

# ASSESSMENT OF TRANSPORT ASSESSMENTS REPORT

*Sefton Council*

**Sefton Council Contract Number - 9JPN-Z7SWS8**

**Parsons Brinckerhoff Job Number - 287492A-PTM**



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## EXECUTIVE SUMMARY

Parsons Brinckerhoff (PB), were commissioned by Sefton Council to undertake a review of the transportation evidence submitted by developers and in one instance, a resident's group for 9 sites individually put forward for inclusion in Sefton's Local Plan.

A consistent approach, agreed with Sefton Council, was put together to review each Transport Assessment (or alternative transportation evidence).

This was through the use of a response template that guided the reviewer through the review process and enabled a consistent approach towards identifying issues within each Transport Assessment.

This template was designed to make use of Paragraph 32 of National Planning Policy Framework, whilst utilising best practice included in DfT's Guidance on Transport Assessment and Sefton's Ensuring Choice of Travel SPD. The primary focus was to assess whether strategic transport and access issues relating the different sites potential to be included in the Local Plan had assessed. This is not the same as the issues and level of detail that would be required for a planning application.

Having reviewed each Transport Assessment individually, it was found that the evidence provided was lacking in all 10 submissions relating to 9 sites.

Of particular issue were:

- The failure to identify particular accessibility issues with regard to the local transport network, or explain how these issues will be mitigated.
- Very limited scope of review for impacts on surrounding road network capacity
- Revisions required to the supplied technical work impacting conclusions.

Due to the numerous gaps in the supplied evidence, it was not possible to determine if the residual cumulative impact of development is or is not severe, in line with the key test identified in Paragraph 32 of the NPPF.

Our initial review of the site identified a number of junctions where cumulative impact of sites (both reviewed and not reviewed within this assessment) would have been apparent.

Therefore from the above review process it has been concluded that significant extra work will be required for each of the 9 sites to be considered suitable for inclusion in the Local Plan in terms of their transportation accessibility and impacts.

## INTRODUCTION

### Commission

- 1.0.1 Parsons Brinckerhoff (PB) was commissioned by Sefton Council to assess Transport Assessments, submitted (by landowners and developers and a residents group) as part of the Local Plan preparation process.

### Purpose of Report

- 1.1.1 This report provides an overview of each site assessed, and explains the methodology and results of our assessment for each submitted Transport Assessment, and present recommendations with regard to their acceptability for inclusion in Sefton Council's Local Plan.

### Background

- 1.2.1 Sefton Council's Local Plan, due to be submitted for examination in 2015, will cover the period 2012-2030, and will replace the Sefton Unitary Development Plan which was adopted in 2006.
- 1.2.2 The Local Plan is a statutory document which sets out the Borough's planning policies priorities and to achieve the following:
- Development that meet the needs of its communities
  - A policy framework for making decisions on planning applications
  - A strategic policy framework for Neighbourhood Plans
  - Priorities for investment in employment, housing and infrastructure
- 1.2.3 The Local Plan sets out sites that are allocated for housing and employment development in order to meet the Borough's development needs.
- 1.2.4 As part of proposals by landowners and developers for their sites to be included in the Local Plan and by a residents group opposing development, Transport Assessments were submitted to the Council.
- 1.2.5 The Transport Assessments require assessment to test that the principle of development in transport terms stands up to scrutiny against national and local policies, in particular the National Planning Policy Framework as described in Section 3.

### Report Structure

- 1.3.1 The report is split into the following sections:
- **Methodology** – A description of the method used to assess each Transport Assessment, drawing on National Planning Policy Framework, Guidance on Transport Assessment and Sefton's Ensuring Choice of Travel SPD
  - **Assessed Sites** – An outline of each of the sites relating to the submitted Transport Assessments and determination of their cumulative effect with regard to each other

- **Findings** – Details on the assessment of the submitted Transport Assessments, including:
  - A summary of findings from each transport assessment
  - A gap analysis, identifying where further work is required
  - A review of consideration of cumulative development across each transport assessment



## METHODOLOGY

### Policy Review

- 2.0.1 The methodology undertaken to assess the Transport Assessments (TAs) for the proposed sites, as agreed with Sefton Council, included ensuring the TAs were in line with national and local policy. This includes the National Planning Policy Framework, Guidance on Transport Assessment<sup>1</sup> and Sefton's Ensuring Choice of Travel Supplementary Planning Document<sup>2</sup> (SPD).
- 2.0.2 As demonstrating the principle of development for a Local Plan does not require the level of detail that would be needed in a planning application, PB have produced two levels of assessment. The first is a short strategic review that sets out whether the principle of development has been established by the Transport Assessment at an appropriate level for inclusion as a Local Plan allocation, and the second form is a detailed review that assesses the TAs to planning the detail that would be appropriate for a Planning Application or master planning.
- 2.0.3 The National Planning Policy Framework<sup>3</sup> (NPPF), published in 2012, was developed to help achieve sustainable development through the planning process. It sets out the Government's planning policies for England and how these are expected to be applied.
- 2.0.4 The Guidance for Transport Assessment, produced by the Department for Transport, provides key guidance on all key elements required for a Transport Assessment.
- 2.0.5 Sefton's Ensuring Choice of Travel SPD states the requirements for Accessibility Assessments, Parking Standards and Transport Assessments for all proposed developments in Sefton Council.
- 2.0.6 For the purpose of this report, the key reference point is in paragraph 32 of NPPF. This is vital towards determining the principle of development in transportation terms. It states that plans and decisions should take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
  - Safe and suitable access to the site can be achieved for all people
  - Improvements can be undertaken within the transport network that could effectively limit the significant impacts of the development. Development should be prevented or refused on transport grounds where the residual cumulative impacts of development are severe
- 2.0.7 Therefore the above points within NPPF will be used as the primary measures for determining suitability of the site in transportation terms.
- 2.0.8 Together, the Guidance for Transport Assessment and Sefton's Ensuring Choice of Travel SPD provide best practice that can be used to assess any gaps and shortcomings within the Transport Assessments. This gap analysis will be used to

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<sup>1</sup> Department for Transport, Guidance on Transport Assessment, March 2007

<sup>2</sup> Sefton Council, Ensuring Choice of Travel Supplementary Planning Document, February 2014 (Last Updated)

<sup>3</sup> Department for Communities and Local Government, National Planning Policy Framework, March 2012

inform whether the points contained within paragraph 32 of the NPPF have been adequately addressed.

### **Response Template**

- 2.1.1 A Transport Assessment response templates have been produced in collaboration with Sefton Council to ensure consistent responses to Transport Assessments submitted for inclusion in the Local Plan.
- 2.1.2 The templates consist of two forms:
- Strategic Review of Transportation Assessments with regard to site suitability for Local Plan Inclusion
  - Detailed Planning Response
- 2.1.3 Both response templates can be seen in Appendix B.

#### Strategic Review

- 2.1.4 The Strategic Review will determine whether the submitted transportation evidence for the above site delivers suitably robust support for principle of development of the site and therefore justifies inclusion of the site in the Local Plan.
- 2.1.5 Recommendations are presented on strategic issues below that will need to be addressed for the site to stand up to scrutiny at Examination in Public. These recommendations are in line with the three key strategic issues identified in paragraph 32 of the National Planning Policy Framework, as stated in paragraph 2.0.6 of this report. Our review was supported by a desk based analysis of existing traffic conditions, which considered whether the Transport Assessment descriptions of the site's accessibility truly reflected the site location.
- 2.1.6 Each of the Strategic Reviews is completed with a conclusion based on whether sound conclusions have been presented that support the principle of development in line with paragraph 32 of NPPF.
- 2.1.7 If there are outstanding issues, developers should be advised on the critical elements of work that is required to deliver a suitably robust Transport Assessment that can support the principle of development.

#### Detailed Planning Response

- 2.1.8 The detailed planning responses assessed the standard of the Transport Assessment in terms of its suitability and robustness for securing future planning consent.
- 2.1.9 This response considers, in additional detail, the issues identified in the strategic reviews, and identifies gaps and shortcomings in the Transport Assessment in relation to standard best practice, with regard to:
- Level of Assessment
  - Policy Framework
  - Details on Proposed Development
  - Details on Existing Transport Conditions

- Accessibility Assessment
- Analysis of Future Transport Conditions
- Appropriate Conclusions

### Trip Generation

2.2.1 To support all of our reviews, we also produced our own trip rates using TRICS, both an average and 85<sup>th</sup> percentile ‘worst case’ trip rate for edge of town residential areas, foodstores, business parks, and leisure centres.

2.2.2 This enables comparison with trip rates being put forward by the developer. These trip rates are shown in Tables 1, 2, 3 and 4 below:

<i>Residential</i>	<i>Mean Trip Rates</i>		<i>85<sup>th</sup> Percentile Trip Rates</i>	
<i>Trip Rates per Dwelling</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Inbound</i>	<i>Outbound</i>
<b>AM Peak</b>	<b>0.153</b>	<b>0.413</b>	<b>0.287</b>	<b>0.454</b>
<b>PM Peak</b>	<b>0.390</b>	<b>0.232</b>	<b>0.556</b>	<b>0.222</b>

Table 1: ‘Worst Case’ TRICS Trip Rates for Edge of Town Residential Areas

<i>Food Store</i>	<i>Mean Trip Rates</i>		<i>85<sup>th</sup> Percentile Trip Rates</i>	
<i>Trip Generation per 100sqm GFA</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Inbound</i>	<i>Outbound</i>
<b>AM Peak</b>	<b>3.249</b>	<b>2.220</b>	<b>4.469</b>	<b>7.913</b>
<b>PM Peak</b>	<b>5.085</b>	<b>5.702</b>	<b>3.255</b>	<b>9.329</b>

Table 2: ‘Worst Case’ TRICS Trip Rates for Edge of Town Foodstores

<i>Business Park</i>	<i>Mean Trip Rates</i>		<i>85<sup>th</sup> Percentile Trip Rates</i>	
<i>Trip Generation per 100sqm GFA</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Inbound</i>	<i>Outbound</i>
<b>AM Peak</b>	<b>1.22</b>	<b>0.204</b>	<b>2.162</b>	<b>2.405</b>
<b>PM Peak</b>	<b>0.156</b>	<b>0.988</b>	<b>0.191</b>	<b>1.842</b>

Table 3: ‘Worst Case’ TRICS Trip Rates for Edge of Town Business Parks

<i>Leisure Centre</i>	<i>Mean Trip Rates</i>		<i>85<sup>th</sup> Percentile Trip Rates</i>	
<i>Trip Generation per Hectare</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Inbound</i>	<i>Outbound</i>
<b>AM Peak</b>	<b>14.610</b>	<b>12.013</b>	<b>25.556</b>	<b>32.778</b>
<b>PM Peak</b>	<b>35.717</b>	<b>28.112</b>	<b>103.333</b>	<b>64.667</b>

