

Appendix 2 - Definition of Town, District and Local Centres and Local Shopping Parades



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Town, District and Local Centres are general terms for the hierarchy of different centres which can be found within an area. This hierarchy is presented in national and local policy, with Town Centres at the top, followed by District Centres and finally Local Centres. Local Shopping Parades are the small, local service clusters and are not classified as 'centres'. Detailed definitions for each are provided below.

The specific Town, District and Local Centres in Sefton are listed in Policy ED2 of the Sefton Local Plan Submission Document (July 2015). They are as follows:

- **Town Centres – Bootle and Southport**
- **District Centres – Crosby, Formby, Maghull and Waterloo**
- **Local Centres – Ainsdale, Birkdale, Churchtown, Old Roan and Netherton**

A general definition of the different categories of centre and shopping parades are given below:

- **Town Centres** – These are the largest centres within a local authority area, with the most services and best accessibility and public transport services and will serve a wide area with residents from across the borough, or perhaps in neighbouring boroughs travelling to use the centre. They will often comprise shopping centres and/or large groups of shops. Town centres will also include at least one supermarket and a range of other services including health, leisure, education/community services, library, financial services, post office, cafes, restaurants and other entertainment uses.
- **District centres** – Smaller than town centres, but still with good access and providing a range of services for the local district area. These usually comprise groups of shops, often containing at least one supermarket. District Centres will also contain a number of other services, often including, community services, financial services and some small scale leisure services.
- **Local centres** – These are the smallest of the centres and mainly serve just the local area, i.e. often accessed by local residents on foot. These will include a range of small shops, sometimes including a supermarket and other services such as a pharmacies, cafes and takeaways.
- **Local Shopping Parades** – These serve only the local area, with most trips made on foot. These are small clusters of a few shops, often including only very local level services such as, newsagent, small food store, café / hot food takeaway, launderette.

It is important to note that centres and shopping parades are not static and can gradually grow or shrink depending on economic and other circumstances. Investment in an area may mean a local centre develops into a district centre as it gains more services and better public transport links. Conversely, smaller local centres can sometimes struggle, particularly in a tough economic climate and result in shops and services closing to the point where it may become a local shopping parade. Since these centres and local parades in Sefton were mapped, there may have been subtle changes to the shops and services provided however, such changes would be picked up through the Local Development Framework process and future planning policy will take account of any changes.

Article I.

Appendix 3: Settlement Infrastructure Tipping Points

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Article II. Introduction

This appendix outlines the ‘tipping points’ for various infrastructure types at the Sefton-wide ‘Study Area’ level with reference to specific infrastructure provision and tipping points at sub-area level.

The tipping point seeks to theoretically identify how much additional growth (quantified in terms of new dwellings) Sefton Borough can accommodate before investment in certain types of infrastructure may be required. A scoring system has been used to represent the risk that growth will pose to each infrastructure theme across the borough, taking account of the importance of that infrastructure type in ultimately underpinning growth. These are as follows:

+	Current capacity that can accommodate anticipated growth. Low risk posed by growth	o	‘Required’ Infrastructure that may need to be provided. Low-medium risk posed by growth	-	‘Fundamental’ and ‘Essential’ Infrastructure that will require provision as population grows Medium risk posed by growth	-	Current under provision/problems and critical to housing growth High risk posed by growth
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Article III. Study Area Wide Infrastructure

Sefton-Wide Tipping Points Table

+	Current capacity that can accommodate anticipated growth.	o	'Required' Infrastructure that may need to be provided.	-	'Fundamental' and 'Essential' Infrastructure that will require provision as population grows	-	Current under provision/problems and critical to housing growth
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Article IV. Study Area Wide & Non-Locationally Specific Infrastructure	Sefton Total Existing Population: 273,800
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Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
Public Open Space/ Other Green Infrastructure	Borough, District & Neighbourhood Parks	<p>District and Borough parks vary widely in size throughout Sefton and therefore their capacity to meet future needs will vary also. Most parts of the Borough benefit from good access to borough, district and/or neighbourhood parks (i.e. within approximately 15 minute's walk /1km walking distance/600m straight-line distance). In order to determine the level and quality of facilities in those parks, to establish whether they adequately serve the population within their catchment area, an up to date open space audit may be required. A significant number of parks provide natural greenspace and, in some cases, also contain children's play spaces.</p> <p>The majority of Bootle, Crosby, Formby, large parts of central, west</p>	<p>It is not possible to apply a 'capacity per population' calculation to determine the precise tipping point for each category of open space. As such, existing and future open space provision has been assessed in terms of the number of open existing spaces, their distribution across the sub areas and their accessibility.</p>	<p>It is likely that most new housing will place an additional pressure on parks. In some areas additional use will not put a strain on existing facilities, because of the level of new development or the size of parks. Some pressure could be accommodated through the management of parks but in some cases this will require additional facilities and improvements to parks. In conclusion, the opportunity exists to improve facilities in most areas in response to any new housing that may be proposed.</p> <p>The majority of the borough is within 15 minute walk (1km distance). New homes which are outside the accessibility buffer may trigger the requirement for additional local accessible open space or improvements to the existing district, Borough or neighbourhood parks to improve provision.</p> <p>The areas where new homes may trigger a</p>	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<p>and south Maghull, Netherton, east, west and south of Southport are within approx. 15 minute walk (1km distance / 600m straight-line distance) of a Borough, district or neighbourhood Park.</p> <p>Some areas however, particularly the north part of Maghull & Aintree, a small urban strip within Southport, areas to the north east and south east of Formby and an area to the north of the central urban area, and residential areas to the north of Crosby are not within walking distance of one of these larger parks.</p> <p>The residential areas to the north of Crosby which are not within the buffer are mostly within 300m of the open countryside contained within the green belt – although it should be noted that not all of this countryside has public access.</p>		<p>need for additional or improved provision are as follows:</p> <ul style="list-style-type: none"> • areas in the north of Crosby • north and south east areas of Formby • central urban area of Southport 	
	Accessible nature space	<p>Most areas of Sefton benefit from good access (i.e. within approximately 15 minute's walk /1km walking distance/600m straight-line distance) to accessible nature space. The main exceptions are areas of open countryside to the north of Crosby, part of the central urban area of Southport and areas to the north-east and south-east of Formby.</p>	<p>It is not possible to apply a 'capacity per population' calculation to determine the precise tipping point for each category of open space. As such, existing and future open space provision has been assessed in terms of the number of open existing spaces, their distribution across the sub areas and their accessibility.</p>	<p>The large coastal areas and the Primrose Valley Country Park provide an extensive facility, and with appropriate management, these areas should be able to maintain their integrity and functionality even in the event of significant new housing. However, other nature spaces within the main urban areas are within parks and open spaces. Retaining their value for nature appreciation, in the event that new housing places them under pressure to be used more intensively (i.e. for</p>	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<p>Much of Sefton’s open space has elements of accessible nature space. There are significant unique areas with greater ecological or landscape value e.g. the coastal areas in Southport, Crosby and the Primrose Valley Country Park. Some nature space may also perform flood management functions.</p>		<p>other active recreation), may create the need for mitigation (i.e. improved management or additional open space facilities). However, new housing may be able to make a financial contribution towards such improvements / new provision.</p> <p>Across the borough mitigation due to housing provision in areas outside of the 1km/15 minute buffer may be most suitable in different guises:</p> <p>Bootle - additional nature space although opportunities to provide this as a requirement of new homes may be limited.</p> <p>Crosby - additional accessible nature space.</p> <p>Formby - improvements to access and quality.</p> <p>Maghull & Aintree - additional parks.</p> <p>Netherton - improve accessibility and management of the country park.</p> <p>Southport - new accessible open space although there may be limited opportunities.</p>	
	Local Park	<p>Local Parks do not have an accessible distance standard. Many larger open spaces (Borough, District and Neighbourhood Parks) provide a local facility to homes within a two to four minute walk. In terms of their distribution a few areas could be said to be deficient, particularly Bootle, Crosby and, to a lesser extent, Maghull and Aintree and Southport. However, most of Formby is not within walking distance of a local park.</p>	<p>It is not possible to apply a 'capacity per population' calculation to determine the precise tipping point for each category of open space. As such, existing and future open space provision has been assessed in terms of the number of open existing spaces, their distribution across the sub areas and their accessibility.</p>	<p>New housing will generate new demand in areas outside the catchment of larger parks and will trigger a need to improve existing facilities and /or establish new local parks.</p> <p>There are no specific recommended accessibility buffers for Local Parks. In terms of quantity, the following identified areas have limited local park provision and new housing in these areas may require additional provision:</p> <ul style="list-style-type: none"> • East Bootle 	-

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<p>Whilst there are local parks across the borough many are small or the parks are concentrated resulting in large areas without easily accessible provision.</p> <p>For example, in Netherton local parks are lacking but district or neighbourhood parks (some with play areas) are well distributed and, in Crosby there is one large local park which serves the rural area to the north of Crosby, where other types of public open space are sparse.</p>		<ul style="list-style-type: none"> • Crosby • Formby <p>Improvement to existing provision may also be required due to new housing in the areas, in Maghull & Aintree, Netherton and Southport.</p>	
	<p>Playing fields (Council Owned)</p>	<p>There appears to be very limited or no provision in Bootle, Crosby and Formby. Crosby has one area of playing fields to the east.</p> <p>Netherton, Aintree and Maghull and Southport are better provided for. Netherton has significant sports pitches including those at Brook Vale recreation ground. Formal outdoor sports provision in Southport seems limited with the main area in Southport North.</p> <p>There is no information about the quality of facilities.</p>	<p>It is not possible to apply a 'capacity per population' calculation to determine the precise tipping point for each category of open space. As such, existing and future open space provision has been assessed in terms of the number of open existing spaces, their distribution across the sub areas and their accessibility.</p>	<p>Unlike other recreational facilities, users will expect to travel further within the Borough to quality formal pitches and associated facilities.</p> <p>In areas where new housing is constructed and triggers the demand for new playing fields there may be limited opportunity for new provision to be in the same area. Provision is best planned on a Borough-wide basis and key facilities focussed and clustered where they are accessible and space allows. Provision would not only be improved through new pitches but also enhancements to existing facilities to increase capacity or accessibility. New demand for pitches as a result of new housing can be met by contributions from all housing developments.</p>	<p>0</p>

