastructure components of this scheme will directly contribute to the 'Transport' priority by improving capacity at existing junctions to mitigate any impact to journey times as a result of development traffic, and future proof the transport network to accommodate wider growth across the LCR. However, the housing and employment land development is dependent on this transport infrastructure, as evidenced in the viability appraisal undertaken in support of the Halsnead Garden Village Masterplan SPD. This investment is therefore key to integrating all three of the aims.

The Halsnead Garden Village development that would be facilitated by the proposed SIF investment will make an important and valuable contribution to all of the 'Housing', 'Regeneration, Development and Culture' and 'Transport' investment priorities noted in the SIF prospectus, securing multiple and significant benefits to the LCR.

5.2.4 A Transport Plan for Growth

A Transport Plan for Growth sets out three strategic priorities for Transport:

- Access to opportunity;
- Growth; and
- Low-carbon

These priorities for transport have been established to help enable wider 8 wider strategic objectives which are:

- Freight and logistics
- Housing and land use planning
- Economic development and regeneration
- Employment and skills
- Health and wellbeing
- Carbon reduction and air quality
- Connecting communities
- Visitor economy

Access to Halsnead Garden Village supports the 3 transport priorities through unlocking development land that provides significant growth and opportunities in terms of housing and employment. Green infrastructure, active travel routes and the creation of the Country Park as part of the wider development support the low carbon element.

The scheme also addresses several of the strategic priorities which the transport priorities enable, notably:

- Housing and Land Use Planning - this priority recognises that collaborating around transport, housing and land-use will encourage investment and establish a globally connected City Region. The scheme outlined in this report directly addresses this priority ensuring that transport infrastructure allows housing developments to reach their full potential.

- Economic development and regeneration – it will allow access to the area in order to regenerate the land to provide employment benefits.
- Employment and skills - it will ensure that employment sites are accessible and create an attractive housing offer for potential skilled workers.
- Health and wellbeing – the new/improved footways and crossing will improve safety for pedestrians and cyclists and encourage travel to and around the site by sustainable modes.
- Connecting communities – residents will have better access to opportunities and an increased high quality housing offer. Development will be connected to neighbouring communities in Whiston.

This scheme addresses all 3 transport priorities for the Liverpool City Region, supporting developments that contribute to growth, provide access to opportunities, and target sustainable and active modes of travel. More specifically, the scheme is well positioned to address several of the wider strategic priorities by providing site access that will enable development and foster economic growth and an increase in employment opportunities. The green infrastructure and active travel routes will enable well connected communities and encourage walking and cycling contributing to the priority of health and wellbeing.

5.3 Alignment with National Policies and Strategies

This section provides evidence of how the transport investments for which funding is sought, facilitate the implementation of the Halsnead Garden Village development, which is aligned with relevant policies at the national scale.

5.3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in 2012 sets out the Government's planning policies for England and how these are expected to be applied. Promoting sustainable transport is one aspect of the Government's aim to achieve sustainable development in the UK. Transport is not typically a goal in itself; instead successful transport policies can contribute to wider sustainability, economic and health objectives.

The NPPF recognises that there are three dimensions to sustainable development: economic social and environmental. These dimensions present a need for the planning system to perform a number of roles:

- **An economic role** - contributing to building a strong, responsive and competitive economy by ensuring that sufficient land is available in the right places to support growth and innovation.
- **A social role** - supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment with accessible local services that reflect the community's needs and supports its wellbeing.
- **An environmental role** - contributing to protecting and enhancing our natural built and historic environment including a move towards a low carbon economy.

The Halsnead Garden Village development that would be facilitated by the proposed SIF investment, supports the NPPF by making use of available land in a location suitable for supporting economic growth and providing housing to create vibrant communities.

5.3.2 National Policy for National Networks

The National Policy for National Networks was prepared by Government in 2013 providing guidance for promoter of nationally significant infrastructure projects, such as national road, rail, and strategic freight interchange developments. The policy will deliver national road networks that meet the country's long term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:

- Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs;
- Networks which support and improve journey quality, reliability and safety;
- Networks which support the delivery of environmental goals and the move to a low carbon economy; and;
- Networks which join up our communities and link effectively to each other.

This proposed scheme will ensure that road networks surrounding Halsnead Garden Village facilitate growth by ensuring adequate capacity, connectivity and reliance to support development of the land to that housing and employment sites can be created. The sustainable features of design such as pedestrian and cyclist infrastructure and Country Park help support the delivery of environmental goals and ensure communities are well connected.

5.3.3 Northern Powerhouse Strategy 2016

There is a strong Government emphasis on the need to rebalance the national economy through a package of policies which have become known as the Northern Powerhouse initiative. This project aims to encourage growth in the North by building on its existing strengths in addition to fostering new opportunities for economic expansion.² Included in this strategy is over half a billion pounds of investment from the Local Growth Fund to improve transport links, unlock housing and enhance digital connectivity.