Table 4: 'Worst Case' TRICS Trip Rates for Edge of Town Leisure Centres

**ASSESSED SITES**

**List of Sites**

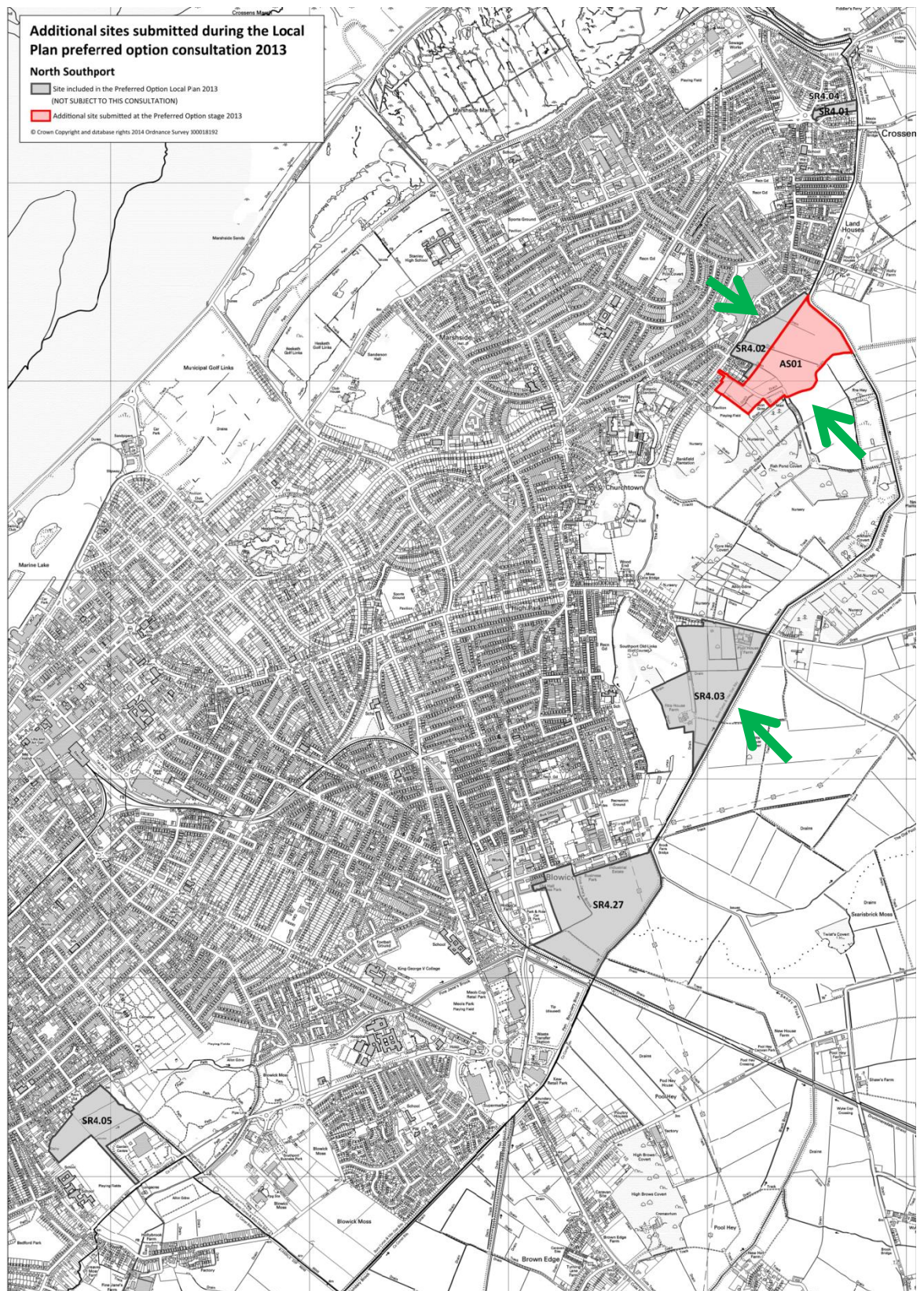
3.0.1 The assessed sites can be seen in Table 5.

Site Name	Location	Proposed Size of Development	Site Area (ha)
SR4.02 & AS01	Land at Bankfield Lane	300 homes	4.7
SR4.03	Land at Moss Lane, Churchtown	538 homes	19.67
SR4.03	Land at Moss Lane, Churchtown - Opposition	538 homes	19.67
SR4.29	Wadacre Farm	164 homes	Undefined
AS08	South of Formby IE	Superstore Extension (0.8ha) Business Park (8.9ha) Sport and Recreation (7.2ha)	16.7
AS12	Maghull West	800 homes	39.1
AS18	Oriel Drive	350 homes	26.1
AS19	West of Bull Bridge Lane	Circa 200 homes	8.31
AS22	Mill Farm, Aintree	120 homes	4.3
AS23	Land East of Aintree Racecourse	150 homes	Undefined

**Table 5: Transport Assessments to be Assessed**

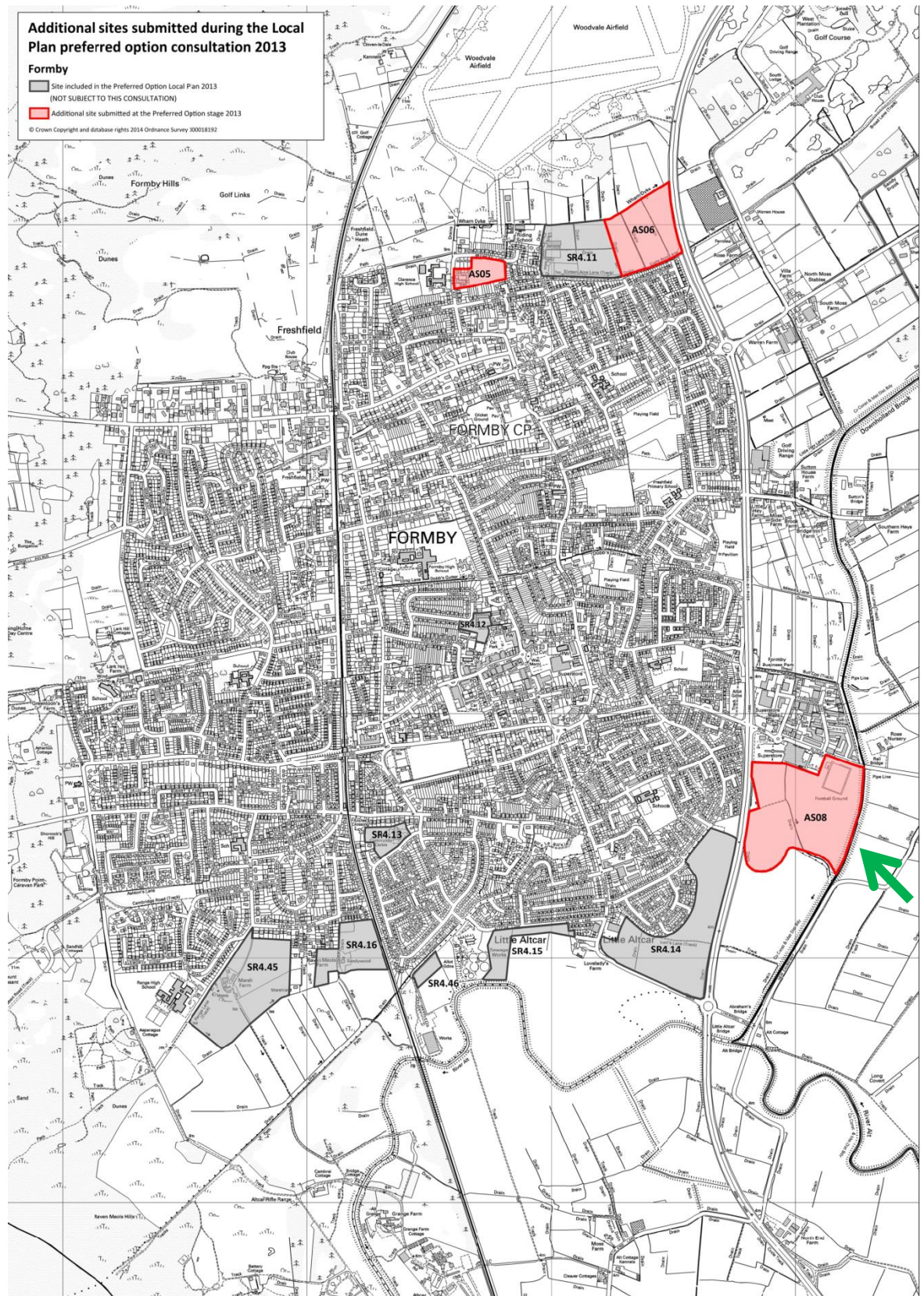
3.0.2 Sites SR4.02 & AS01 and SR4.03 can be seen in Figure 1. Site AS08 can be seen in Figure 2, site AS12, in Figure 3, and sites SR4.29, AS18, AS19, AS22 and AS23 can be seen in Figure 4.





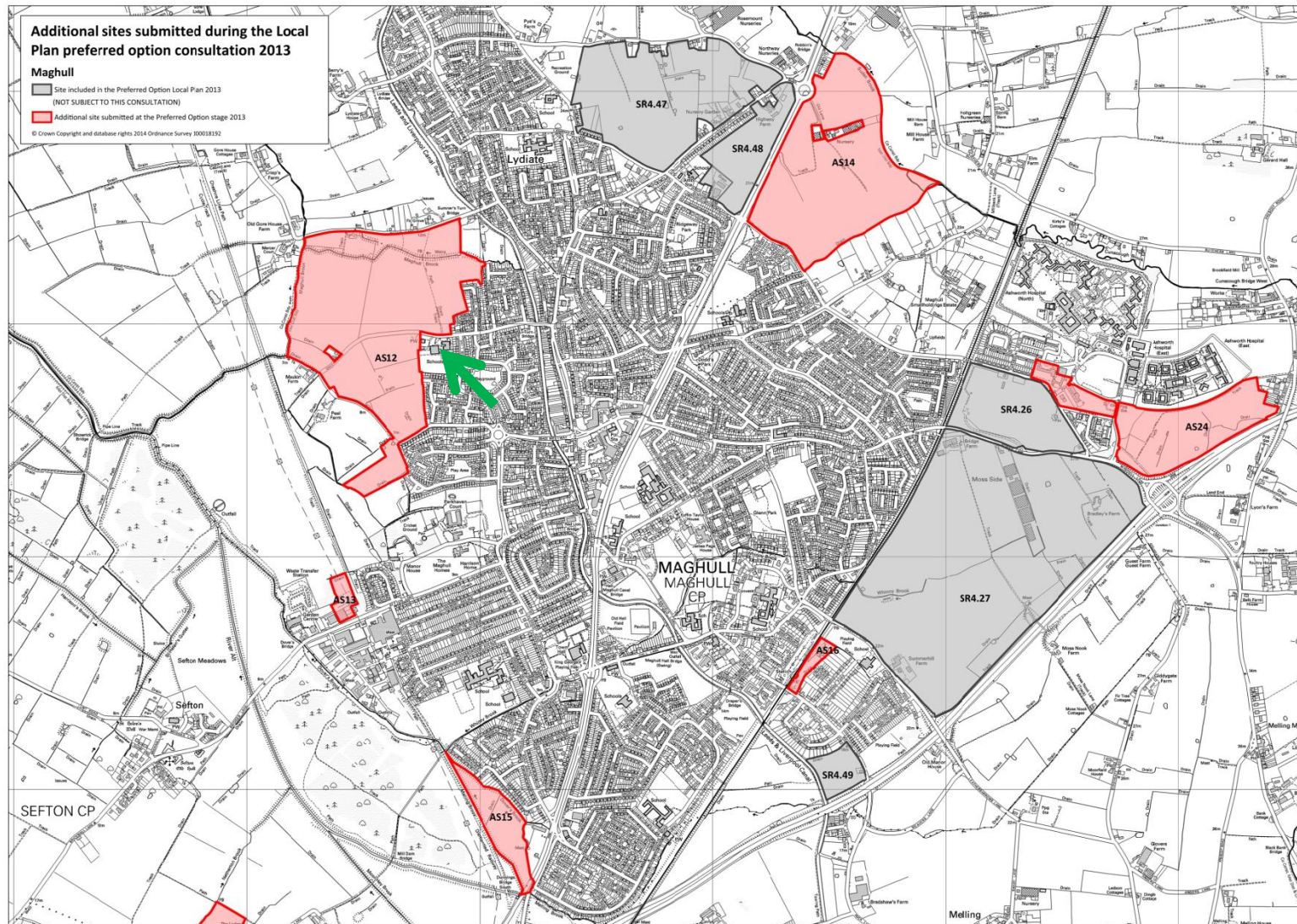
**Figure 1 – Site SR4.02 & AS01 and SR4.03**