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
Utilities	Energy Supply	<p>There are no significant energy supply constraint issues identified at present.</p>	<p>Energy supply constraints are difficult to assess, particularly at a local level. Enquiries to National Grid generated the response that:</p> <p><i>'As our networks are very dynamic we are keen to stress that the view of constraints on our system is of limited value. We continue to invest as new connections are added to our system we have an agreed methodology with our regulator regarding charging of our reinforcement if triggered by the new load.'</i></p> <p>The Sefton IDP (December 2014) also states that the National Grid do not envisage any fundamental problems with the level of development proposed under any of our [housing growth] options.</p> <p>Essentially, networks expand with development and attempting to calculate future thresholds and tipping points in specific areas is not deemed necessary.</p>	<p>There is currently sufficient capacity in the Obviously higher levels of population growth will create the need for an increase in energy supply. However, as development will occur gradually and as energy supply networks are flexible and dynamic, the networks will generally grow with development.</p>	
Transport/ Access	Road Network	<p>A number of major roads are located in Sefton including: A565, M57, M58, A5207, A5306, A59.</p> <p>Given the location of Sefton within Merseyside there are a number of pinch points that can be found on the network with certain corridor and junctions being most critical. These include the following key areas:</p>	<p>It is not possible to determine the precise tipping point for each sub category of transport/access given the strategic level of information reviewed.</p>	<p>Higher population levels will generate increased vehicular trips and these will provide additional pressure to the existing constrained areas of the network.</p>	-

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<ul style="list-style-type: none"> • A565 corridor • A5036 Dunning’s Bridge Road • A59 south corridor. • Switch Island <p>Recent improvements to Switch Island and the opening of the A5758 Brooms Cross Road has assisted in alleviating congestion in the area and reducing traffic flows on adjacent links.</p> <p>Other proposed highway schemes in Sefton, set out in the Local Plan, include:</p> <ul style="list-style-type: none"> • Improved access to the Port of Liverpool; • New railway station and park & ride facilities at Maghull North; • Park & ride facilities at Hall Road, Seaforth & Litherland and Waterloo railway stations; • Interchange facilities in Southport, Crosby and Maghull centres; • Upgrading of M58 Junction 1; • Improved parking facilities in Bootle, Southport, Crosby and Maghull; • Traffic management improvements along A565 and A5036 corridors; • A570 Corridor improvements; and 			

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<ul style="list-style-type: none"> Safeguarding the Aintree Curve (rail link between Bootle New Strand & Aintree) 			
	Rail Network	<p>A number of trains stations and routes are provided in Sefton. Links are provided between Bootle and Southport via Formby and Bootle and Maghull via Aintree.</p> <p>Stations currently experiencing high number of passengers include the following;</p> <ul style="list-style-type: none"> Southport; Bootle; Aintree; Ainsdale; Blundellsands & Crosby; Formby; and Maghull. <p>Major schemes planned within Sefton include:</p> <ul style="list-style-type: none"> New railway station and park & ride facilities at Maghull North; Park & ride facilities at Hall Road, Seaforth & Litherland and Waterloo railway stations; Interchange facilities in Southport, Crosby and Maghull centres; Safeguarding the Aintree Curve (rail link between Bootle New 	<p>It is not possible to determine the precise tipping point for each sub category of transport/access given the strategic level of information reviewed.</p>	<p>Higher population levels will generate increased patronage and these will provide additional pressure to the rail network.</p> <p>There are several schemes already planned, which will increase the capacity of the rail network however, depending on the level of housing growth, this may trigger a need for improved services and infrastructure.</p>	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
	Bus Network	<p>Strand & Aintree)</p> <p>Bus services operate across all areas of Sefton providing key links between the main urban areas, with high frequency services provided in the Local/Town Centres.</p> <p>The bus services in Sefton, which currently experience high number of passengers include;</p> <ul style="list-style-type: none"> • Southport Town Centre ; • A565 through Crosby and Bootle; and • A5036. <p>The major bus scheme proposed in Sefton include the proposed improved in interchanges at Maghull, Southport and Crosby.</p>	<p>It is not possible to determine the precise tipping point for each sub category of transport/access given the strategic level of information reviewed.</p>	<p>Higher population levels will generate increased patronage and these will place additional pressure on the bus network.</p> <p>It is expected that new homes in locations beyond walking distance of a bus service routes would require additional services to be provided.</p>	-
	Cycle Network	<p>The cycle network in Sefton is principally located on main roads through each of the sub-areas. These also provide access to the more local cycle network.</p> <p>A number of cycle routes are already provided across the main areas of the Borough linking to the major road network.</p> <p>Not all areas of the Borough are connected to the cycle network. A number of cycle routes are proposed</p>	<p>It is not possible to determine the precise tipping point for each sub category of transport/access given the strategic level of information reviewed.</p>	<p>There are several improvement schemes planned for the cycle network (please see sub-area tables). However, the network may need to be extended, or improved, should new housing arise in areas with poor links to the existing network.</p>	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		including: <ul style="list-style-type: none"> • Routes in Bootle located between the A5036 and Linacre Lane; • Extension of cycle route along the promenade in Crosby • A cycle route at Switch Island improving connectivity from Maghull towards Liverpool; and • Cycle routes along Southport sea-front along Marina Drive. 			
Health	Hospitals/ Clinics	<p>Southport & Formby District General is the only hospital in the Study area. However, due to their proximity to Sefton, the Borough is also served by an additional four hospitals with Accident & Emergency Facilities: Aintree University Hospital (Fazakerley) including the Walton Centre which provides dedicated neuroscience treatment; Ormskirk & District General Hospital (Ormskirk); Alder Hey Children’s Hospital (Liverpool) and Royal Liverpool Hospital (Liverpool).</p> <p>There is also Ashworth high secure hospital located on Parkbourn, Maghull. This hospital is only one of three in the country providing services for patients who require treatment and care in conditions of high security. Patients to this hospital come from the</p>	<p>Given the large catchment area of Aintree and Southport Hospitals, it is not appropriate to assess infrastructure capacity on a settlement basis.</p> <p>People may also choose to visit Ormskirk Hospital, Royal Liverpool & Alder Hey Children’s Hospital.</p> <p>The provision of hospitals across the Borough has been assessed in terms of access to existing services.</p>	<p>All households within Sefton are currently within a 30 minute peak drivetime of a hospital. Although accessibility to existing hospital services is good, it may be necessary to increase existing capacity at hospitals, across the Study area in line with demand.</p> <p>Parts of the Borough fall outside of the 30 minute travel time. This includes parts of Crosby, Formby and Southport.</p> <p>The Infrastructure Delivery Plan (2014) states there are acknowledged issues of access during the evening and at weekends from most areas. The Council, as with other neighbouring authorities, will need to work closely with the NHS Trusts who run hospitals to ensure the service provision caters for the changing population of the area.</p>	0

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		<p>North West, West Midlands or Wales.</p> <p>Most of the borough is served by the above hospitals. However, due the proximity to West Lancashire, residents of Formby are also served by Renacres private hospital in Halsall, West Lancashire.</p>			
	GPs	<p>Sefton has slightly fewer GPs than the recommended optimum level, previously set by the NHS commissioning board and based on advice published by the GP Practice Index, which is 1,600 patients per GP.</p> <p>For the whole of the Borough there are currently 170 equivalent full time GPs, whereas 174 are required for the service to be running at optimum capacity.</p> <p>The data suggests that since 2013 more surgeries are operating below maximum capacity therefore there are fewer surgeries with more than 1,600 patients registered per GP. In 2013 there were 13 surgeries with less than 1,600 patients registered per GP and in 2015 this grew to 21. Across the borough 20 surgeries saw improvements to their capacity whilst 6 saw a decline i.e. increasing number of patients per GP.</p> <p>Capacity appears to be worse at</p>	<p>It is clear that there is an existing deficiency in capacity, and GP provision will be stretched further as the population in the Borough grows. Tipping points for additional GP capacity are listed to the right.</p> <p>In terms of the geographical spread of GP practices there are 51 surgeries spread more or less evenly across the Borough indicating that access to existing services is not currently a problem.</p>	<p>The Borough as a whole is already slightly over capacity for GPs – 2%.</p> <p>There is an existing deficiency in GP capacity in Sefton. There are currently 170 equivalent full time GPs, whereas 174 are required for the service to be running at optimum capacity.</p> <p>As such, the proposed development options will trigger the need for additional GP capacity (on top of the additional GP provision required to bring the existing deficiency of 4 GPs back in line with the recommended level). Capacity could also be improved by extending opening hours or more accessible pharmacies to provide prescription and certain health services.</p> <p>Tipping Point: 0 New Homes (TP Reached)</p>	-

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<p>smaller surgeries where there is just 1 GP or the number of GPs has reduced since 2013 but patient numbers have remained stable.</p> <p>There are also two additional GP surgeries within Sefton these are: Melling Surgery (82 – 84, Waddicar Lane, Melling, L31 1DY) and The Old Roan Surgery (Oriel Drive, Aintree, L10 6NJ). These surgeries are not part of South Sefton CCG or Southport and Formby CCG. The patient list sizes and GP capacity of these surgeries have not been included in the assessment of South Sefton or Southport and Formby CCG areas surgery capacity. However, these are additional facilities in the Sefton area, where future GP provision could potentially expand. running at optimum capacity.</p>			
Education / Childcare	Primary Schools	2015 capacity information indicates that there are 22,276 primary school places in the Borough (up from 19,649 in 2012). Of these places, 2,217 (up from 1390 in 2012) are surplus, i.e. vacant.	The need for additional primary school places, arising from an increase in dwellings has been calculated using Sefton Council's method, which takes the number of dwellings arising (i.e. new households) and multiplies this figure by 17.5%.	There is a Borough-wide 2,217 surplus in primary school places in Sefton. As such, this surplus could accommodate approximately 12,669 additional dwellings before further places are required.	+
	Secondary Schools	2015 capacity information indicates that there are 17,697 secondary school places in the Borough. Of these	The need for additional secondary school places, arising from an increase in dwellings, has been calculated using Sefton Council's	There is a Borough-wide surplus of 2,886 secondary school places in Sefton. As such, this surplus could accommodate	+