Halsnead Garden Village that would be facilitated by the proposed SIF investment supports this strategy by recognising that building more homes is key to attracting and retaining skilled workers and fostering economic growth. This scheme will support this government vision by ensuring access from the existing highway network to the site will open up land for development of housing and commercial properties.

,

² The Northern Powerhouse: One Agenda, One Economy, One North, 2015, page 2.

6 Scheme Benefits

The key economic and housing and transport benefits brought about by the scheme are summarised in the sections below.

6.1 Housing Benefits

The 1,600 new homes that the Halsnead Garden Village scheme will deliver (with over 1,000 new homes by 2028) will contribute significantly to the overall Knowsley Local Plan Core Strategy target of 8,100 homes over the period 2011-2028. The Local Plan Core Strategy notes that approximately 450 new homes per annum should be delivered each and every year through to 2028. However, since 2011, the overall number of gross dwelling completions in the borough has been significantly behind this 450 per annum target (with the exception of 2015). This evidences a need to increase and accelerate housing delivery in Knowsley and this scheme will ensure allocated land is fully available to meet this requirement.

6.2 Employment Benefits

Approximately 900 net FTE jobs, generating £40.5m of GVA per annum are expected to be created as a result of the Halsnead Garden Village development. Furthermore, over a 21-year period from the development being completed, the present value of such benefits could be as high as £422.3m. During the construction phase up to 2,049 construction employees in total are likely to be on site. Clearly not all these jobs will be taken up by residents of the LCR and a leakage level of 25% is assumed given the nature of the construction sector which tends to have a degree of specialist roles. Therefore, the overall total net direct jobs from construction are 204 FTEs.

There are also multiplier impacts associated with these construction jobs given construction activity feeds into numerous other related business activities such as building materials, steel, architectural services, legal services, and insurance and most of these linkages tend to result in job creation in the local economy.

6.3 Transport Benefits

Although the key benefits of this scheme are in Housing and Employment, it is important to note that these benefits cannot be recognised without the installation of transport improvements to unlock the land holding this potential.

The scheme is wholly designed and intended to facilitate and mitigate development trips associated with the comprehensive development of Halsnead Garden Village, in accordance with the specific requirements of the prevailing Knowsley Local Plan Core Strategy. The site has been found to be wholly dependent on the transport scheme, which means that the benefits when the transport scheme is assessed in isolation are low, as expected given the nature of the scheme. However, when combined with the dependent development benefits there is a Strong Value for Money case.

A sensitivity test of including the development trips in the transport benefit calculation produced a BCR of 3.5. This demonstrates that if the scheme was assessed as a whole it would provide High Value for Money.

When the scheme is assessed in isolation (i.e. without development trips), then the monetised economic benefits (based on transport modelling outcomes) show that the scheme produces an initial BCR of 0.54 from a Present Value of Benefits of £7.6m (2010 prices, discounted to 2010) and a cost to public accounts of £14.1m (2010 prices, discounted to 2010). The modified BCR (including reliability

benefits) is 0.61, which represents Poor Value for Money. **However, it is important to note that although these figures are provided in order to be WebTAG compliant, in accordance with the application form, this is a housing not a transport scheme, and so emphasis should be placed on the results of assessing the scheme as a whole which yield a BCR of 3.5 and demonstrate High Value for Money.**

It should furthermore be noted that the benefit of the dependent development is £101.1m which represents Large Beneficial Value for Money. Full details are provided in the Value for Monet Report which is included as part of this application package.

6.4 Wider Economic Benefits

In addition to benefits that the scheme will produce for Knowsley's housing and employment opportunities, the scheme produces a number of wider economic benefits.

Tax related benefits of up to £9.1m are expected to be produced from employment related taxes (PAYE and NI) with an additional £2.1m of council tax benefits and £1.2m of business rates. Halsnead is set to incorporate a new Country Park, linked by high-quality green corridors, and form part of an extensive network of Green Infrastructure. This will build and enhance on the Green Infrastructure and leisure and recreation facilities in the Borough and provide associated wellbeing benefits. Given the scale of the development site there are clear opportunities for Knowsley to ensure that construction companies use local labour wherever possible and provide training opportunities such as Apprenticeships.

7 Stakeholders

7.1 Beneficiaries

The main beneficiaries of the project are Knowsley and Liverpool City Region residents, businesses and employers.

Providing access to a choice of housing will not only provide the current residents of Knowsley and the LCR with a high-quality housing offer but will also be beneficial in attracting new residents and talent to the area. This would boost the local economy and stimulate economic growth providing additional benefits for local businesses in the area. Residents would also be provided with a variety of new employment opportunities once the employment land was accessible which has the potential to provide approximately 900 net FTE jobs. Further employment opportunities would arise through the construction of the development

Pedestrians and cyclists around the Halsnead area would also benefit directly from this scheme due to the construction of a pedestrian and cycle crossing to access the site and a number of improvements to the highway network that improve safety for all road users.