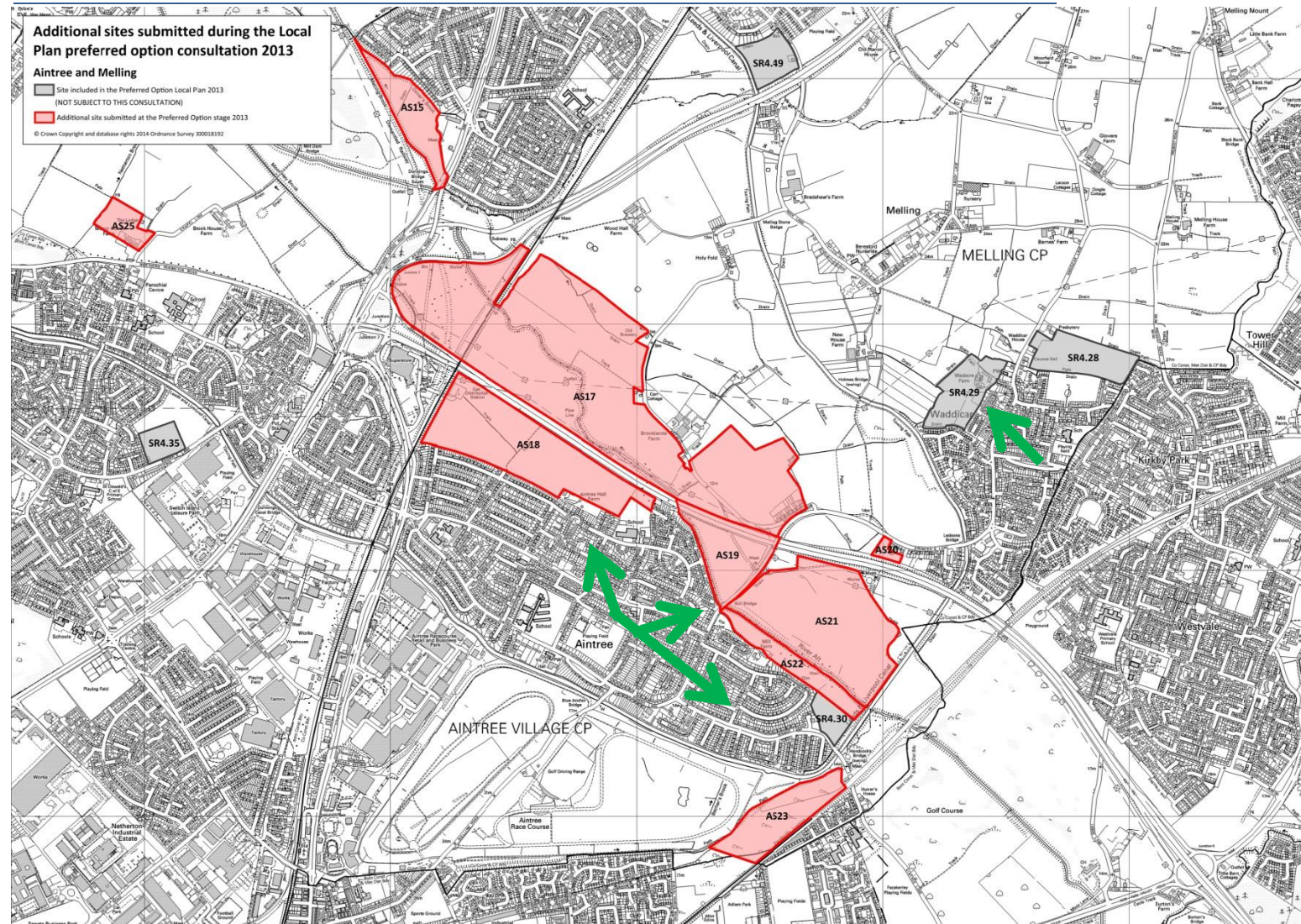
**Figure 2 – Site AS08**





**Figure 3 – Site AS12**





**Figure 4 –Site SR4.29, Site AS18, Site AS19, Site AS22, and Site AS23**



**Site Description**

SR4.02 & AS01 – Land at Bankfield Lane



**Figure 5 – SR4.02 & AS01 – Land at Bankfield Lane**

- 3.1.2 Site SR4.01 is the site included in the Preferred Options Local Plan (summer 2013); Site AS01 is the additional area proposed by the site developer during the Preferred Options consultation, which was consulted on as part of the Additional Sites consultation in 2014.
- 3.1.3 Site SR4.02 & AS01 can be seen in Figure 5. The site is situated to the north east of Southport. It is on the edge of an existing residential area.
- 3.1.4 The site access is on Bankfield Lane, which also doubles as the B5244 and is one mile south of the A565. The A565 runs south to Liverpool centre via Southport centre. It also carries traffic east to the A59.

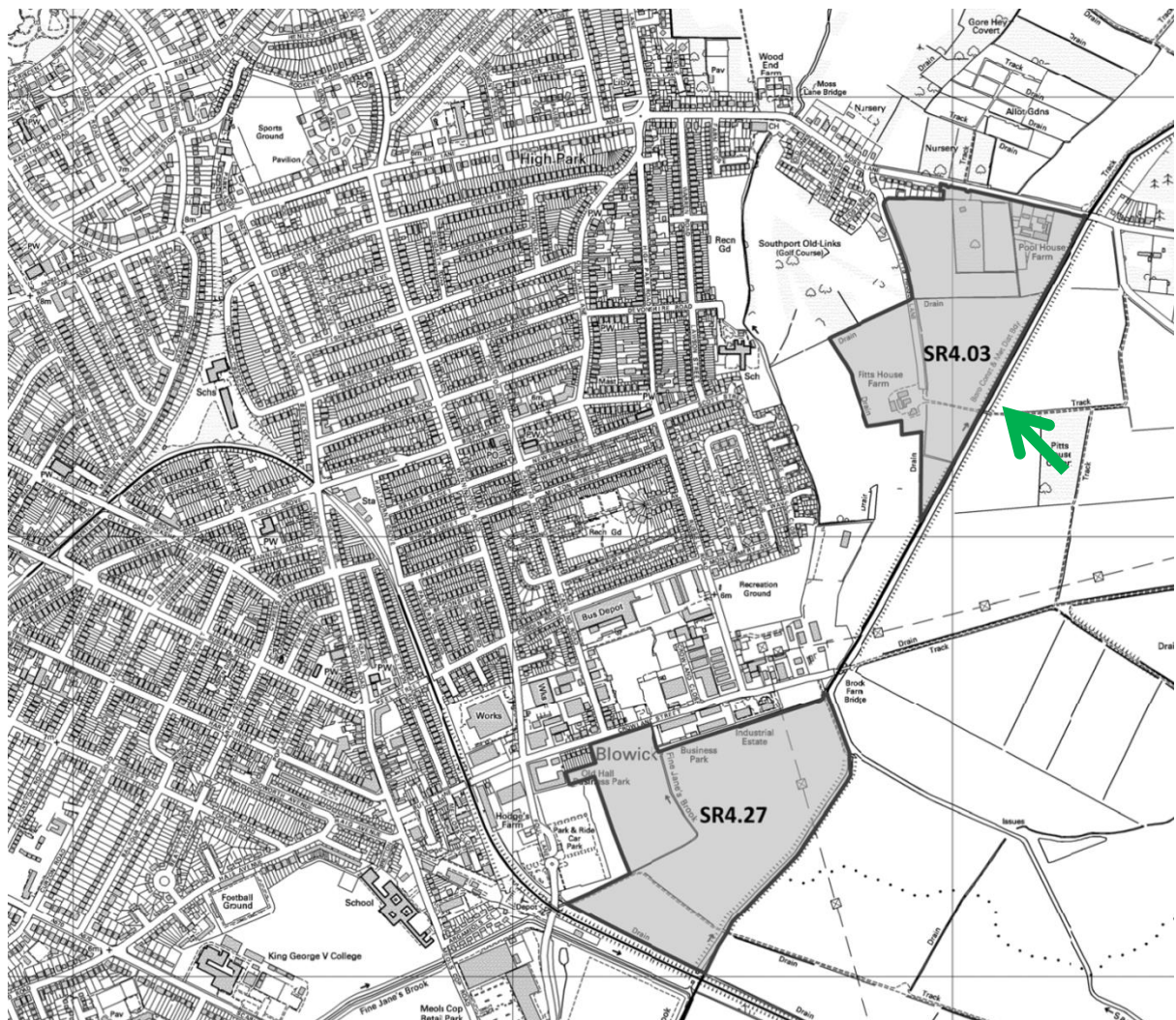


3.1.5 The local road network connects the site to Churchtown and Southport, 1.5km and 4km away respectively.

3.1.6 The site has potential cumulative impacts with the following sites:

- SR4.01
- SR4.02
- SR4.03
- SR4.04

Site SR4.03 – Land at Moss Lane, Churchtown



**Figure 6 – Site SR4.03 – Land at Moss Lane, Churchtown**

3.1.7 Site SR4.03 can be seen in Figure 6. The site is situated to the east of Southport. It is on the edge of the urban area separated by a golf course.

3.1.8 The site access is on Moss Lane, which leads to the A5267, half a mile to the west. The A5267 takes traffic between the north-east of Southport to the south of Southport.

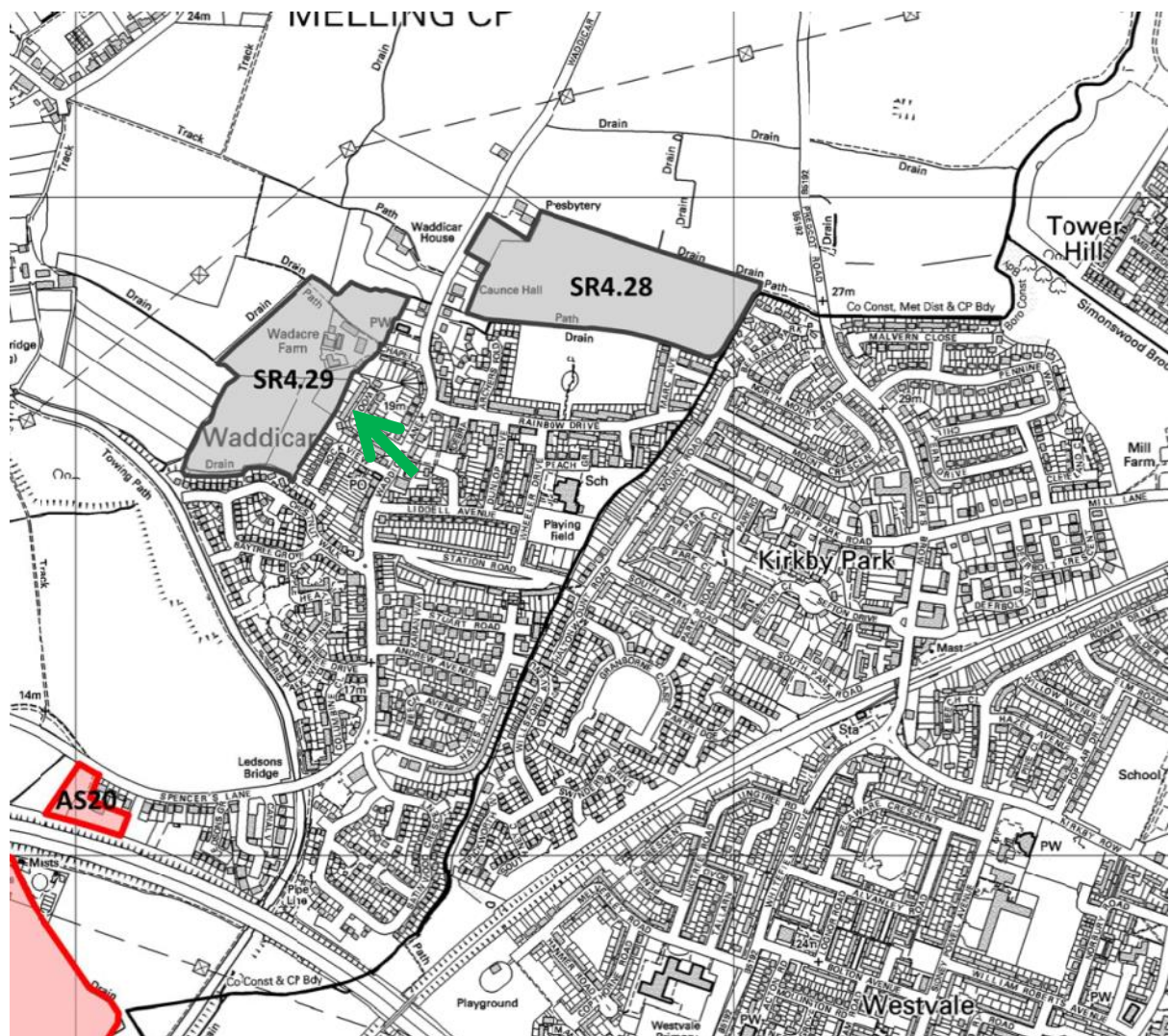


3.1.9 The local road network connects the site to Churchtown and Southport, 1.5km and 4km away respectively.

3.1.10 The site has potential cumulative impacts with the following sites:

- AS01
- SR4.02
- SR4.04

Site SR4.29 – Land at Wadacre Farm, Waddicar



**Figure 7 – Site SR4.29 – Land at Wadacre Farm, Waddicar**

3.1.11 Site SR4.29 can be seen in Figure 7. It is on the edge of a residential urban area, approximately 4.29 kilometres north east of Kirkby.