Current Capacity Tipping Points Tables

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		<p>places, 2,886 are surplus, i.e. vacant.</p> <p>Private Schools include Merchant Taylors', Crosby and St Mary's College, Crosby. There is also South Sefton College for Y12 and Y13 students.</p>	<p>method, which takes the number of dwellings arising (i.e. new households) and multiplies this figure by 10.5%.</p>	<p>approximately 27,486 additional dwellings before further places are required.</p> <p>Tipping Point: Approximately 27,486 New homes.</p>	
Emergency Services	Fire Service	<p>Merseyside Fire and Rescue Service serves the whole of Merseyside from 25 stations (this excludes Allerton Fire Station that closed in April 2015). The HQ is in Bootle.</p> <p>The Merseyside Fire and Rescue emergency operational fleet at present comprises: "...28 fire engines, 5 Rescue boats, 4 aerial appliances, and numerous specialist response and support vehicles which are based at 27 fire and rescue stations across Merseyside."</p> <p>The current fleet of 28 fire engines is a significant drop from 42 in 2013.</p> <p>The Merseyside Fire and Rescue Emergency website currently states that "<i>The Services response standards remain amongst the fastest in the country. They are set out as:</i></p> <ul style="list-style-type: none"> <i>We will attend any life risk emergency incident on Merseyside within 10 minutes of being requested.</i> 	<p>As Merseyside Fire and Rescue Service serves the whole of Merseyside, it is difficult to make locationally specific capacity assumptions. We can, however, identify the drive-time catchments from fire stations and identify areas which are not well served by a fire service in terms of response times.</p> <p>There is a good provision of Fire Stations throughout Sefton and the Merseyside Fire & Rescue Service Plan 2014/15 states that the Merseyside Fire and Rescue Service: "...have worked hard over the last year to anticipate the impact of the cuts and reduce the effect they will have on our communities by identifying options that have kept all our community fire stations open."</p> <p>MFRA website states that the Authority has already made significant reductions in its support services and staffing. The number of firefighters the Authority employs has been reduced from 1,400 to 764, with fire engines reduced from 42 to 28 across the county. All but two stations have one fire engine.</p> <p>Merseyside Fire and Rescue Services are</p>	<p>Currently, the vast majority of the Borough is within a 15 minute emergency response time for fire services.</p> <p>It is unlikely that any new homes will be located beyond the existing 10 minute response time isochrones. However, depending on the level of new housing provided for, this may be sufficient to justify improvements to existing services in terms of the number of vehicles and crew made available.</p> <p>The reduction in emergency vehicles, fire stations and officers across Merseyside may continue as further cuts are expected. This contraction of the fire service may have a direct impact or indirect implications on services with Sefton Borough as declining resources may have to be shared across local authority boundaries.</p>	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)
		<ul style="list-style-type: none"> <i>We will aim to achieve this on 90% of occasions”</i> <p>Each settlement within Sefton is covered by one or two fire stations which provide less than 10 minute response time to residents within these areas. The settlements and respective fire stations are listed below:</p> <ul style="list-style-type: none"> • Bootle - Kirkdale Fire Station • Crosby – Crosby Road North, Crsoby and Buckley Hill Lane, Netherton • Formby - Formby Community Fire Station • Maghull - Buckley Hill Lane, Thornton • Netherton - Buckley Hill Lane Fire Station and Longmoor Lane, Aintree • Southport - Southport Fire Station <p>There are four fire stations in Sefton and those at Southport, Formby, Bootle/Netherton have recently been replaced providing modern facilities.</p>	<p>having to save £6.3 million in 2015/16; the Authority has identified £2.9 million from support services (such as finance, human resources and estates management) and technical areas such as debt financing. The Service has announced that the remaining £3.4 million, therefore, has to come from our emergency response and this will require the equivalent of at least four station mergers or outright station closures.</p> <p>The service is currently looking at 3 mergers across Merseyside although none of these would result in a merged service of the stations serving settlements within Sefton.</p> <p>It is proposed that the no mergers or potential closures would result in response times exceeding the MFRA 10 minute target. The current national average response time is 7 minutes 24 seconds.</p>	
	Ambulance Service	Ambulance services are administered by NWAS NHS Trust, which covers 5,400 square miles. The service includes 109 ambulance stations across the NW, 1 HQ, 3 emergency operations centres, one support	The ambulance service serves the North West of England and therefore it is not necessarily appropriate to make locationally specific capacity assumptions, particularly given the mobile nature of many their operations. However, it is important to	Ambulance service performance is currently good for the area but is likely to be impacted if the NWAS is forced to close stations as a result of budget cuts.

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<p>centre, two patient transport control rooms and two HART buildings. The ambulance service has over 1,000 emergency & non-emergency vehicles.</p> <p>Each settlement within Sefton is covered by one or two ambulance stations which provide less than 8 minute response time to residents within these areas. The settlements and respective ambulance stations are listed below:</p> <ul style="list-style-type: none"> • Crosby - Crosby Road North, Waterloo • Formby - Church Road, Formby • Maghull - Kenyons Lane, Lydiate (trial location Buckley Hill), together with the A&E service at Aintree University Hospital • Netherton – ambulance stations in Crosby, Bootle and Maghull in addition to the A&E facility at Aintree University Hospital • Southport - Court Road, Southport, together with the A&E facility at Southport & Formby District General Hospital 	<p>consider response times, and on a settlement specific basis we have identified where there are ambulance stations.</p> <p>The North West Ambulance Service NHS Trust Annual Report 2013/2014 identified that the ambulance service had a tremendously successful year in which all of the key national targets were delivered.</p> <p>As a response to the need to make spending cuts a full trial started on 25 November for six months involving the move of Paramedic Emergency Service (PES) from Kenyons Lane, Lydiate Ambulance Station (Maghull) to the Merseyside Fire and Rescue Community Fire Station at Buckley Hill.</p>	<p>In addition, it is likely that there will be a small proportion of new homes located outside the existing 8 minute response time isochrones. This may be more than expected if some stations close. Depending on the levels of new housing, provided for, this may be sufficient to justify improvements to existing services in terms of the number of vehicles and crew made available or the provision of new ambulance stations in residential areas outside the 8 minute response time isochrone. However, considering the current financial constraints and the potential closures the chances of new provision in the short and medium term are unlikely to alleviate pressures on the service.</p> <p>Ambulance provision is a regional service and provision is made on a wide spatial scale with a network of stations. Mergers and closures in the wider north west are likely to impact on resources across the region and ultimately could put pressure on Sefton’s services even without the construction of any new homes.</p>	
Local Retail/	Town, District or	Sefton has 2 town centres (Bootle and Southport), 4 district centres (Crosby,	Tipping points cannot be calculated in terms of the requirement for additional town, district	Many urban areas within the Borough are within 800m (15 – 20 minute walk) of a town,	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)
Services	Local Centre	<p>Waterloo, Formby and Maghull) and 5 local centres (Old Roan, Netherton, Churchtown, Birkdale and Ainsdale.</p> <p>Between these centres, the Borough offers a good range of shops and services, including large supermarkets, health centres, libraries and leisure and entertainment facilities.</p> <p>In terms of access to these centres much of Sefton’s urban area is within a 15-20 minute walk of them.</p> <p>The Town Centres includes a wide range of services including banks, supermarkets, restaurants, health centre, library, police station etc.</p> <p>District centres are smaller than the two town centres but still offer a wide range of shops and services and include units such as a library, pharmacy, small cinema, leisure centre and supermarkets.</p> <p>Areas to the north of Crosby, particularly the north east and north west, are not within walking distance of a centre. There are large parts of north, south, east and west Formby, which are not within easy walking distance of the centre or a local shopping parade.</p>	<p>or local centres in line with population growth. A general picture of capacity has therefore been determined by looking at the accessibility and range of services in existing centres.</p> <p>An accessibility buffer of 800m (approximately 15 – 20 minutes walk) has been applied to centres. Development outside these buffers, and particularly areas which are also outside the 400m accessibility buffers for local shopping parades (see below), may trigger the requirement for additional retail and other service provision, depending on the amount of development proposed.</p> <p>The removal of the local centre status of Shakespeare Road and Seaforth means more of existing Sefton residents live outside of the 15-20 minute buffer. However, the same proportion will live within the buffer of either a town, district or local centre, or a local shopping parade.</p>	<p>district or local centre.</p> <p>Much of rural Sefton and certain urban areas within Sefton are outside these accessibility buffers, including:</p> <ul style="list-style-type: none"> • Areas to the west and far north and south of Southport; • Areas to the north of Crosby; • All areas around the central area of Formby; • Large areas of Maghull, which are outside the central area; and • Large areas to the west and south of Netherton <p>New housing development outside these buffers, particularly in areas which are also outside the 400m accessibility buffers for local shopping parades (see below) may trigger the requirement for additional retail and other service provision, depending on the amount of development proposed.</p>


Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		<p>The majority of Netherton is outside the walking distance buffers of a town, district or local centre, although the remainder of Netherton is reasonably well served by local shopping parades.</p> <p>The north and south of Southport are not as well catered for in terms of access to centres as the rest of Southport. The spread of centres, leaves a large part of the Southport area outside the recommended walking distance of a centre.</p>			
	Local Shopping Parade	<p>Sefton has many local shopping parades, distributed more or less evenly across the urban areas of the Borough.</p> <p>The range of shops and services in these parades differ. However, as a minimum they usually consist of a newsagent, local convenience shop, and one or two other local services such as a launderette or hot food takeaway.</p> <p>The vast majority of urban areas within Sefton are within 400m of a local shopping parade.</p> <p>The following areas are not within a reasonable walking distance of either a local shopping parade, or a</p>	<p>Tipping points cannot be calculated in terms of the requirement for additional local shopping parades, in line with population growth. A general picture of capacity has therefore been determined by looking at the accessibility and range of services in existing local shopping parades.</p> <p>An accessibility buffer of 400m (approximately 10 minutes walk) has been applied to local shopping parades. Development outside these buffers, particularly areas which are also outside the 800m accessibility buffers for centres (see above) may trigger the requirement for additional retail and other service provision, depending on the amount of development proposed.</p>	<p>The vast majority of urban areas within Sefton are within 400m of a local shopping parade.</p> <p>Bootle and Netherton benefit from the best accessibility to local centres the majority of these areas being within 400m local of a local shopping parade.</p> <p>Much of rural Sefton and certain urban areas within Sefton are outside these accessibility buffers, including:</p> <ul style="list-style-type: none"> • Areas to the west, north and south of Southport; • Areas to the north of Crosby; • Areas around the central area of Formby; • Areas to the north and east and west of Maghull. 	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		town/district/local centre: <ul style="list-style-type: none"> • areas to the north of Crosby, in Blundellsands and Hightown • large parts of the north, south, east and west of Formby • the outskirts of urban areas and the more rural areas to the north and east of Maghull 		New housing development outside these buffers, particularly in areas which are also outside the 800m accessibility buffers for centres (see above) may trigger the requirement for additional retail and other service provision, depending on the amount of development proposed.	
	Leisure Centres	There are 8 leisure centres in Sefton, distributed as follows: 1 in Southport, 1 in Bootle, 2 in Netherton, 2 in Crosby, 1 in Maghull and 1 in Formby. Most Sefton residents are at least within a short drive / bus /rail journey of a leisure centre (if not within walking / cycling distance). The leisure centre provision in Sefton is summarised below: <ul style="list-style-type: none"> • Bootle - located centrally, close to public transport close to high frequency bus routes and rail station. • Crosby - located close to the coast to the south of Crosby. They are both within easy walking distance of train stations and bus routes. • Formby - located centrally, within easy walking distance of a train station and bus routes. 	Leisure centre provision has been assessed in terms of accessibility and location.	Although there is no specific, recommended accessibility distance from leisure centres, it is clear that most of Sefton would be within a short drive or public transport journey of a leisure centre and several urban areas would be within a shorter walking or cycling distance. However, some areas (mainly rural, peripheral areas), are more than a 10 minute drive from a leisure centre and may not benefit from a regular bus service. New housing in areas where there are no easily accessible leisure centres at present, will likely trigger the need for either the improvement of existing facilities and access to these, or the need for additional, new leisure centres.	0

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)
		<ul style="list-style-type: none"> • Maghull & Aintree - located more or less centrally, close to the district centre and within easy walking distance of bus routes and within approximately 800m (15- 20 min walk) of the nearest train station. • Netherton - One is located to the north of Netherton, the other to the south, close to the border with Bootle. Both are within urban areas, within walking distance of local residents and bus routes. • Southport - located more or less centrally, close to the coast. This centre is within easy walking distance Southport Town centre and bus routes, and approximately 1.4km from the nearest rail station. 		
Summary:	<p>Infrastructure provision in Sefton has not change substantially since the previous Consequences Study was published in 2013 and continues to benefit from reasonable infrastructure provision. Some areas, particularly the coastal strip and rural areas are less well-served for services such as shops, leisure centres, health services, schools, playing pitches and parks. Overall, however, access to these services is fairly good.</p> <p>Primary and secondary schools across the borough all have capacity with the exception of one secondary school in Formby based on data from May 2015. As such, some sub-areas are better placed to accommodate additional housing before triggering the requirement for additional investment/provision to be made. In terms of GP provision, surgeries across Sefton are currently running over capacity. Consequently, any new housing would create a need for additional GPs/extended hours or potentially new surgeries to cope with demand. It is generally smaller surgeries where GPs are most stretched.</p>			<p>Overall Suitability for Housing Growth Based on Infrastructure Capacity:</p>  <p>(Note: this is a baseline position and does not consider environmental constraints nor the costs associated with additional infrastructure)</p>

Current Capacity Tipping Points Tables

Theme	Infrastructure Type	Existing Provision in The Study Area	Provision Commentary & Rationale	Tipping Point for Infrastructure Type (Capacity for New Homes)	
		In terms of public open space, there are a number of larger scale parks (Borough/district/neighbourhood) and accessible nature spaces across the Borough. These larger areas of open space are generally more able to accommodate the needs of an increased population through improvements. Smaller local parks and children’s play areas, however, are sparse in some parts of the Borough and it is likely that new housing in these areas would create a need for additional provision. Larger housing schemes which are most likely to put pressure on such resources may provide play areas or open space as part of the development.			

+	Current capacity that can accommodate anticipated growth.	o	'Required' Infrastructure that may need to be provided.	-	'Fundamental' and 'Essential' Infrastructure that will require provision as population grows	-	Current under provision/problems and critical to housing growth
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APPENDIX 4 – SPECIFIC CAPACITY TIPPING POINTS INDICATORS

Infrastructure Type	Capacity tipping point indicator
Healthcare	
GP Provision	Based on the South Sefton and Southport & Formby CCGs GP patient list sizes for each GP Practice, 2012. GP capacity then assessed as to whether the recommended optimum figure of 1,600 patients per GP which was based on advice published by the GP Practice Index (2015) would be met in each sub-area.
Education	
Primary and Secondary Schools	Based on capacity figures for all primary and secondary schools, received from Sefton Council’s Business Intelligence and Performance Division in September 2015.

Appendix 5 - Trip Generation for All Options

	Option A						Option Ai						Option B						Option C					
	AM			PM			AM			PM			AM			PM			AM			PM		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Southport North	77	181	258	187	110	297	77	181	258	187	110	297	77	181	258	187	110	297	133	313	446	323	190	513
Southport Central	197	465	663	480	282	762	197	465	663	480	282	762	197	465	663	480	282	762	239	564	804	582	342	924
Southport South	43	101	143	104	61	165	43	101	143	104	61	165	43	101	143	104	61	165	43	101	143	104	61	165
Ainsdale	73	171	244	177	104	280	73	171	244	177	104	280	73	171	244	177	104	280	73	171	244	177	104	280
Formby West	12	29	41	30	17	47	12	29	41	30	17	47	12	29	41	30	17	47	68	161	229	166	97	263
Formby North East	54	126	180	130	77	207	54	126	180	130	77	207	54	126	180	130	77	207	166	390	556	402	237	639
Formby South East	62	146	208	151	89	239	62	146	208	151	89	239	189	446	636	460	271	731	217	512	730	528	311	839
Hightown	18	43	61	44	26	70	18	43	61	44	26	70	18	43	61	44	26	70	130	307	437	316	186	502
Crosby North	9	21	30	22	13	35	9	21	30	22	13	35	9	21	30	22	13	35	93	219	312	226	133	359
Thornton	99	234	333	241	142	382	99	234	333	241	142	382	118	279	397	287	169	456	132	312	444	321	189	510
Crosby South	8	19	28	20	12	32	8	19	28	20	12	32	8	19	28	20	12	32	8	19	28	20	12	32
Seaforth	8	19	27	20	12	31	8	19	27	20	12	31	8	19	27	20	12	31	8	19	27	20	12	31
Lydiate	47	111	157	114	67	181	131	309	439	318	187	505	243	573	815	590	347	937	481	1134	1614	1168	687	1855
Maghull	261	615	875	633	372	1006	304	717	1021	739	434	1173	413	975	1388	1004	591	1595	497	1173	1670	1208	711	1919
Aintree	54	128	182	132	77	209	54	128	182	132	77	209	239	563	801	580	341	921	239	563	801	580	341	921
Litherland	28	67	95	69	40	109	28	67	95	69	40	109	28	67	95	69	40	109	28	67	95	69	40	109
Netherton	66	156	222	161	94	255	66	156	222	161	94	255	70	164	234	169	99	268	112	263	375	271	159	430
Bootle North	129	304	433	313	184	498	129	304	433	313	184	498	129	304	433	313	184	498	129	304	433	313	184	498
Bootle South	52	124	176	127	75	202	52	124	176	127	75	202	52	124	176	127	75	202	52	124	176	127	75	202
Total	1298	3060	4358	3152	1854	5007	1425	3360	4786	3462	2036	5498	1981	4670	6652	4812	2831	7643	2849	6716	9566	6920	4071	10991

Appendix 5 - Routing Description

Location	Route	Description	
Southport	1	A565	The Plough Roundabout - Park Road
	2		Park Road - A5267/A565 Roundabout (to south of Southport)
	3	A570	A565 (Southport Town Centre) / Kew Reatil Park Roundabout
	4	A5267	A565 - A570 (N)
	5		A570 - A565 (S)
	6	A565	A5267/A565 Roundabout (to south of Southport) - Coastal Road / NCN 62
	7	A565 (Formby Bypass)	Coastal Road / NCN 62 - Southport Road Roundabout (Warren Farm)
Formby	8	A565 (Formby Bypass)	Southport Road Roundabout (Warren Farm) - B5424 / Liverpool Road Roundabout
	9	A565	B5424 / Liverpool Road Roundabout - Ince Blundell
	10		Ince Blundell - Broom's Cross Road
	22	B5195	
Crosby	11	Broom's Cross Road	
	12	A565	Broom's Cross Road - A565 / Richmond Rd / The Northern Rd / Oaklands Rd Roundabout
	13		A565 / Richmond Rd / The Northern Rd / Oaklands Rd Roundabout - A5036
	23	A5207	Norther Perimeter Road
Aintree/Maghull	18	A59	(North of) Switch Island - Sefton Boundary
	19	M58	
	20	M57	
	24	Maghull Lane / A506	M58 Junction 1 - Prescott Road/A506 Roundabout
	26	Aintree Lane	
Bootle/Netherton	14	A565	A5036 - Sefton Boundary
	15	A5036	A565 - Switch Island Junction
	16	A5038	A5036 - Sefton Boundary
	17	A59	(South of) Switch Island - Sefton Boundary
	25	A5058	A565 - A59
	21	Switch Island Junction	