7.2 Main Stakeholders

Key stakeholders in the development of Halsnead Garden Village are parties that own land within the site as the majority of land is in private ownership. These include developer and resident land owners such as the Land Trust, owners of the former Cronton Colliery, and statutory utility undertakers who have been consulted as part of the preparation of the Halsnead Masterplan SPD.

Existing landowners and developers/promoters were invited to consultation meetings with KMBC officers and representatives from Turley and Mott MacDonald during the process of preparing the draft Masterplan SPD. This included several landowner seminars, which chartered the development of the Masterplan, and one-to-one meetings with the main landowners. The purpose of these meetings was to confirm the nature and extent of ownership, aspirations and proposals in respect of land held, known constraints and existing or emerging developer interests.

Selected statutory utility undertakers were also consulted as well as Highways England who have been involved in commissioning work relating to the Tarbock Island interchange. This process has yielded technical information to assist in the implementation of the Masterplan SPD. As the area covered by the Halsnead Masterplan SPD is also within the area overseen by Whiston Town Council, the Town Council were invited to nominate representatives to be involved in the preparation of the Masterplan. These representatives met with Council officers and the consultant team to review the emerging Masterplan SPD. The emerging Masterplan SPD was subject to a Design Review from Places Matter! in October 2016. This reviewed the challenges of the site and made recommendations to be considered as part of the preparation of the Masterplan, relating to urban design and the delivery of the site.

Meetings were secured with all major landowners in November 2016. Whilst landowners were largely supportive of proposals for development via the Masterplan SPD, they held varying aspirations for phasing, developable areas, density, access arrangements and green infrastructure. All confirmed that they were keen to maintain a line of dialogue with KMBC. In addition to consulting with landowners and The Land Trust, Places Matter! Design Review Panel and Whiston Town Council were also involved in Masterplan development.

Stakeholder responses to the Masterplan provided evidence that they are in support of the proposed scheme. Landowners responses in support of the scheme stated that the retention of Lickers Lane which also reflects issues raised by Whiston Town Council. The Land Trust and Places Matter! are also

in support of the scheme as their issues raised, such as prioritizing connections with existing communities, are addressed within the Masterplan.

8 Key Risks, Constraints and Dependencies

8.1 Strategic Risks

Despite transport infrastructure investment being sought to unlock land to facilitate the Halsnead Garden Village development, there remains a risk that development will not be brought forward and/or delivery is not sufficiently accelerated by landowners and developers. To mitigate this risk, the current close dialogue with all developers and landowners will continue to secure implementation in accordance with the Masterplan SPD. Furthermore, if this bid is successful then Knowsley Council would look to establish formal 'Collaboration Agreements' with landowners and developers to secure associated delivery of units alongside the transport infrastructure. Compulsory Purchase Orders can also be used if necessary to help secure the built-form development.

Planning risks may also affect the delivery of the scheme i.e. if appropriate planning approvals cannot be obtained, the progression and overall delivery of the scheme will be delayed. To reduce the risk of this occurring the planning and statutory process requirements have been identified through the Masterplan SPD development process, as directed by related policies in the Local Plan Core Strategy. Furthermore, the Council has recently established a Major Development Team, which will provide dedicated resource to the Halsnead Garden Village development, thereby ensuring that all statutory processes are facilitated and any issues overcome in a timely manner.

8.2 Functional/Infrastructure Risks

Various functional and infrastructure risks have been considered in relation to the implementation of this proposed scheme. A full risk register and associated Quantified Risk Assessment (QRA) is provided as a separate report as part of this application package. The Environmental Constraints Report, also included as part of this package, examines the specifics of environmental risk and mitigation in detail; however some of the key issues are summarised below.

8.3 Environmental Constraints

The potential impact of new large scale employment buildings on heritage assets such as the former main drive to the estate linking to Foxes Bank Lane and semi natural historic landscape features such as ponds and clumps of trees is a significant risk. Proposals will need to pay particular regard to the setting of heritage assets lying to the south of the motorway.

There is also potential for contamination of soils across the site from historic coal mining activity which is evident on both sides of the M62. Any potential for encountering unrecorded mine workings will need to be assessed through ground investigation and a remediation plan prepared and implemented as necessary.

Proximity of the land to the M62 and M57 are an indication that concentrations of nitrogen dioxide (NO₂) and fine particulate matter (such as PM₁₀ and PM_{2.5}) are potentially key pollutants. Due to the size of the site, there is potential for elevated PM₁₀ and dust emissions during the construction phase. This will need to be managed through a Construction Environmental Management Plan.