3.1.12 The site access is located on Chapel Lane, an unclassified single carriageway located in an urban area.

3.1.13 The site has potential cumulative impacts with the following sites:

- SR4.28
- AS20

Site AS08 – South of Formby IE

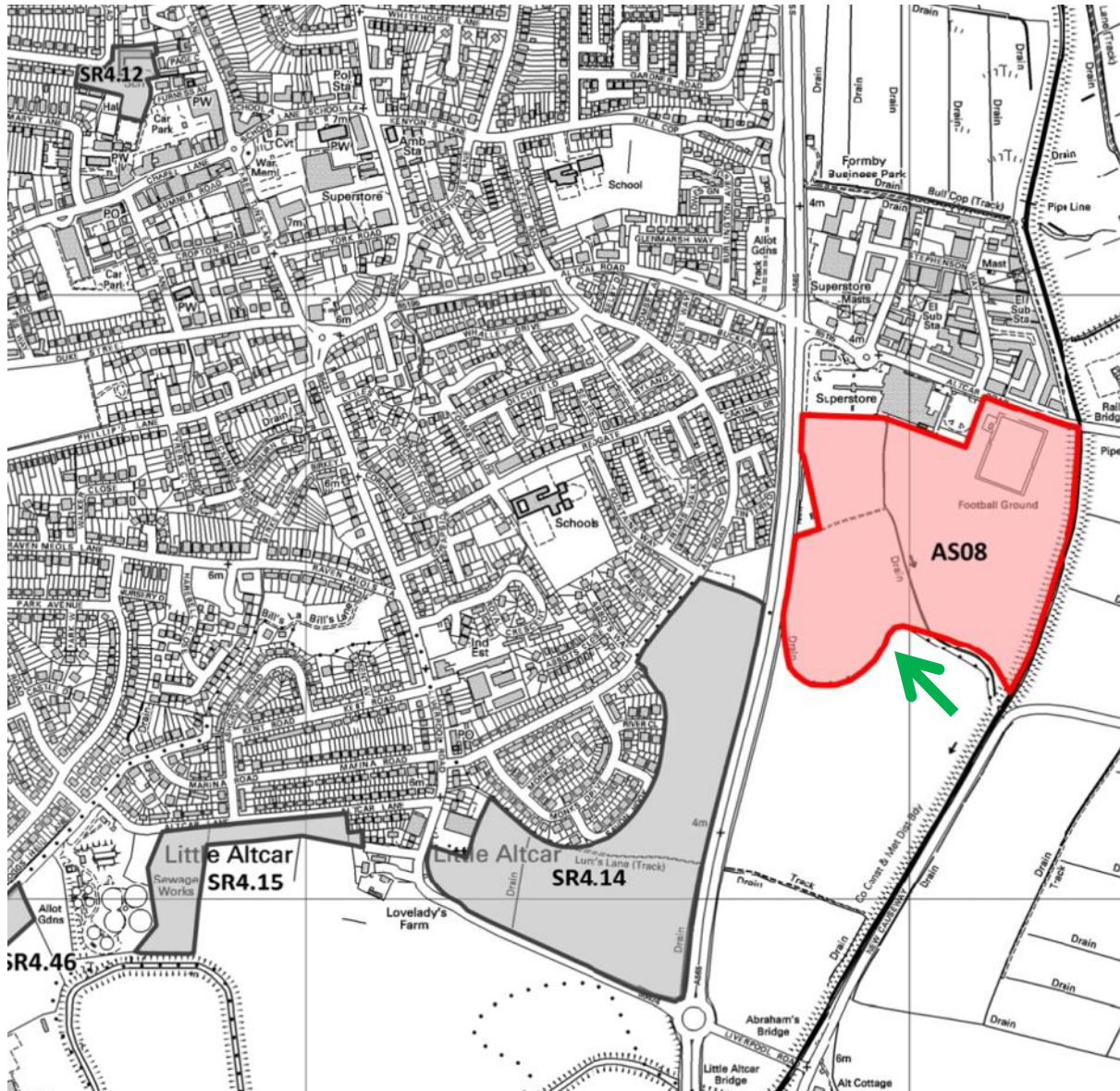


Figure 8 – AS08 – South of Formby IE

3.1.14 Site AS08 can be seen in Figure 8. The site is situated adjacent to the A565/Formby By-Pass and the B5195/Altcar Road. It is on the edge of an existing residential area.

3.1.15 The site entrance is on B1595/Altcar Road. The A555 carries traffic between the centre of Liverpool to the south and the A59 (via Southport) to the north.

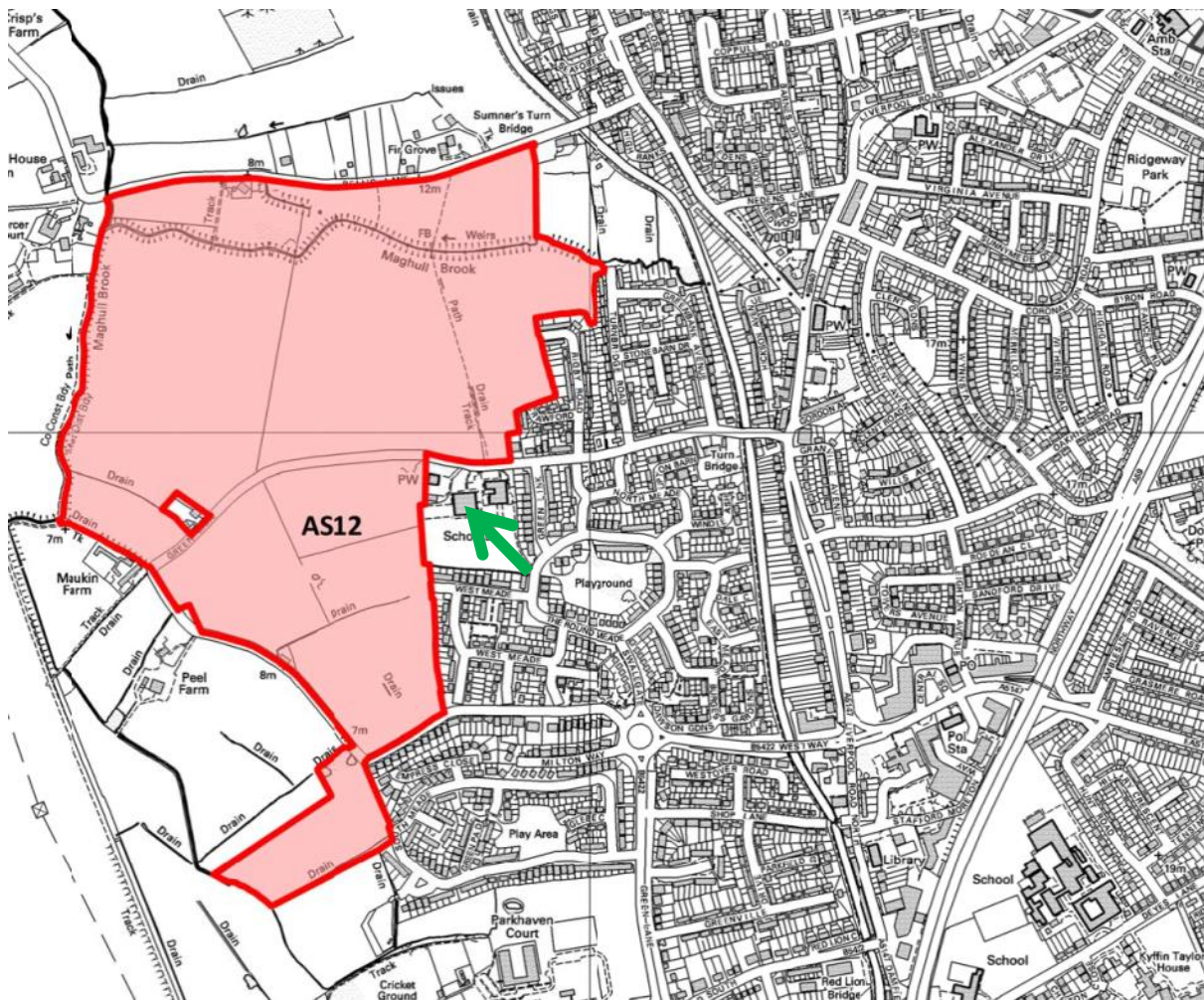


3.1.16 The B1595 carries traffic between Formby, 2km away to the west and the A59 to the east.

3.1.17 The site has potential cumulative impacts with the following sites:

- SR4.14
- SR5

Site AS12 – Maghull West



**Figure 9 – Site AS12 – Maghull West**

3.1.18 Site AS12 can be seen in Figure 9. The site is situated to the west of Maghull. It is situated on Bell's Lane and Green Lane. Bell's Lane is a minor road which carries traffic to the A5147.

3.1.19 The A5147 carries traffic between Maghull and the A570 to the north. Green Lane is a minor road which facilitates traffic movement around west Maghull.