Appendix 5 - Traffic Assignment on Key Routes

Option A & Option A1

Option A - AM		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
		AS65		AS70	AS267		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65	
		Plough R'bout - B5280	B5280 - AS267	AS65 - Kew R'bout	AS70 - AS65 (N)	AS70 - AS65 (S)	AS267 - NCN62	NCN62 - Warren Farm	Warren Farm - L'pool Road	L'pool Road - Ince Blundell	Ince Blundell - Broom's Cross Rd	AS65 - Switch Island	Broom's Cross Rd - Gt Crosby R'bout	Gt Crosby R'bout - AS036	AS036 - Liverpool	AS65 - Switch Island	AS036 - Liverpool	Switch Island - Liverpool	Switch Island - Ormskirk	M58	M57	Switch Island	B5195	AS207	AS036	AS65 - AS9	Within MSOA	Aintree Lane		
Origin	Southport	Southport North	133	109	61	98	37	39	36	32	26	0	29	25	21	17	1	0	11	0	7	7	0	0	0	0	27	1		
		Southport Central	93	0	285	143	158	120	108	108	96	87	0	87	76	62	17	3	0	11	0	17	17	0	0	0	0	235	4	
		Southport South	14	29	81	14	102	17	33	33	28	26	1	14	19	4	1	0	7	0	4	4	0	0	2	0	12	1		
	Formby	Ainsdale	20	82	53	0	226	67	78	40	63	10	57	3	49	40	3	0	13	0	0	0	0	0	0	0	18	3		
		Formby West	1	5	0	0	1	7	7	31	25	23	8	15	14	11	2	1	0	1	7	8	3	1	0	0	6	0		
		Formby North East	1	5	25	0	0	4	30	153	45	109	34	85	58	45	10	3	0	3	31	34	14	7	0	0	27	2		
	Crosby	Formby South East	5	25	0	0	3	31	31	153	176	115	39	77	67	53	12	3	0	7	35	39	13	0	0	0	15	3		
		Hightown	0	3	0	0	1	4	4	6	59	51	15	36	21	7	2	0	2	6	9	15	0	0	0	2	1			
		Crosby North	0	0	0	0	0	1	1	1	2	2	0	7	18	22	2	1	0	2	1	4	2	7	0	0	2	0		
		Crosby South	0	1	0	0	0	1	1	2	2	2	0	3	25	12	0	0	0	1	25	0	0	0	0	0	2	0		
		Seaforth	0	1	0	0	0	1	1	2	2	2	0	5	12	0	0	0	0	2	4	6	1	0	0	0	2	1		
	Aintree / Maghull	Thornton	2	15	0	0	3	20	20	31	43	20	51	267	153	114	79	13	0	11	33	47	91	0	0	0	183	0		
		Maghull	1	0	31	1	3	3	3	19	9	9	17	8	32	42	249	145	112	511	65	0	278	11	0	0	199	0		
		Lytelton	1	0	1	1	1	1	1	2	2	2	1	2	6	42	27	20	233	2	0	4	2	0	0	4	24	0		
		Aintree	1	0	6	1	1	1	1	5	5	5	0	2	10	42	39	99	4	23	5	11	37	0	0	28	0			
		Bootle North	1	13	0	0	1	15	15	19	24	24	0	27	65	53	331	301	0	10	23	0	0	0	0	0	66	79		
	Bootle / Netherton	Litherland	1	3	0	0	4	4	4	6	8	0	10	37	75	5	0	0	3	5	15	22	0	0	0	0	11	2		
		Netherton	1	8	0	0	1	9	9	18	15	15	0	9	18	18	79	4	4	18	41	26	33	0	0	26	8			
		Bootle South	7	7	0	0	1	8	8	11	13	13	0	15	33	124	0	0	0	5	10	0	0	0	0	0	19	7		
	Total	288	325	524	257	382	557	389	704	712	609	173	766	705	711	921	609	628	236	771	189	301	886	48	254	231	100	650	180	

Option A - PM		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
		AS65		AS70	AS267		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65	
		Plough R'bout - B5280	B5280 - AS267	AS65 - Kew R'bout	AS70 - AS65 (N)	AS70 - AS65 (S)	AS267 - NCN62	NCN62 - Warren Farm	Warren Farm - L'pool Road	L'pool Road - Ince Blundell	Ince Blundell - Broom's Cross Rd	AS65 - Switch Island	Broom's Cross Rd - Gt Crosby R'bout	Gt Crosby R'bout - AS036	AS036 - Liverpool	AS65 - Switch Island	AS036 - Liverpool	Switch Island - Liverpool	Switch Island - Ormskirk	M58	M57	Switch Island	B5195	AS207	AS036	AS65 - AS9	Within MSOA	Aintree Lane		
Origin	Southport	Southport North	153	126	71	113	42	45	41	41	36	0	45	39	29	24	5	1	13	0	8	8	0	0	0	0	31	1		
		Southport Central	107	0	328	164	181	138	124	124	110	100	0	100	87	71	19	4	0	36	0	19	19	0	0	0	0	270	5	
		Southport South	16	33	93	16	30	118	38	38	32	5	30	27	22	5	2	0	0	8	0	5	5	0	0	0	14	1		
	Formby	Ainsdale	23	94	60	0	260	76	90	90	65	72	65	90	66	72	3	0	15	0	11	5	0	0	0	0	20	3		
		Formby West	1	6	0	0	1	7	7	36	12	29	6	16	12	3	1	0	0	1	8	9	4	2	0	0	7	0		
		Formby North East	6	29	0	0	4	35	35	176	125	114	39	75	67	52	11	4	0	5	4	35	39	16	8	0	0	31	2	
	Crosby	Formby South East	6	29	0	0	4	35	35	176	202	133	44	88	77	61	14	3	0	8	4	40	44	15	10	0	0	18	3	
		Hightown	0	3	0	0	1	4	4	7	67	59	17	42	35	24	8	3	0	2	10	7	17	0	0	0	2	1		
		Crosby North	0	0	0	0	0	1	1	1	2	2	0	8	21	25	3	0	0	1	3	4	0	0	0	0	2	0		
		Crosby South	0	1	0	0	0	2	2	2	3	3	0	4	29	14	0	0	0	3	5	7	8	0	0	0	3	0		
		Seaforth	0	1	0	0	0	1	1	2	2	2	0	3	14	0	0	0	0	1	3	4	0	0	0	0	2	0		
	Aintree / Maghull	Thornton	2	17	0	0	4	23	23	36	50	50	59	306	176	38	131	15	0	13	38	53	104	0	0	0	0	7	5	
		Maghull	0	0	0	0	0	3	3	21	11	11	20	9	37	49	286	166	129	584	75	0	435	13	0	0	229	0		
		Lytelton	0	0	0	0	1	1	1	2	2	2	1	4	7	48	31	2	0	123	143	36	2	0	0	4	0			
		Aintree	1	0	7	1	1	1	1	3	5	5	0	5	6	4	5	26	6	43	114	43	10	0	0	6	114	155		
		Bootle North	2	14	0	0	1	17	17	21	28	28	0	31	74	61	150	346	0	11	26	0	0	0	0	0	76	10		
	Bootle / Netherton	Litherland	1	4	0	0	0	5	5	7	9	0	11	12	42	86	6	0	3	5	17	25	0	0	0	0	12	2		
		Netherton	2	9	0	0	1	11	11	14	17	17	0	21	12	200	91	0	9	14	47	30	0	0	0	0	30	9		
		Bootle South	8	8	0	0	1	11	11	14	17	17	0	21	12	200	91	0	9	14	47	30	0	0	0	0	30	9		
	Total	328	373	558	293	435	640	447	808	818	1058	198	881	810	817	1058	700	721	272	884	218	346	1018	55	292	265	115	747	207	

Option A1 - AM		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
		AS65		AS70	AS267		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65	
		Plough R'bout - B5280	B5280 - AS267	AS65 - Kew R'bout	AS70 - AS65 (N)	AS70 - AS65 (S)	AS267 - NCN62	NCN62 - Warren Farm	Warren Farm - L'pool Road	L'pool Road - Ince Blundell	Ince Blundell - Broom's Cross Rd	AS65 - Switch Island	Broom's Cross Rd - Gt Crosby R'bout	Gt Crosby R'bout - AS036	AS036 - Liverpool	AS65 - Switch Island	AS036 - Liverpool	Switch Island - Liverpool	Switch Island - Ormskirk	M58	M57	Switch Island	B5195	AS207	AS036	AS65 - AS9	Within MSOA	Aintree Lane		
Origin	Southport	Southport North	133	109	61	98	37	39	36	32	26	0	29	25	21	17	1	0	11	0	7	7	0	0	0	0	27	1		
		Southport Central	93	0	285	143	158	120	108	108	96	87	0	87	76	62	17	3	0	11	0	17	17	0	0	0	0	235	4	
		Southport South	14	29	81	14	102	17	33	33	28	26	1	14	19	4	1	0	7	0	4	4	0	0	0	0	12	1		
	Formby	Ainsdale	20	82	53	0	226	67	78	40	63	10	57	3	49	40	3	0	13	0	0	0	0	0	0	0	18	3		
		Formby West	1	5	0	0	1	7	7	31	25	23	8	15	14	11	2	1	0	1										

