

Fw: Omega public transport bus extension costs p/2020/0061
 Jennifer Bolton
 to:
 Planning
 13/10/2020 13:50
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 From: Jennifer Bolton/CEXEC/STHMB
 To: Planning@sthelens.gov.uk

Can the email below dated 22/07/2020 go on-line thanks. Mersytravel 2 comments.

Jennifer Bolton
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From: Cook, Steve <steve.cook@liverpoolcityregion-ca.gov.uk>
Sent: 22 July 2020 18:48
To: Jennifer Bolton <jenniferbolton@sthelens.gov.uk>
Cc: Ackers, Simon <simon.ackers@liverpoolcityregion-ca.gov.uk>; Townson, Jeanette <jeanette.townson@liverpoolcityregion-ca.gov.uk>; Goggins, Matthew <matthew.goggins@liverpoolcityregion-ca.gov.uk>; Fitzpatrick, Shane <shane.fitzpatrick@liverpoolcityregion-ca.gov.uk>
Subject: RE: Omega public transport bus extension costs

Dear Jennifer,

Apologies for the slight delay in responding.

However, as indicated our meeting on the 15th June, we are still of the view the only really practical means of linking the Omega Park Extension, with the St Helens bus network, would be via a route that utilises an alignment to the west of Omega, along Clock Face Road, Liverpool Road and Lingley Green Avenue; or via Jubits Lane, Warrington Road, Liverpool Road and Lingley Green Avenue.

As also stated in our meeting of the 15th June, the most effective means of creating a direct bus link from central and southern St Helens to the Omega Park that has real utility, would be via the extension of an existing commercial bus service, which already operates to a location in south western St Helens, via one of the above alignments, from its current terminus, to Omega.

This presently suggests an extension of the current 30 Chain Lane – Sutton Manor, or 32 Clinkham Wood – Sutton Manor / Clock Face bus services as the most appropriate means of creating the required bus link.

Any extension would be subject to agreement with the operator of these services, which in both cases is currently Arriva. However, in both instances the extension is estimated as requiring an additional vehicle in the service schedule to create an hourly link to Omega.

The cost of this additional resource would be subject to negotiation and agreement, but on pre-Covid 19 pricing structures, the cost is estimated to be in the region of £150,000 per annum. The revenue that would accrue to the service could be utilised to partially offset this cost, or enhance the provision being offered, as deemed most fit by all interested parties.

In line with past practice on 'pump priming' services for major employment sites, we would recommend a funding commitment for no less than 5 years, to give a degree of certainty in access to employment, giving a likely total cost of circa £750,000.

In the event of an extension to one of the above services, or a similar service being unachievable, a single bus resource at the same cost, could be utilised to create a link between an appropriate range of south St Helens destinations, potentially including the principal bus termini, and Omega, but such a provision would suffer from an 'interchange penalty' that is likely to make it far less attractive as a means of accessing employment opportunities.

I hope that the above, offers you some further clarity on this matter, and once you indicate that you are satisfied with the above recommendations, we could commence some early discussion with Arriva on the potential mechanics and more detailed costs for the extension of an appropriate service.

However, please come back to us if you need more information.

Cheers Steve

Steve Cook

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