3.1.20 The local road network connects the site to Maghull and Lydiate, which are both 1 km away.



3.1.21 The site has potential cumulative impacts with the following sites:

- AS13
- AS14
- AS15
- SR4.47
- SR4.48

Site AS18 – Oriel Drive

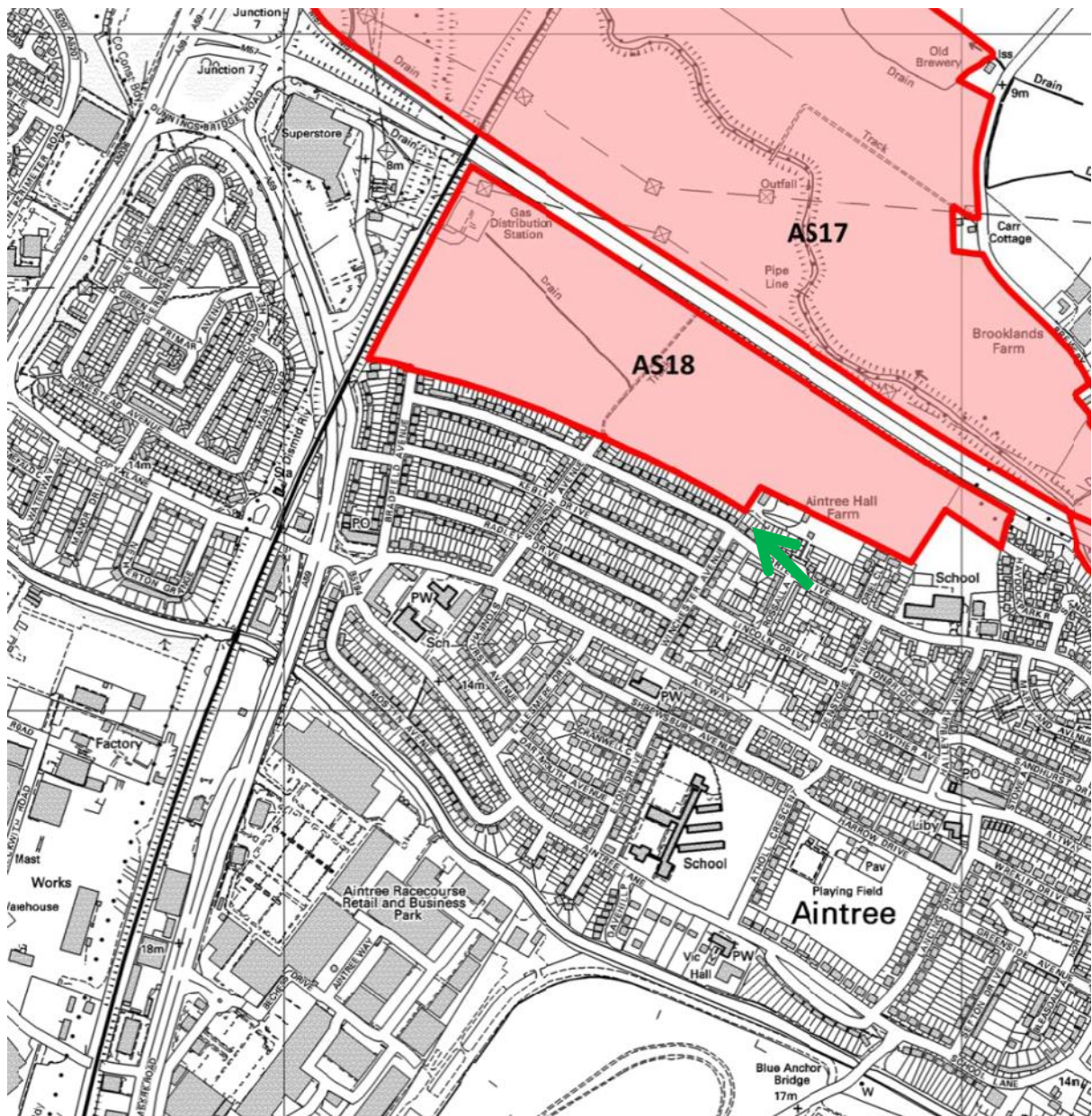
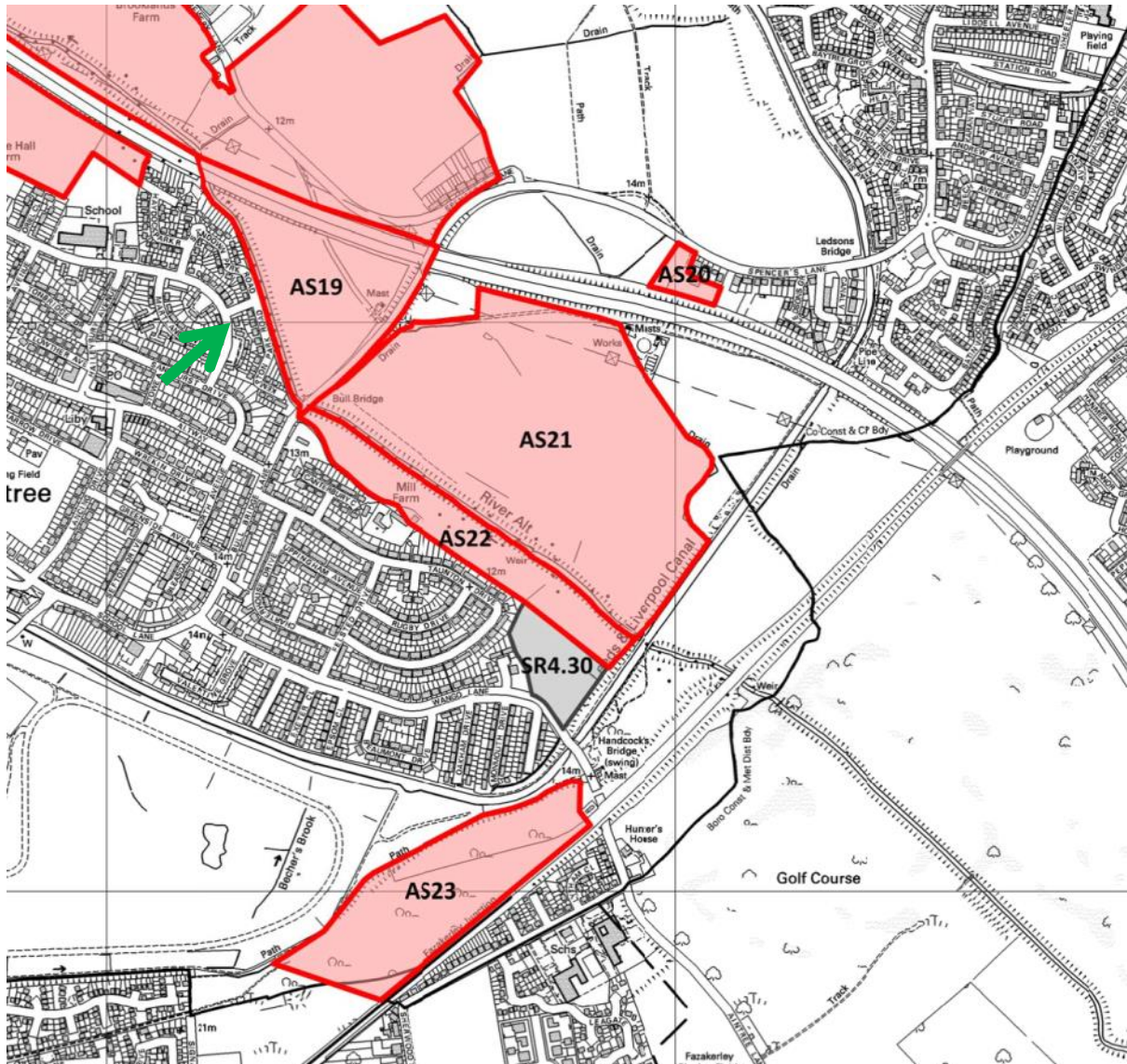


Figure 10 – Site AS18 – Oriel Drive

- 3.1.22 Site AS18 can be seen in Figure 10. The site is situated six miles north east of Liverpool. The site access is on Oriel Drive in Aintree. Oriel Drive is a minor residential road linking other minor residential roads.
- 3.1.23 The site is located adjacent to the M57 and the A59. The M57 and M58 carries traffic between The M6, M62, the A580 to the Port of Liverpool, Liverpool, West Lancashire and Sefton's communities.
- 3.1.24 The local road network connects the site to Aintree, 1km away and the A59 connects the site to central Liverpool, 9km away.
- 3.1.25 The site has potential cumulative impacts with the following sites:
- AS17
  - AS19
  - AS20
  - AS21
  - AS22
  - AS25



Site AS19 – West of Bull Bridge Lane

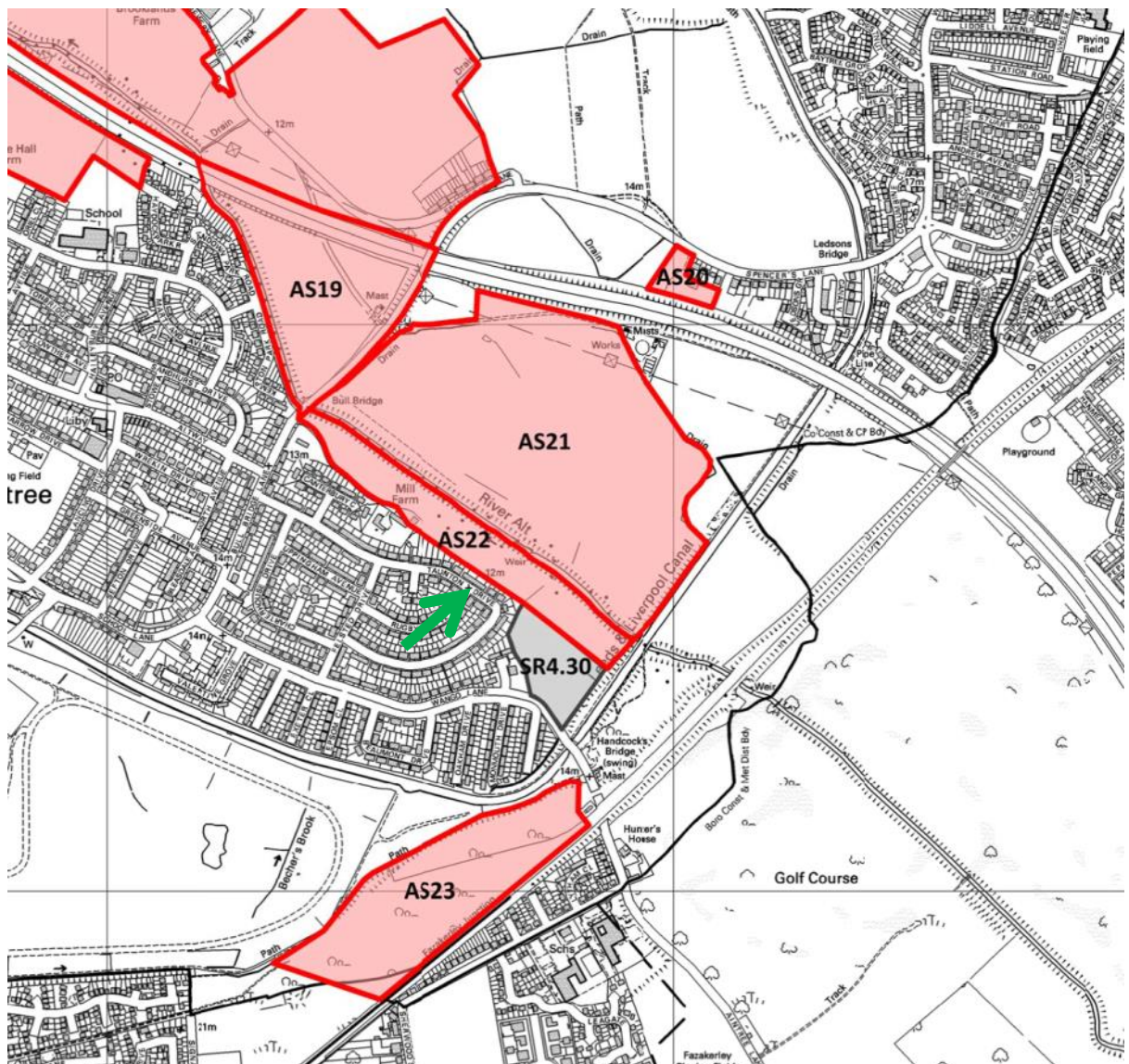


**Figure 11 – Site AS19 – West of Bull Bridge Lane**

- 3.1.26 Site AS19 can be seen in Figure 11. The site is located to the northeast of Aintree and is situated six miles north east of Liverpool, adjacent to the M57 motorway.
- 3.1.27 The site access is on Bull Bridge Lane/Spencer's Lane in Aintree. Bull Bridge Lane carries traffic between Waddicar and the Aintree residential roads, as well as to the B5194.
- 3.1.28 The B5194 carries traffic between Aintree and the A580, where it joins the M57.
- 3.1.29 The local road network connects the site to Aintree and Liverpool, 1.5km and 9km away respectively.
- 3.1.30 The site has potential cumulative impacts with the following sites:

- AS17
- AS18
- AS20
- AS21
- AS22
- AS23
- SR4.28
- SR4.29
- SR4.30

Site AS22 – Mill Farm, Aintree

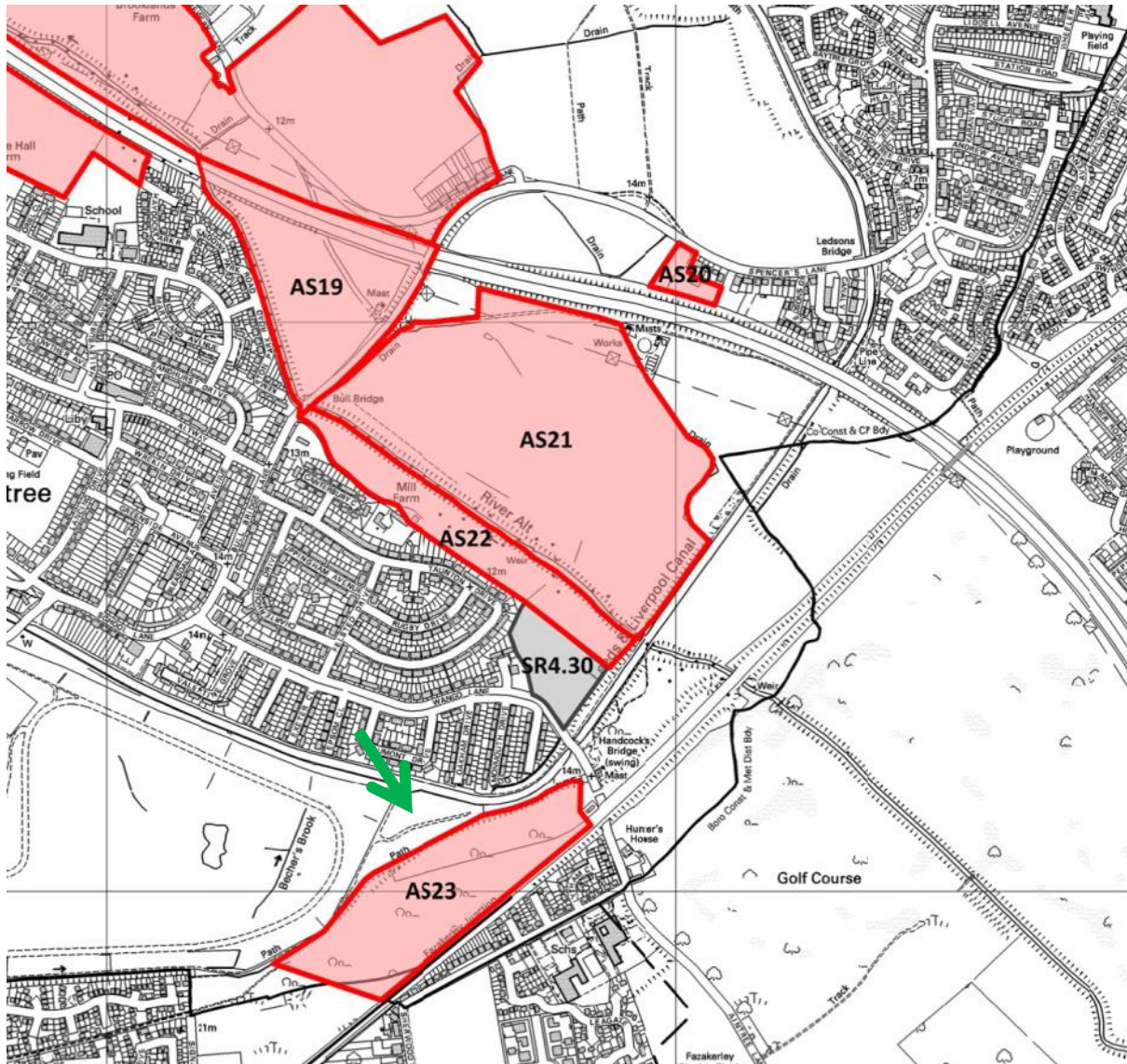


**Figure 12 – Site AS22 – Mill Farm, Aintree**

- 3.1.31 Site AS22 can be seen in Figure 12. The site is situated in Aintree, six miles north east of Liverpool.
- 3.1.32 The site access is on Bull Bridge Lane/Spencer's Lane. Bull Bridge Lane carries traffic between Waddicar and the Aintree residential roads, as well as to the B5194. The B5194 carries traffic between Aintree and the A506 and the A580, where they join the M57.
- 3.1.33 The local road network connects the site to Aintree and Liverpool, 1.5km and 9km away, respectively.
- 3.1.34 The site has potential cumulative impacts with the following sites:
- AS17
  - AS18
  - AS19
  - AS20
  - AS21
  - AS23
  - SR4.30



Site AS23 – Land East of Aintree Racecourse



**Figure 13 – Site AS23 – Land East of Aintree Racecourse**

- 3.1.35 Site AS23 can be seen in Figure 13. The site is situated five miles north east of Liverpool and east of the Aintree racecourse and southeast of Aintree Village.
- 3.1.36 The site access is on Wango Lane/B5194. Wango Lane/B5194 connects residential roads in Aintree. The B5194 carries traffic between Aintree and the A506 and A580, where they join the M57
- 3.1.37 The local road network connects the site to Aintree and Liverpool, 1.5km and 9km away, respectively.
- 3.1.38 The site has potential cumulative impacts with the following sites:
- AS17
  - AS18

- AS19
- AS20
- AS21
- AS22
- SR4.30

### Impacted Road Network

3.2.1 This section considers potential cumulative impact on the road network caused by the development of housing and employment sites in the Local Plan.

3.2.2 In Southport, the following key junctions have been identified as susceptible to potential traffic issues as a result of increased traffic flows from the cumulative impact of Local Plan site development:

- Mill Lane/Moss Lane/High Park Place/Roe Lane roundabout

3.2.3 This roundabout can be seen in Figure 14. The junction is likely to be impacted as a result of development of the following sites:

- SR4.02 & AS01
- SR4.03
- SR4.04



Figure 14 – Mill Lane/Moss Lane/High Park Place/Roe Lane Roundabout

3.2.4 The minor junctions surrounding the above roundabout are also likely to be impacted

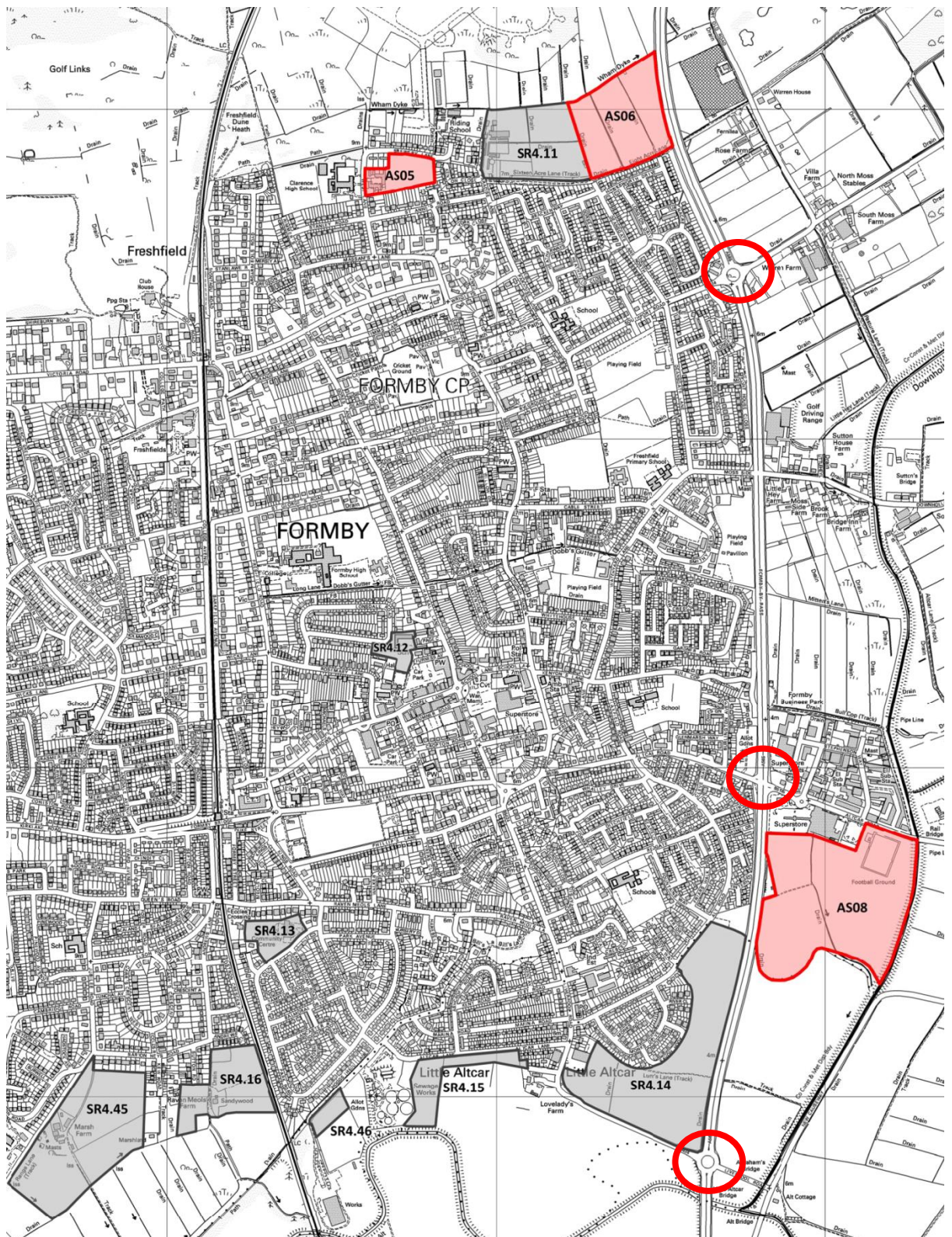
3.2.5 In Formby, the following key junctions have been identified as susceptible to potential traffic issues as a result of increased traffic flows from the cumulative impact of Local Plan site development:

- A565/B5424 (Southport Road) roundabout
- A565/B5195 junction
- A565/B5424 (Liverpool Road) roundabout

3.2.6 These junctions can be seen in Figure 15. The highlighted junctions are likely to be impacted as a result of development of the following sites:

- SR4.11
- AS06
- SR5
- AS08
- SR4.14





**Figure 15 – A565/B424 (Southport Road) Roundabout  
A565/B5195 Junction  
A565/B5424 (Liverpool Road Roundabout)**



3.2.7 The minor junctions surrounding the above key junctions are also likely to be impacted.

3.2.8 In the Maghull and Aintree area, the following key sections of road and associating junctions have been identified as susceptible to potential traffic issues as a result of increased traffic flows from the cumulative impact of Local Plan site development:

- A59 from B5407/Liverpool Road roundabout to M57
- M58 from Maghull Lane to M57
- A5207 from A565 to A5306

