



Our ref: CS/SC/JG/04/02/SFTLPN Contact: Steve Cook
Your Ref: Tel:
Date: 11 January 2016

Ms Carmel Edwards
Programme Officer
Sefton Local Plan Inquiry

Dear Ms Edwards

Supporting Information in Respect of Public Transport Requirements for Significant Mixed Use Development on 'Land East of Maghull'

This brief note is offered as clarification in respect of public transport requirements for potential development on 'Land East of Maghull' in response to comments offered by Barton Willmore on behalf of Persimmon Homes and Countryside Properties on the 14 December, 2015. The note is offered, as Merseytravel is unable to provide a suitable officer to attend the relevant session of the Public Inquiry, as a result of current officer resource levels, and pre-existing officer commitments.

In Barton Willmore's correspondence of the 14 December, 2015 (Ref 20134/A3/DM/jc) on Page 6 paragraph 6 (entitled Criteria 4a & b) there is an assertion that Merseytravel's approach to public transport provision for potential development on Land East of Maghull, and the setting of trigger points for such provision was '*not based upon any evidence or assessment of traffic capacity or viability of bus routes running through the site.*' This statement is factually incorrect, as Merseytravel's requested requirements, are based upon the following best principles, publicly adopted policies, extant evidence and experience, available at the present time.

1. From the Liverpool City Region Combined Authority Bus Strategy, (approved as the Passenger Transport Authority Policy on the 9 June 2011)
 - (i) That all properties within the built-up residential area of Merseyside will be within 400 metres of a bus stop or a railway station.
 - (ii) That all areas within the built-up residential area of Merseyside will have a suitable bus service to their most appropriate local district centre and these services will operate 7 days a week throughout a period between 0700 and 1900 hours.

These criteria are supported by the Merseyside SPD adopted by Sefton Council as and SPD 'Ensuring Choice of Travel'.

2. As almost all of the 'Land East of Maghull' development site does not satisfy the above criteria and almost all of the new residences on this site would be more than 400 metres from a bus or a rail service, normal practice would be to require a developer or developers to fund the provision of a bus service and any enabling infrastructure upon completion of the 50th or 100th residence, dependent upon the size and nature of residences constructed.
3. In the case of the 'Land East of Maghull', however, the above criteria were significantly 'relaxed' by agreement, following representations made by the potential developers of the site, including Persimmon Homes and Countryside Properties. These representations were made within pre-application discussions held between the potential developers, Sefton MBC and Merseytravel. The relaxation was offered, as is stated in Merseytravel's correspondence to Sefton MBC of 29 October 2015 [see paragraph 9], in response to the case put forward by the potential developers, including Persimmon Homes and Countryside Properties, in respect of the extent of transportation costs for such a large site.

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4. Given the scale and location of the proposed development for the Land East of Maghull, it is Merseytravel's view that the only viable means of providing public transport to the site is via the creation of a two-way 'through route' for buses between Poverty Lane and School Lane which would allow a new section of the bus network to be created, to the east of the Merseyrail alignment, between Poverty Lane and School Lane.
5. The demand likely to be generated by the proposed, 'East of Maghull' development has been viewed in conjunction with other committed developments in the locality, such as the former Ashworth Hospital (south) site, and the proposed Maghull North Merseyrail Station.
6. Any detailed estimates of potential demand for bus services to the 'land East of Maghull' would be dependent upon; the detailed nature of the housing constructed; its density; the national transport situation and policies at the time of housing completion; the local traffic conditions and local transport policies at the time of house occupation all of which remain unknown. However, extrapolating from present conditions, and assuming a construction programme which mirrors current residential unit distribution for a Merseyside suburban area, such as Maghull, which is
 - 27% of households being 1 person
 - 36% of households being 2 people
 - 17% of households being 3 people
 - 15% of households being 4 people
 - 5% of households being 5 people or more

it is Merseytravel's view, that a bus service through the 'Land East of Maghull' is likely to be 'marginal' in terms of viability for commercial operation if the new proposed highway is constructed. The present commercial viability point for such a service is assumed as being a passenger demand level in the region of 8 – 13 passenger miles/per operational mile. This normally equates to a level of revenue return of, approximately £27 per operational hour, in an area such as suburban Maghull.

7. Merseytravel's requested highway route, and requested developer pump-priming support for an initial bus service, in respect of the 'Land East of Maghull' are therefore both based upon the best data and experience that is presently available to formulate estimates for a situation in which there remain a considerable number of independent variables.

It is therefore Merseytravel's view that without the construction of an highway route for buses, between Poverty Lane and School Lane, the creation of a bus service to many parts of any development upon 'Land East of Maghull' is likely to incur costs that would be beyond a level that could be sustainable. Furthermore, without the provision of 'pump priming' funding from a developer or developers for a new service or services to the development, in the current constrained public financial climate, provision of a new, extended or diverted service or services, to any part of the development would be unlikely to occur.

I hope this information is of assistance in clarifying pertinent issues for the Sefton Public Inquiry, and I will confirm this information via formal letter. However, should you require any further information in this respect, please do not hesitate to contact me.

Yours sincerely

Steve Cook
Forward Planning Officer