Appendix 5 - Traffic Assignment on Key Routes

Option B & Option C

Option B - AM		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
		AS65		AS70	AS267		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65	
		Plough R'bout - B5280	B5280 - AS267	AS65 - Kew R'bout	AS70 - AS65 (N)	AS70 - AS65 (S)	AS267 - NCN62	NCN62 - Warren Farm	Warren Farm - L'pool Road	L'pool Road - Ince Blundell	Ince Blundell - Broom's Cross Rd	AS65 - Switch Island	Broom's Cross Rd - Gt Crosby F'bout	Gt Crosby F'bout - AS5036	AS5036 - Liverpool	AS65 - Switch Island	AS5036 - Liverpool	Switch Island - Liverpool	Switch Island - Ormskirk	M58	M57	Switch Island	BS195	AS207	AS506	AS508	Within M50A	Aintree Lane		
Origin	Southport	133	109	61	98	37	39	36	32	26	0	29	25	21	5	0	7	0	11	0	7	0	0	0	0	0	27	1		
	Southport Central	93	0	285	143	158	120	108	96	87	0	87	76	62	17	3	0	11	0	17	0	17	0	0	0	0	235	4		
	Southport South	14	29	81	14	102	17	33	28	26	0	26	19	4	1	0	0	7	0	4	0	4	0	0	0	12	1			
	Ainsdale	20	82	78	0	67	0	226	57	0	77	3	49	0	0	0	13	0	0	0	0	0	0	0	0	18	3			
	Formby	Formby West	1	5	0	0	1	7	7	31	25	23	8	15	14	11	2	1	1	7	8	3	1	0	0	0	6	0		
	Formby North East	5	25	0	0	4	80	30	153	85	109	34	58	45	10	3	0	4	1	31	24	14	7	0	0	27	2			
	Formby South East	15	76	0	0	10	93	93	468	537	353	235	204	102	37	9	0	21	11	108	118	41	0	0	0	47	8			
	Hightown	0	3	0	0	1	4	4	6	59	51	15	36	30	21	7	2	0	6	9	15	0	0	0	0	2	1			
	Crosby	Crosby North	0	0	0	0	0	0	1	2	0	7	18	22	2	2	1	0	2	1	4	2	7	0	0	0	2	0		
	Crosby South	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Seaforth	0	1	0	0	0	1	1	2	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Thornton	2	17	0	0	4	24	24	37	52	61	318	182	136	94	15	0	14	39	56	108	0	0	0	0	0	8	5		
	Maghull	0	0	0	0	4	4	4	29	15	15	27	13	51	67	395	229	178	810	103	0	0	0	0	0	158	0			
	Aintree / Maghull	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Aintree	4	0	27	4	21	4	4	10	21	21	0	20	44	21	185	171	438	101	22	164	0	0	0	0	0	55	595		
	Bootle / Netherton	Bootle North	1	13	0	0	1	15	15	19	24	24	0	27	65	53	301	0	10	23	0	0	0	0	0	0	66	79		
	Litherland	1	3	0	0	4	4	4	6	8	0	10	37	75	5	0	0	3	5	15	22	0	0	0	0	11	2			
	Netherton	2	8	0	0	1	10	10	8	10	16	16	0	19	13	19	183	83	4	19	43	64	0	0	0	27	8			
	Bootle South	7	7	0	0	1	8	8	11	13	13	0	15	33	124	13	0	0	10	0	0	0	0	0	0	0	19	7		
	Total	299	379	507	258	187	631	463	1051	1111	1435	282	999	922	925	1415	971	726	1679	322	642	1737	91	332	459	100	901	646		

Option B - PM		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
		AS65		AS70	AS267		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65	
		Plough R'bout - B5280	B5280 - AS267	AS65 - Kew R'bout	AS70 - AS65 (N)	AS70 - AS65 (S)	AS267 - NCN62	NCN62 - Warren Farm	Warren Farm - L'pool Road	L'pool Road - Ince Blundell	Ince Blundell - Broom's Cross Rd	AS65 - Switch Island	Broom's Cross Rd - Gt Crosby F'bout	Gt Crosby F'bout - AS5036	AS5036 - Liverpool	AS65 - Switch Island	AS5036 - Liverpool	Switch Island - Liverpool	Switch Island - Ormskirk	M58	M57	Switch Island	BS195	AS207	AS506	AS508	Within M50A	Aintree Lane		
Origin	Southport	153	126	61	113	42	45	41	41	36	0	45	41	33	29	24	5	0	24	8	8	0	0	0	0	31	1			
	Southport Central	107	0	328	164	181	138	124	124	110	100	0	100	87	0	0	0	36	0	19	19	0	0	0	0	0	270	5		
	Southport South	16	33	93	16	30	118	38	38	32	5	30	27	22	5	4	0	0	0	0	5	0	0	0	0	0	14	1		
	Ainsdale	23	94	60	0	76	0	260	76	65	90	65	90	46	11	3	0	15	0	11	11	5	0	0	0	20	3			
	Formby	Formby West	1	6	0	0	1	7	6	36	29	26	9	16	12	3	1	0	1	1	2	0	0	0	0	0	7	0		
	Formby North East	6	29	0	0	4	35	35	176	125	114	39	75	67	52	11	3	0	5	4	35	39	16	8	0	0	31	2		
	Formby South East	17	87	0	0	11	107	107	537	617	405	136	269	234	186	42	10	0	24	12	124	47	32	0	0	54	9			
	Hightown	0	3	0	0	1	4	4	7	57	4	17	42	8	3	0	0	0	2	10	2	0	0	0	0	0	2	0		
	Crosby	Crosby North	0	0	0	0	0	1	1	1	21	21	25	14	2	1	0	0	1	3	8	0	0	0	0	0	2	0		
	Crosby South	0	1	0	0	0	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Seaforth	0	1	0	0	0	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0		
	Thornton	3	20	0	0	4	27	27	43	59	59	70	366	210	45	156	18	0	16	45	64	125	6	0	0	9	6			
	Maghull	0	0	0	0	0	5	5	0	34	17	17	31	44	28	77	453	263	205	927	118	77	0	0	0	363	0			
	Aintree / Maghull	0	0	0	0	3	3	3	10	11	11	0	14	58	17	251	163	122	712	60	186	572	13	0	0	228	0			
	Aintree	4	0	27	4	3	4	4	12	24	24	0	23	24	26	12	50	212	197	503	116	26	0	0	0	63	683			
	Bootle / Netherton	Bootle North	2	14	0	0	1	17	17	21	28	28	0	31	74	61	150	346	0	11	26	0	0	0	0	0	76	11		
	Litherland	1	4	0	0	0	5	5	7	9	9	0	11	12	42	86	6	0	3	5	17	25	0	0	0	0	12	2		
	Netherton	2	9	0	0	1	11	11	14	18	18	0	22	18	18	95	0	0	15	21	49	0	0	0	0	12	10			
	Bootle South	8	8	0	0	1	8	8	9	15	15	0	17	38	15	38	15	0	6	18	18	0	0	0	0	0	21	8		
	Total	343	436	582	296	445	725	1207	1276	1016	324	1147	1060	1063	1115	834	1925	370	708	1995	382	105	382	528	115	1035	742			

Option C - AM		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		
		AS65		AS70	AS267		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65		AS65	
		Plough R'bout - B5280	B5280 - AS267	AS65 - Kew R'bout	AS70 - AS65 (N)	AS70 - AS65 (S)	AS267 - NCN62	NCN62 - Warren Farm	Warren Farm - L'pool Road	L'pool Road - Ince Blundell	Ince Blundell - Broom's Cross Rd	AS65 - Switch Island	Broom's Cross Rd - Gt Crosby F'bout	Gt Crosby F'bout - AS5036	AS5036 - Liverpool	AS65 - Switch Island	AS5036 - Liverpool	Switch Island - Liverpool	Switch Island - Ormskirk	M58	M57	Switch Island	BS195	AS207	AS506	AS508	Within M50A	Aintree Lane		
Origin	Southport	230	189	62	170	64	68	62	55	45	0	49	44	37	8	0	0	12	12	0	0	0	0	0	0	47	1			
	Southport Central	113	0	346	173	191	146	131	131	116	105	0	105	92	75	20	0	19	0	21	21	0	0	0	0	285	5			
	Southport South	14	29	81	14	102	17	33	28	26	0	26	19	4	1	0	0	7	0	4	4	0	0	0	0	12	1			
	Ainsdale	20	82	53	0	67	0	226	57	0	77	3	49	0	0	0	13	0	0	0	0	0	0	0	0	18	3			
	Formby	Formby West	6	30	0	0	4	36	36	176	127	43	85	77	4	139	6	0	19	0	18	4	18	0	0	35	3			
	Formby North East	17	77	0	0	11	473	336	307	94	105	0	202	179	139	30	9	0	11	139	105	5	43	0	0	82	5			
	Formby South East	17	87	0	0	11	107	107	537	616	405	136	269	234	186	42	10	0	24	12	124	47	32	0	0	54	9			
	Hightown	0	3	0	0	1	4	4	7	57	4	17	42	8	3	0	0	0	2	10	2	0	0	0	0	0	2	0		
	Crosby	Crosby North	0	0	0	0	0	1	1	2	21	21	25	14	2	1	0	0	1	3	8	0	0	0	0	0	2	0		
	Crosby South	0	1	0	0	0	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Seaforth	0	1	0	0	0	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Thornton	3	20	0	0	4																								

Appendix 6 Transport Maps

Figure 3.1: Traffic Flows in pcu – 2012 Base Year, AM



Figure 3.2: Traffic Flows in pcu – 2030 Assessment Scenario, AM



Figure 3.3: Traffic Flow Differences in pcu (2030 Assessment Scenario – 2012 Base Year), AM