3.2.9 These sections of road can be seen in

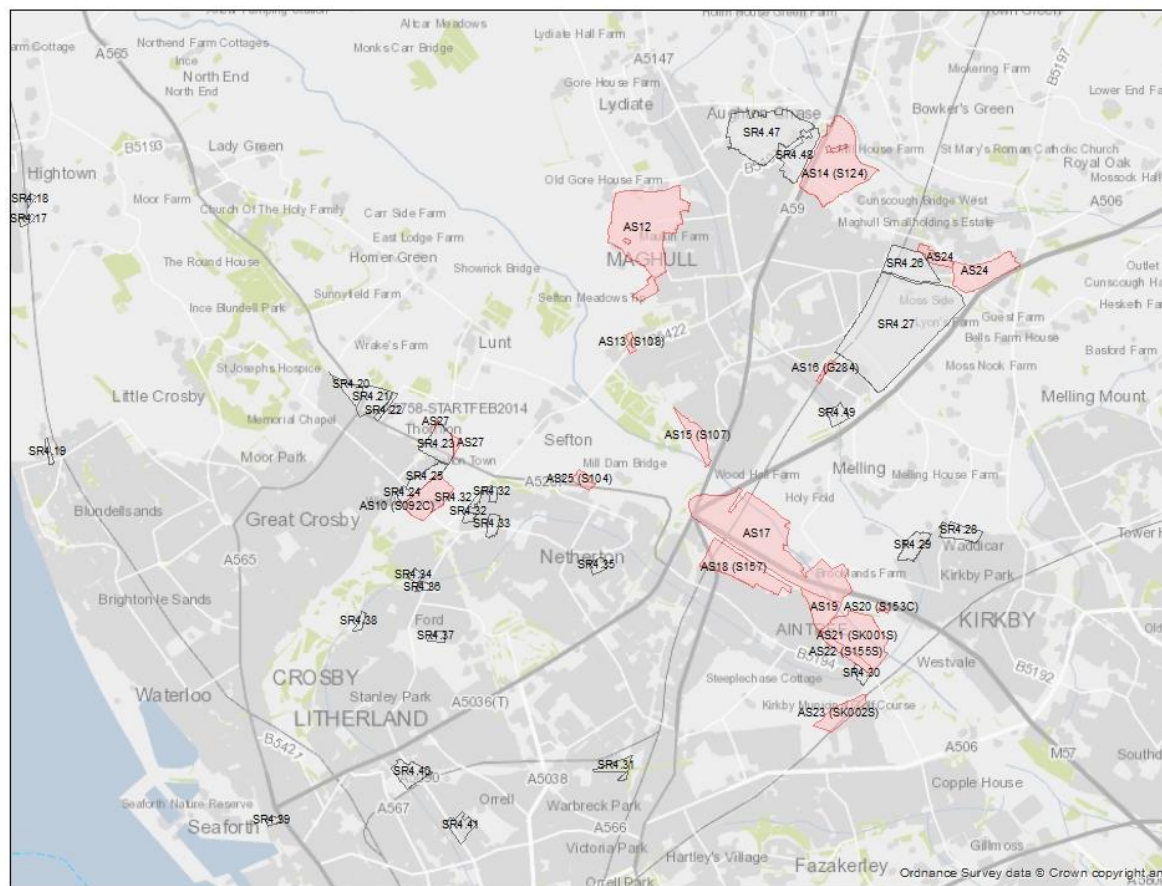


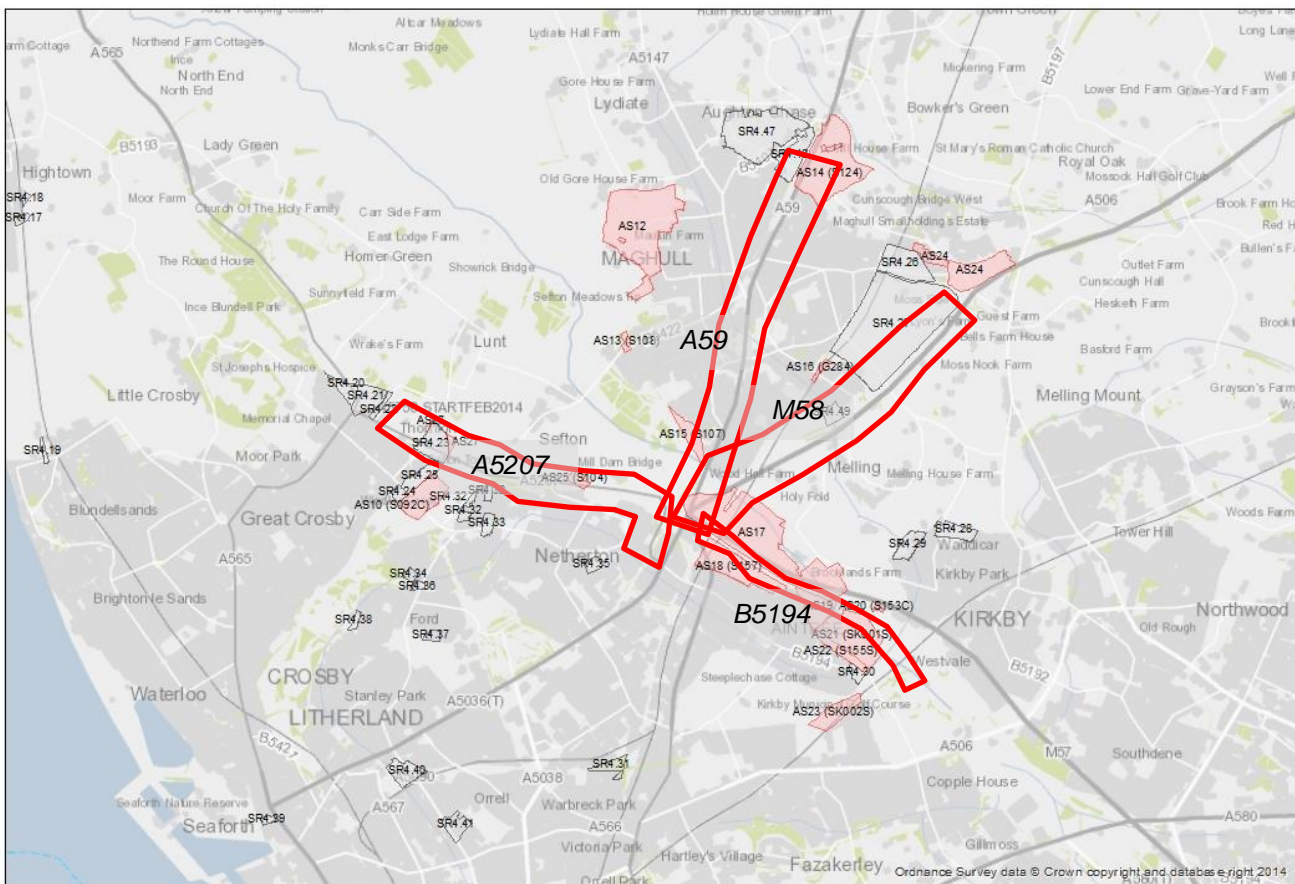
Figure 16. The road sections and the associated junctions are likely to be impacted as a result of development of the following sites (listed by road section):

Road	Impacting Sites
A59 (from B5407/Liverpool Road roundabout to M57)	SR4.47, SR4.48, AS12, AS14, AS15
M58 (from Maghull Lane to M57)	AS24, SR4.26, SR4.27, SR4.49,



	AS15, AS17, AS18
B5194(from A59 to A506)	AS17, AS18, AS19, AS20, AS21, AS22
A5207 (from A565 to A5306)	SR4.20, SR4.21, SR4.22, AS26, SR4.23, SR4.24, AS10, SR4.25, AS27, SR4.32, AS25

**Table 6: Impacted Roads in Maghull and Sefton**



**Figure 16 – A59 from B5407/Liverpool Road Roundabout to M57  
M58 from Maghull Lane to M57  
B5194 from A59 to A506  
A5207 from A565 to A5306**

3.2.10 **Error! Reference source not found.** shows the assessed sites of AS18, AS19, AS22 and AS23 in the Aintree Area, in relation to each other. Out of the assessed sites, these four have particular close proximity and are situated adjacent to key strategic routes.

3.2.11 A particular issue is that sites being developed, there will be a cumulative impact on the B5194. The impacted section is shown in

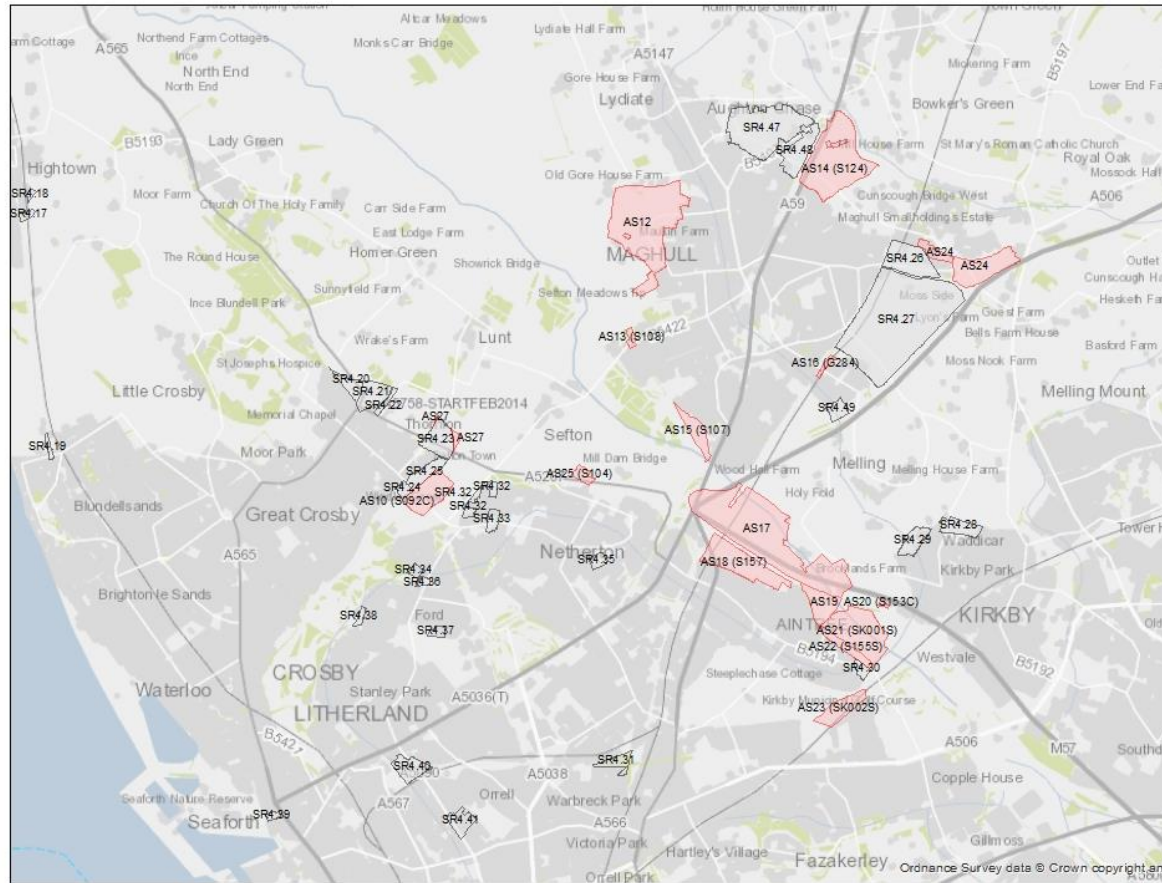


Figure 16.

## **FINDINGS AND CONCLUSIONS**

### **Review of Transportation Assessments/Evidence Submitted.**

- 4.0.1 Transportation evidence submitted has been reviewed for all 9 sites. A full review of each Transport Assessment using the response template is included in Appendix D.

### **Summary of Findings**

- 4.1.1 The following provide a summary of the findings from each Transport Assessment review. A full gap analysis with consideration of paragraph 32 of NPPF is provided in Section 4.3.

#### Site SR4.02 & AS01 Bankfield Lane, Southport

- 4.1.2 Strategically, the site is in a location that with an achievable level of mitigation can be made accessible to all modes of transport.
- 4.1.3 However, the Transport Assessment was found to be limited in terms of its ability to demonstrate that the site is safely accessible to all modes of transport and won't have a material impact on the local transport network capacity. These limitations are due to:
- Use of mean trip rates instead of 85<sup>th</sup> percentile trip rates
  - Non-robust trip distribution method
  - Not accounting for other local development plan sites.

- 4.1.4 In addition, further work is necessary with regard to addressing and mitigating specific accessibility issues relating to PB's review of the local transport infrastructure

- 4.1.5 Following PB's review of the existing transport conditions surrounding the site, it would appear that the site could be made more accessible.

- 4.1.6 Mitigation would need to be delivered by the developer, most importantly pedestrian crossings on Bankfield Lane, and segregated cycle facilities. This mitigation would appear to be deliverable.

- 4.1.7 The suitability of the site for inclusion in the Local Plan rests with the outcome of the revised technical work.

#### Site SR4.3, Moss Lane, Churchtown

- 4.1.8 In addition to the Transport Assessment put forward by the developer, a Transport and Highways Review has been put forward by the Churchtown Green Belt Action Group.

- 4.1.9 The submission from the Churchtown Green Belt Action Group raises a number of valid points that should be considered, including the insufficient footway, limited facilities and services available within walking distance and public transport provision, and the narrow carriageway width.

- 4.1.10 The developer's Transport Assessment does not effectively account for these accessibility limitations of the site, and the mitigation proposed may be undeliverable

due to land ownership issues, or ineffective due to distance of the site from local facilities being above walking distance, and the lack of a nearby bus service.

4.1.11 Both parties present contrary viewpoints with regard to road network capacity. A more robust approach towards assessing and modelling the future transport conditions is required from both parties before a conclusion can be reached with regard to this. Existing limitations are due to:

- Use of mean trip rates instead of 85<sup>th</sup> percentile trip rates require to account for highlighted accessibility issues
- Non-robust trip distribution method
- Not accounting for other local development plan sites

4.1.12 At present there remain a number of issues with regard to this development and it should be the onus of the developer to identify appropriate mitigation and show that it can be delivered.

4.1.13 Therefore there is presently no reasonable existing case to include this site in the Local Plan and the onus is on the developer to provide the necessary evidence to show that development on this site can be supported.

Site SR4.29 Land at Wadacre Farm, Waddicar

4.1.14 The submitted Accessibility Review has a number of limitations, specifically related to its technical work:

- Non-robust trip distribution method
- No inclusion of HGVs in junction models
- Does not account for other local development plan sites.

4.1.15 This means that it is not presently possible to determine the true cumulative traffic impact of the development.

4.1.16 There are also limitations in the report in terms of how it has assessed walking, cycling, and public transport accessibility. The site is located in a fairly accessible location, however the development would require further work to ensure that sustainable access can be achieved. This should include a new pedestrian crossing facility on Waddicar Lane, and segregated cycle facilities, subject to a more in depth review on these, and an improved accessibility assessment.

4.1.17 A more thorough review of accident data is also required, that considers the pattern of a large number of accidents at specific junctions, including Waddicar Lane / Prescott Road.

4.1.18 To summarise, the suitability of the site for inclusion in the Local Plan rests with the outcome of the revised technical work.