A number of high risk constraints are also located within the site boundary such as areas with a risk of flooding, environmental planning constraints and areas within the site boundary designated for a variety of habitat. Full details of these can be found in the appended Environmental Constraints report.

8.4 Land Ownership Constraints

Fractured land ownership of the development site presents potential deliverability issues for the development of the access points and the wider Halsnead Garden Village scheme. To mitigate this risk several of the landowners have already signed option agreements with other landowners or developers, so as the development progresses, it is likely that ownership would become concentrated in fewer hands than at present.

8.5 Dependencies

An interdependency exists between the development of the Halsnead Garden Village and the Access to Halsnead Garden Village scheme. The overall Halsnead Garden Village project is dependent of the transport improvements outlined in this scheme in order to go ahead and be successful in creating benefits for Knowsley and the Liverpool City Region.

There is also an interdependency in relation to ongoing wider works at Tarbock Island and those developed as part of this scheme. Tarbock Island is a Highways England asset and improvements funded at the Island as part of this scheme will be agreed and delivered in conjunction with Highways England. It is key that the wider, but interlinked, developments at Tarbock Island are scheduled in a manner that ensures the components funded through the SIF are delivered within the allocated timeframe, and in line with the other elements of the Access to Halsnead Garden Village scheme.

These delivery considerations need to be informed by (and be consistent with) wider delivery/viability considerations. Developers will also be required to make appropriate and proportionate contributions, which include the early provision of a Primary School, strategic and localised Public Open Space across the site, together with highways and transport infrastructure within the site.

8.6 Key Success Factors

The Strategy for Knowsley 2016-2020 sets out outcomes which will indicate success of that strategy by 2020. Under the category of 'Growth and Jobs', outcomes to indicate success include: growth of businesses and jobs, a growing population in economically independent residents and skilled workers, attracted by high quality housing in sustainable neighbourhoods and green spaces. Under the category 'Knowsley the Place', outcomes indicating success include significant progress towards the Local Plan target for new homes, a growing population, parks and green spaces being provided and a rebalanced housing market which meets local needs and draws people to the borough. This scheme has identified outcomes in terms of housing growth, GVA uplift and employment opportunities. Key success factors include the number of houses built, the number of new jobs created and the land value uplift. Measuring attainment of these outcomes will draw on the monitoring mechanisms identified in the Strategy for Knowsley.

9 Summary and Conclusions

This report has provided further information on the range of issues and opportunities associated with the developing Halsnead Garden Village programme and this Access to Halsnead Garden Village proposal to the Liverpool City Region SIF programme. Key issues noted in this report are:

Strategic Issues affecting Knowsley

- An unbalanced housing offer in Knowsley and a lack of high quality housing to attract skilled workers;
- High levels of deprivation across Knowsley, recognised by the area's position in the Index for Multiple Deprivation; and
- The potential for providing access to higher paid jobs within the city region and beyond subject to an ability to improve the highway network to improve levels of accessibility.

Issues impacting the development of Halsnead Garden Village

- Sub-optimal levels of access to the strategic housing and employment development sites identified at the Halsnead Garden Village site;
- The need to mitigate the impact of development traffic on the local and strategic road networks; and
- The need to ensure that transport and highway improvements and changes to the local road network support and enhance the viability of the site for developers.

This report demonstrates a clear need for the scheme relative to the issues noted above and has presented four options for consideration, together with a rationale for the selection of a preferred scheme option. The report highlights how without this scheme, access to the site would be compromised and would harm its development viability thus preventing or severely delaying comprehensive development. It also highlights how current connectivity on the periphery of the site would be over capacity without concurrent improvements aligned alongside the development of access points.

A number of local and regional policies have been outlined within this report to show how the scheme is aligned with and aims to meet the objectives set out in relevant strategies. Such policies include the Halsnead Masterplan SPD, Strategy for Knowsley, Knowsley's Economic Growth Plan and the Liverpool City Region Growth Strategy.

The report summarises the preferred option as being the construction of 9 new gateway access points (priority junctions and roundabouts) and a series of enhancements to 7 existing junctions to ensure they are capable of dealing with increased volumes of traffic. This report identifies the key benefits that the scheme will yield in supporting transport connectivity, housing regeneration and growth as well as contributing to the wider city region economy.

The report shows that through consultation, stakeholders are in agreement with the need for the scheme and likely economic growth outcomes it will provide.

In summary, there is a clear evidence based need for this scheme that will deliver benefits that outweigh the scheme costs. Key benefits resulting from this scheme include facilitating the construction of 1,600 new homes and enabling 900 net jobs and £40.5m of net Gross Value Added (GVA) per annum. These housing and employment benefits cannot be recognised without the allocation of SIF funding requested to enable transport infrastructure and improvements to ensure the Halsnead Garden Village can come to fruition.