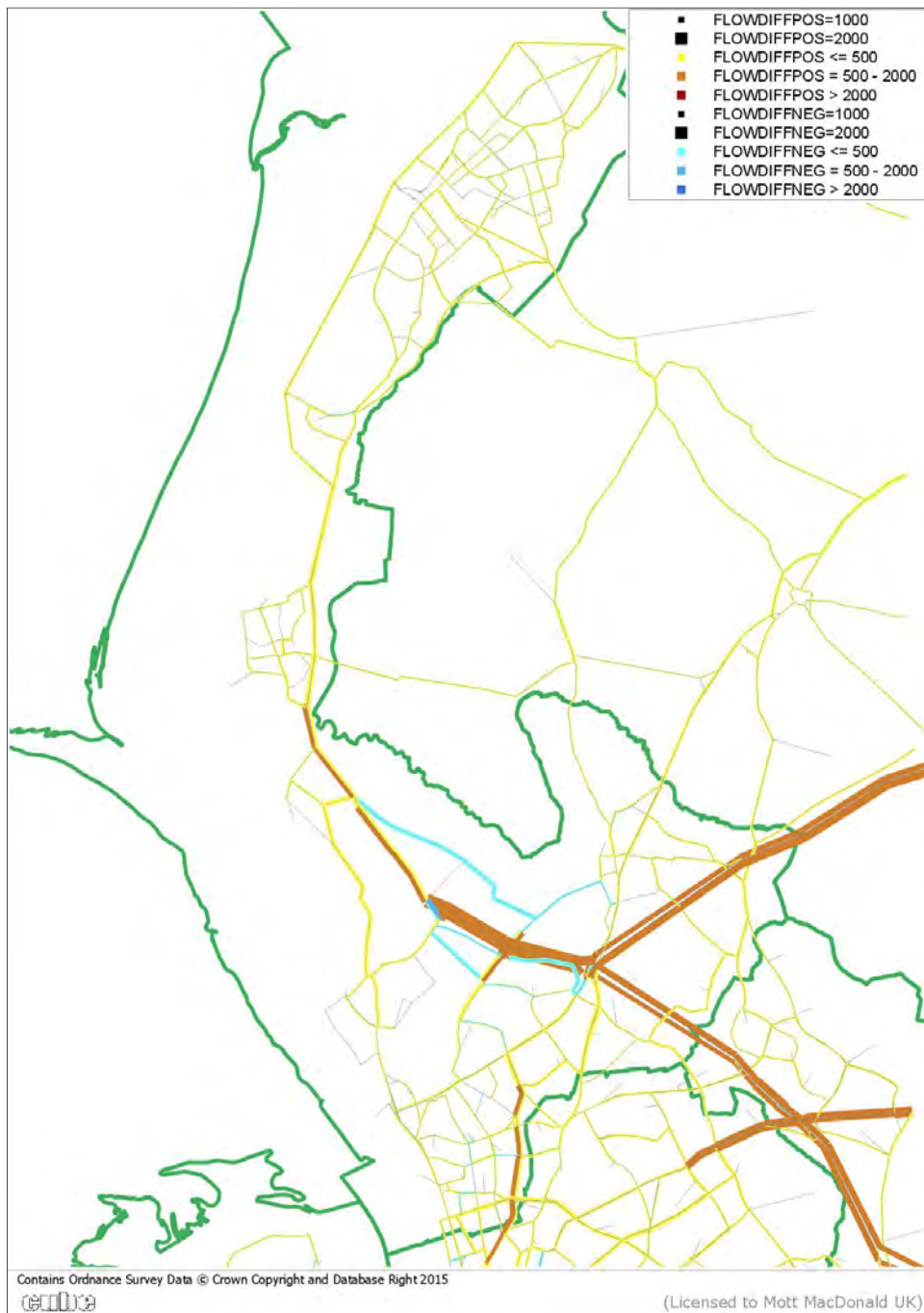


Figure 3.4: Traffic Flows in pcu – 2012 Base Year, PM



Figure 3.5: Traffic Flows in pcu – 2030 Assessment Scenario, PM

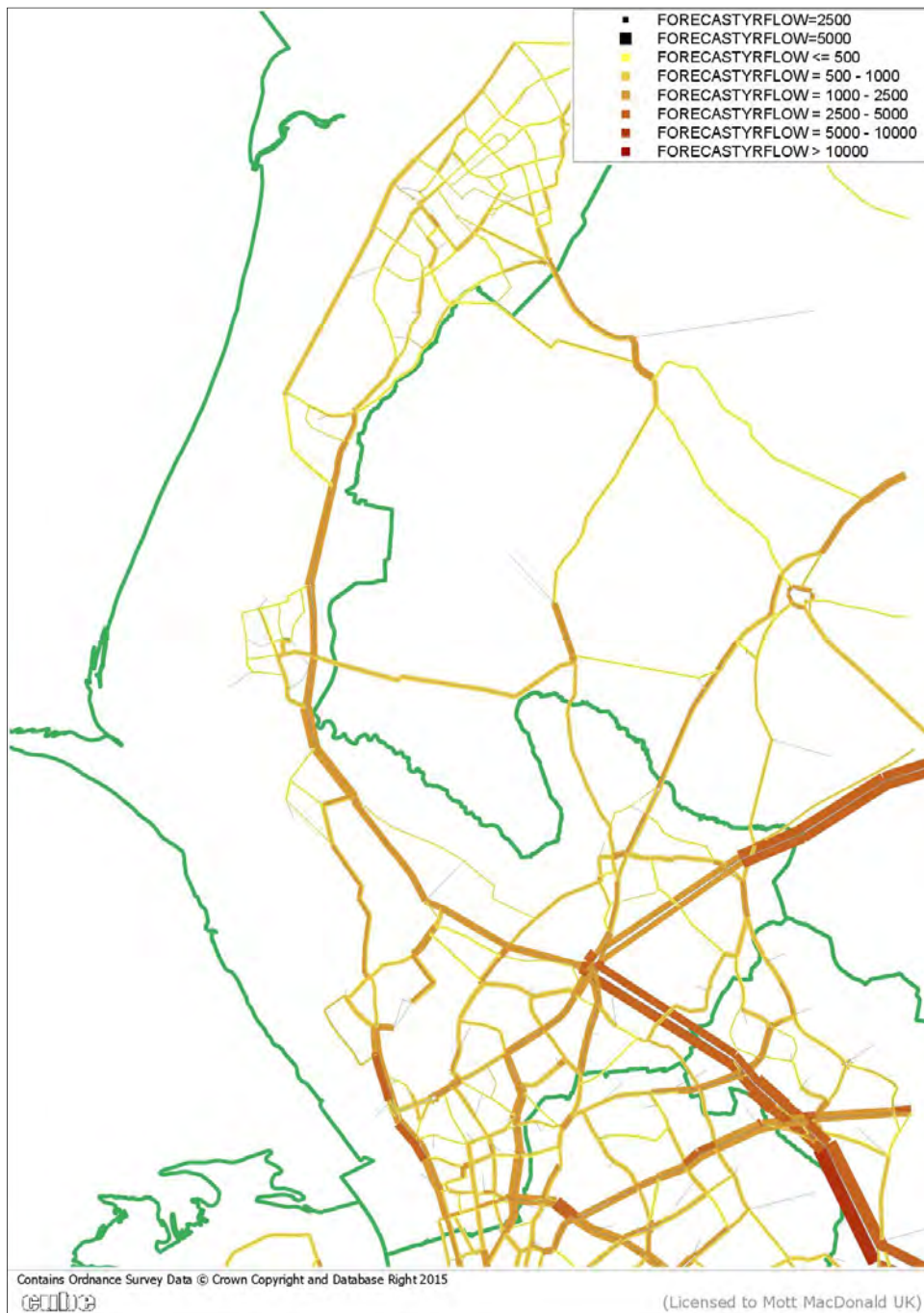


Figure 3.6: Traffic Flow Differences in pcu (2030 Assessment Scenario – 2012 Base Year), PM