Site AS08 Formby Sports

4.1.19 The Vision Document submitted is not a Transport Assessment and provides very limited evidence with regard to transport accessibility and impact, in particular with regard to the following key technical aspects:

- Trip Generation
  - Trip Distribution
  - Assessment of Cumulative Development Traffic Flows
  - Junction Modelling
  - A more thorough review of the accident data is required to ensure that increased traffic flows will not exacerbate any existing safety issues.
- 4.1.20 PB's review of the local area would suggest that the site appears to be a suitable location for employment development, with cycle and pedestrian accessibility to local residential areas.
- 4.1.21 As part of the site access, a continuous footway on Altcar Road would be required to mitigate existing gaps in footway provision.
- 4.1.22 A bus stop and public transport link, serving both Tesco and the new development would also be required.
- 4.1.23 Further evidence is required to show that the above identified mitigation can be delivered, and that the development will not have an adverse impact on the capacity of the local road network.
- 4.1.24 Therefore the suitability of the site for inclusion in the Local Plan rests with the outcome of the revised technical work and of the viability of necessary mitigation measures.
- Site AS12 Green Lane, Maghull
- 4.1.25 The Access Note and Transportation Access Appraisal supplied by the developer is insufficient, both in demonstrating accessibility of the site and the impact of the site on the road network. Specific limitations relate to:
- Use of mean trip rates instead of 85<sup>th</sup> percentile trip rates require to account for highlighted accessibility issues
  - Non-robust trip distribution method
  - Not accounting for other local development plan sites.
- 4.1.26 The review of local highway infrastructure identifies a number of shortcomings both in terms of highway and pedestrian provision.
- 4.1.27 Due to a vague description of where the site accesses are to be located it is not possible to validate the proposal and identify the mitigation as the distribution of traffic is not clear.
- 4.1.28 There are further limitations of the development in terms of public transport accessibility and this would need to be mitigated significantly addressing this factor.
- 4.1.29 Whilst the development of 800 homes requires significant mitigation, investment in this would likely make the site fairly accessible.
- 4.1.30 The onus is on the developer to demonstrate that the site can be delivered with appropriate mitigation that includes continuous footways, a bus service, and no significant delays caused by queuing at the one-way turn bridges.



- 4.1.31 Therefore the suitability of the site for inclusion in the Local Plan rests with the outcome of the revised technical work and of the viability of necessary mitigation measures.
- Site AS18 Oriel Drive, Aintree
- 4.1.32 The technical note submitted delivered a sole focus on road impacts at local signalised junctions and was therefore limited in terms of assessing accessibility for all modes.
- 4.1.33 Issues were identified about the technical methodology and assumptions used and therefore it is not presently possible to validate their findings on network capacity. These shortcomings related to:
- Use of mean trip rates instead of 85<sup>th</sup> percentile trip rates
  - Non-robust trip distribution method
  - Not accounting for other local development plan sites.
- 4.1.34 PB's review of the local transport conditions indicated good walking and public transport accessibility.
- 4.1.35 The narrow nature of Oriel Drive, with added impact of parked cars outside of residential properties suggests that further assessment is required to whether Oriel Drive can accommodate increased two-way traffic flows and/or cars and cyclists sharing the road.
- 4.1.36 Consideration should therefore be given towards segregated cycle lanes and pedestrian crossings on Oriel Drive.
- 4.1.37 Should road capacity issues be resolved then Oriel Drive should be included in the Local Plan. Therefore the suitability of the site for inclusion in the Local Plan rests with the outcome of the revised technical work.
- Site AS19 Bull Bridge Lane, Aintree
- 4.1.38 The Transportation Assessment was found to be limited, as it did not demonstrate that the site is safely accessible to all modes of transport.
- 4.1.39 Further work will be required to highlight accessibility issues and propose transport mitigation.
- 4.1.40 The following specific limitations with assessing the traffic impact mean it is presently not possible to ascertain the impact of the development on local transport network capacity:
- Use of mean trip rates instead of 85<sup>th</sup> percentile trip rates
  - Non-robust trip distribution method
  - Not accounting for other local development plan sites.
- 4.1.41 PB's review of the site has shown that Bulls Bridge Lane has issues with regard to the lack of a footpath on one side and lack of crossing points, no safe cycle access, and limited public transport facilities. A thorough review of local accident data, and accessibility is required.

- 4.1.42 Significant mitigation would be needed to deliver the site and it is the onus for the developer to determine if this mitigation can be delivered. A Stage 1 Road safety Audit would be required for the proposed Ghost Island.
- 4.1.43 Therefore the suitability of the site for inclusion in the Local Plan rests with the outcome of the revised technical work.
- Site AS22 Spencer's Lane / Bull Bridge Lane, Aintree.
- 4.1.44 The Access Appraisal provided was very limited and failed to address nearly every aspect of traffic impact and accessibility. There was no review of multi-modal site access or of the impacts on network capacity.
- 4.1.45 The site is located adjacent to Site AS19, and would therefore require the same mitigation to deliver.
- Site AS23 Wango Lane, Aintree
- 4.1.46 The Transport Assessment provided is insufficient in terms of providing adequate analysis on existing site conditions, and in terms of the robustness of the technical assumptions used. Specific limitations included:
- Use of mean trip rates instead of 85<sup>th</sup> percentile trip rates
  - Non-robust trip distribution method
  - Not accounting for other local development plan sites.
- 4.1.47 PB's review of the area has identified that there are a number of limitations with existing transport conditions on Wango Lane, with particular issues relating to limited vehicular space, poor lighting and personal security concerns.
- 4.1.48 The location of bridges may result in difficulties with HGV access and this needs to be shown to be possible.
- 4.1.49 There are a number of physical constraints including the bridges and a substation that the developer needs to show can be overcome should they propose mitigation measures to resolve the above limitations.
- 4.1.50 Therefore there is presently no reasonable existing case to include this site in the Local Plan and the onus is on the developer to provide the necessary evidence to show that development on this site can be supported.

**Gap Analysis**

4.2.1 A gap analysis has been undertaken in terms of how the submitted transportation evidence for each site has addressed best practice with regard to DfT’s Guidance on Transport Assessment, and Sefton Council’s Ensuring Choice of Travel SPD, specifically relating to:

- Policy Framework
- Proposed Development
- Existing Conditions
- Accessibility Assessment
- Future Conditions
- Mitigation

4.2.2 Each site has been categorised in the below matrix in terms of whether evidence has been provided, and if that evidence provided is robust and sufficient.

	Policy Framework	Proposed Development	Existing Conditions	Accessibility Assessment	Future Conditions	Mitigation
Site SR4.2 & AS01 Bankfield Lane, Southport	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
Site SR4.3 Moss Lane, Churchtown (SCP, developer)	Light Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Light Blue
Site SR4.3 Moss Lane, Churchtown (Hydrock, residents group)	Dark Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Dark Blue
Site SR4.29 Land at Wadacre Farm, Waddicar	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
Site AS08 Formby Sports, Formby	Light Blue	Light Blue	Dark Blue	Dark Blue	Light Blue	Light Blue
Site AS12 Green Lane, Maghull	Light Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Light Blue
Site AS18 Oriel Drive, Aintree	Dark Blue	Light Blue	Dark Blue	Dark Blue	Light Blue	Dark Blue
Site AS19 Bull Bridge Lane, Aintree	Dark Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
Site AS22 Spencer’s Lane / Bull Bridge Lane, Aintree	Dark Blue	Light Blue	Light Blue	Dark Blue	Dark Blue	Dark Blue
Site AS23 Wango Lane, Aintree	Dark Blue	Light Blue	Light Blue	Dark Blue	Light Blue	Dark Blue

**Table 7: Transport Assessment Best Practice Gap Analysis**

No Evidence Provided	Dark Blue
Evidence has insufficient detail / technical work	Medium-Dark Blue
Significant extra information / alterations to technical work required	Medium-Light Blue
Minor changes required	Light Blue
No improvements required	Very Light Blue

4.2.3 The above matrix in Table 7 highlights major gaps and shortcomings in all transport evidence reviewed during this project. All developers will need to substantially enhance their Transport Assessment reviews.





4.2.4 The below matrix in Table 8 addresses whether the overarching transportation evidence robustly addresses the following key points related to the Principle of Development in transport terms, as detailed in paragraph 32 of NPPF:


- The site can be safely accessed
- Network capacity to accommodate the developmental traffic
- The site can be made accessible by non-car modes of transport
- Any significant infrastructure needed

	Site can be safely accessed	Network capacity	Site can be made accessible by non-car modes	Significant Infrastructure Needed
Site SR4.2 & AS01 Bankfield Lane, Southport	Yellow	Yellow	Yellow	Yellow
Site SR4.3 Moss Lane, Churchtown (SCP, developer)	Yellow	Yellow	Yellow	Yellow
Site SR4.3 Moss Lane, Churchtown (Hydrock, residents group)	Yellow	Yellow	Yellow	Yellow
Site SR4.29 Land at Wadacre Farm, Waddicar	Yellow	Yellow	Yellow	Red
Site AS08 Formby Sports, Formby	Red	Red	Red	Red
Site AS12 Green Lane, Maghull	Yellow	Yellow	Yellow	Yellow
Site AS18 Oriel Drive, Aintree	Red	Yellow	Red	Red
Site AS19 Bull Bridge Lane, Aintree	Yellow	Yellow	Yellow	Yellow
Site AS22 Spencer's Lane / Bull Bridge Lane, Aintree	Yellow	Red	Red	Yellow
Site AS23 Wango Lane, Aintree	Yellow	Yellow	Yellow	Red

**Table 8: Review of Transport Assessments against key elements of National Planning Policy Framework**

Issue addressed robustly 

Issue addressed non-robustly 

Issue has not been addressed 

4.2.5 Table 8 shows how the submitted transport evidence for all sites have not robustly addressed the key points within NPPF that test the suitability of the site for development.

4.2.6 These aspects all require work before the submitted transportation evidence can be considered sufficient.

### **Assessing the Impact of Cumulative Development**

- 4.3.1 None of the developers have submitted transportation evidence that have considered the residual impact of cumulative development. This has been identified as part of the wider review.
- 4.3.2 A further review all the submitted transport evidence looked at whether enough information had been provided to independently identify junctions where there are interacting effects between the traffic from multiple sites.
- 4.3.3 Limitations in the trip distribution and area of assessment for each site as identified in the review means that the scope of information delivered does not allow for cumulative impacts of development to be assessed.





### **Recommendations and Conclusions**

- 4.4.1 Having reviewed all of the submitted transportation evidence, it is clear that at this stage of the process developers have not provided substantial transportation evidence that can be used to demonstrate that the site can be developed without significant transport impacts.
- 4.4.2 A final review of paragraph 32 of NPPF has identified three key points, or paragraphs that would need to be resolved, and these have been assessed as part of the Strategic Reviews:
- Paragraph 1: *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
  - Paragraph 2: *safe and suitable access to the site can be achieved for all people;*
  - Paragraph 3: *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

4.4.3 The below matrix in Table 9 identifies where particular concerns remain with regard to testing the site against NPPF have been raised within the Strategic Reviews:

	Paragraph 1	Paragraph 2	Paragraph 3
Site SR4.2 & AS01 Bankfield Lane, Southport	Yellow	Yellow	Red
Site SR4.3 Moss Lane, Churchtown	Yellow	Red	Red
Site SR4.29 Land at Wadacre Farm, Waddicar	Yellow	Yellow	Red
Site AS08 Formby Sports, Formby	Red	Yellow	Red
Site AS12 Green Lane, Maghull	Yellow	Yellow	Red
Site AS18 Oriel Drive, Aintree	Red	Red	Red
Site AS19 Bull Bridge Lane, Aintree	Yellow	Yellow	Red
Site AS22 Spencer's Lane / Bull Bridge Lane, Aintree	Red	Yellow	Red
Site AS23 Wango Lane, Aintree	Yellow	Red	Red

Table 9: Concerns Relating to National Planning Policy Framework

Yes   
 Further evidence required   
 Specific concerns require addressing   
 No 

- 4.4.4 Some sites have not demonstrated that sustainable access can be provided and no sites have carried out adequate review of the residual cumulative impacts of development.
- 4.4.5 There are particular issues with the achievability of safe access (or mitigation to support safe access) for pedestrians, cyclists, and users of public transport at Wango Lane, Aintree and Moss Lane, Churchtown.
- 4.4.6 There are also concerns relating to car accessibility on Oriel Drive that mean that it is not possible to show that the site can be safely accessed.
- 4.4.7 At present it is strongly recommended that the Strategic Review comments supplied are sent back to all developers, for further work, with particular focus on network capacity and mitigating existing transportation issues.
- 4.4.8 The Detailed Planning Responses also elaborate on these above issues and detail further requirements for the development to secure future transport consent. Whilst these issues are less of an