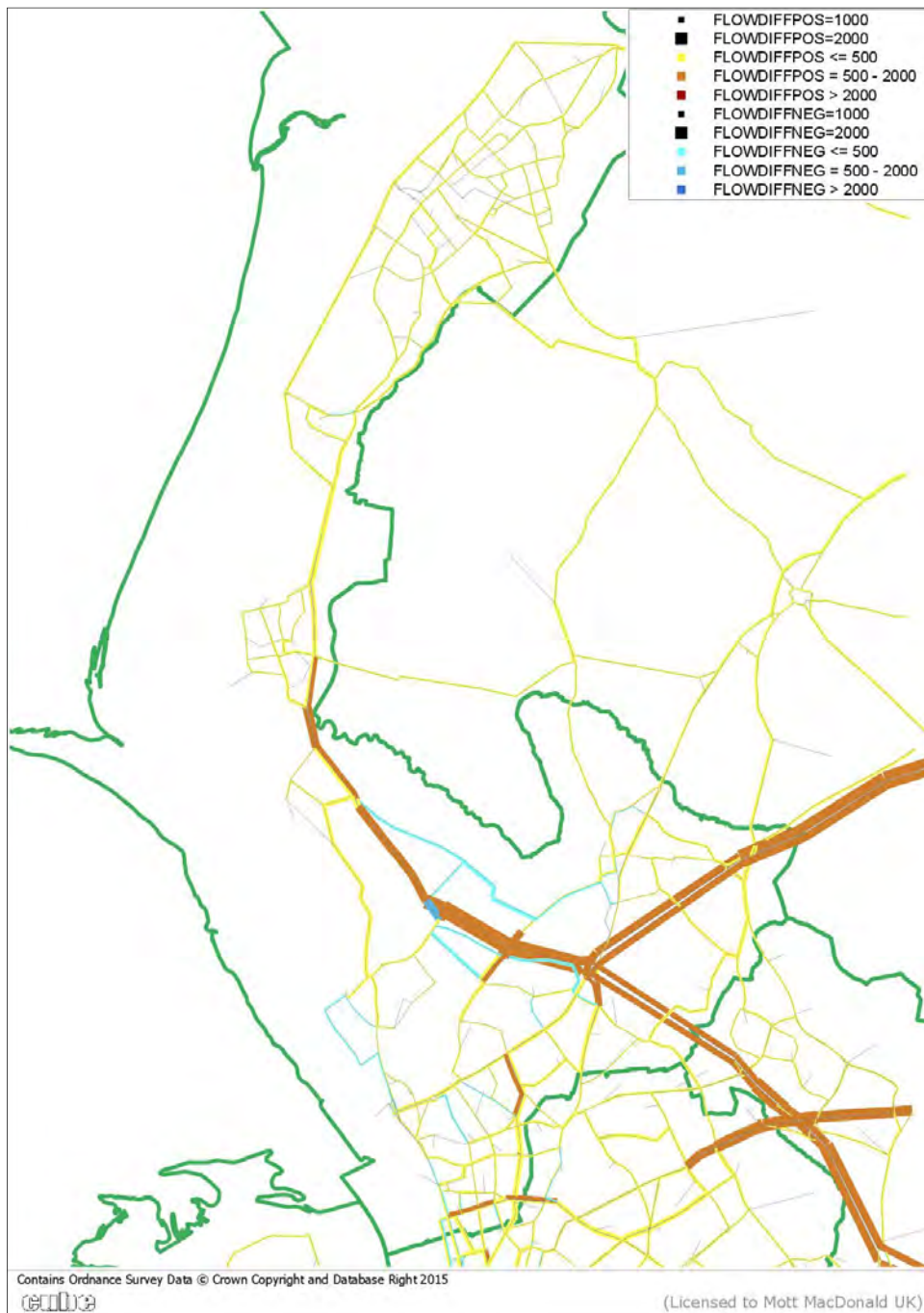


Figure 3.7: V/C Ratio – 2012 Base Year, AM Peak



Figure 3.8: V/C Ratio – 2030 Assessment Scenario, AM Peak



Figure 3.9: V/C Ratio – 2012 Base Year, PM Peak



Figure 3.10: V/C Ratio – 2030 Assessment Scenario, PM Peak



Figure 3.11: Change in Travel Time, 2030 Assessment Scenario – 2012 Base Year (>10%), AM Peak



Figure 3.12: Change in Travel Time, 2030 Assessment Scenario – 2012 Base Year (>10%), PM peak



GROWTH OPTIONS	Southport				Formby				Maghull & Aintree				Crosby				Netherton				Bootle			
	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C
Public Open Space / Other Green Infrastructure																								
Are the majority of the dwellings within / partially within a landscape renewal area?	L	L	L	L	L	L	L	L	L	L	M	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings within / partially within a borough, district or neighbourhood park?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings within / partially within a local park?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings within / partially within an Accessible Nature Space?	L	L	L	L	M	M	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Utilities																								
Could the development result in any impact on mains water supply? Waiting on UU response.	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Could the development result in any impact on waste water supply? Waiting on UU response.	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Could the development result in any significant impact on energy supply?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Built Form																								
Are the majority of the dwellings on sites which are previously developed?*	L	L	L	L	L	L	L	L	L	L	L	L	M	M	M	L	M	M	M	M	M	M	M	M
Would the majority of the sites if developed result in urban sprawl / coalescence?	L	L	L	L	L	L	L	L	L	L	L	M	L	L	L	L	L	L	L	L	L	L	L	L
Other Constraints																								
Are the majority of option 1 housing sites constrained by any Motorway or major road network? (based on constrained sites not dwellings)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of option 1 housing sites constrained by any railway line? (based on constrained sites not dwellings)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of option 1 sites constrained by any waterway (canal / river / brook)? (based on constrained sites not dwellings)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of dwellings within an MOD Safeguarding Zone of a trigger height where consultation may be required?	H	H	H	H	H	H	H	H	L	M	M	M	H	H	H	H	L	L	L	L	L	L	L	L
SOCIAL (ACCESS TO SERVICES AND INFRASTRUCTURE)																								
Affordable Housing																								

GROWTH OPTIONS	Southport				Formby				Maghull & Aintree				Crosby				Netherton				Bootle			
	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C
What is the likely level of impact of option 1 in terms of delivering a level of social housing capable of addressing identified needs in the sub-area?*	L	L	L	L	L	L	L	M	L	L	H	H	L	L	L	L	H	H	H	H	H	H	H	H
Transport / Access																								
Is the sub-settlement area well connected with the existing road network?	L	L	L	M	L	L	L	M	L	L	M	M	L	L	L	M	L	L	L	L	L	L	L	L
Is the sub-settlement area affected by congestion within the existing transport network?	M	M	M	M	M	M	H	H	M	M	H	H	M	M	M	H	M	M	H	H	M	M	H	H
Does the sub-settlement area have good access to train service catchments?	M	M	M	M	M	M	H	H	H	H	H	H	H	H	H	M	H	H	H	H	L	L	L	L
Does the sub-settlement area have good access to bus service catchments?	L	L	L	M	L	L	L	M	L	L	L	M	L	L	L	M	L	L	L	M	L	L	L	L
Is the bus network within the sub-settlement area affected by congestion?	L	L	L	L	L	L	M	M	L	L	M	M	L	L	L	M	L	L	L	L	L	L	L	L
Is the sub-settlement area well connected to the existing cycle network – is the majority of the area within 200m of a cycle route or proposed cycle route?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Health																								
Is the sub-settlement area well serviced by hospital / clinics (are the majority of the Option 1 sites approximately 30 minutes drive from a hospital).	L	L	L	L	L	L	L	L	M	L	L	L	L	L	L	L	M	M	M	M	L	L	L	L
Are there any current capacity issues at GP clinics in the sub-area (patient places available on role, compared with demand)	L	L	L	L	H	H	H	H	M	H	H	H	H	H	H	H	M	M	M	M	H	H	H	H
Education																								
What is the likely level of impact, in terms of creating a need for additional primary school place provision within the sub-area?	H	H	H	H	M	M	H	H	M	H	H	H	L	L	M	H	L	L	L	L	L	L	L	L
What is the likely level of impact, in terms of creating a need for additional secondary school place provision within the sub-area?	L	L	L	L	L	L	L	M	L	L	M	H	L	L	L	L	L	L	L	L	L	L	L	L
Emergency Services																								

GROWTH OPTIONS	Southport				Formby				Maghull & Aintree				Crosby				Netherton				Bootle			
	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C
Are the majority of the dwellings within option 1 within a 10 minute Fire Service response time isochrone (peak traffic times)?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
Are the majority of the dwellings within option 1 within an 8 minute Ambulance Service response time isochrone (peak traffic times)?*	M	M	M	M	H	H	H	H	L	L	L	L	M	M	M	H	M	M	M	M	H	H	H	H
Local Retail / Services																								
Are the majority of the dwellings in Option 1 sites within 800m of an existing Town, District or Local Centre?*	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings in Option 1 sites within 400m of an existing local shopping parade?*	M	M	M	M	M	M	H	M	L	L	L	L	L	L	L	L	M	M	M	M	H	H	H	H
Green Infrastructure / Public Open Space																								
Are the majority of the dwellings within the option sites within 1km (600m straight line distance / 15-20 minute walk) of a borough, district or neighbourhood park? (Buffers have also been adjusted to take account of physical barriers, e.g. motorway, railway line, waterway).*	H	H	H	H	M	M	L	L	H	H	H	H	H	H	H	M	H	H	H	H	H	H	H	H
Are the majority of the dwellings in Option 3 sites within 1km (600m straight line distance / approximately 15 -20 minute walk) of an 'accessible nature space'?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
Leisure																								
Are the majority of sites within Option 1 within 800m of a leisure centre?*	M	M	M	M	L	L	L	L	H	H	H	H	H	H	H	H	M	M	M	M	M	M	M	M
ECONOMIC																								
Is the level of housing proposed likely to generate sufficient direct construction employment to meet local residents' needs?*	L	L	L	L	L	L	L	L	L	L	L	L	H	H	H	H	H	H	H	H	H	H	H	H
Is the level of housing proposed likely to generate sufficient employment to contribute towards reducing local unemployment levels?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	L	L	L	L

¹ Note: When a settlement had no registered construction jobseekers and the housing growth option projects an increase in construction employment, a negative impact is registered, due to the potential disbenefits such a situation may cause (such as increased commuting, congestion etc. as those who travel into the Borough to work)

GROWTH OPTIONS	Southport				Formby				Maghull & Aintree				Crosby				Netherton				Bootle			
	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C
Is the investment and GVA generated by the level of housing proposed likely to have a significant positive impact?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	M	M	M	M
What is the magnitude of the fiscal incentives likely to be generated by the proposed housing developments?*	H	H	H	H	L	L	M	H	M	M	H	H	L	L	M	M	L	L	L	L	L	L	L	L
Deprivation																								
Does the settlement area contain any wards which are within the top 20% most deprived areas in the UK 'English Indices of Deprivation' 2010? * (HIGH = TOP10% WARDS WITHIN) ²	H	H	H	H	L	L	L	L	L	L	L	L	H	H	H	H	H	H	H	H	H	H	H	H

*For these criteria, H represents a highly positive impact, whilst L represents a positive impact of relatively low magnitude.

^Based on SHMA 2014 affordable housing need figures

² Note: When a site crossed two ward boundaries, the ward which covers the majority of the site was used to assess the site's IMD ranking

MITIGATION MEASURES	Southport				Formby				Maghull & Aintree				Crosby				Netherton				Bootle			
	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C
Public Open Space / Other Green Infrastructure																								
Are the majority of the dwellings within / partially within a landscape renewal area?	L	L	L	L	L	L	L	L	L	L	M	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings within / partially within a borough, district or neighbourhood park?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings within / partially within a local park?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings within / partially within an Accessible Nature Space?	L	L	L	L	M	M	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Utilities																								
Could the development result in any impact on mains water supply? Waiting on UU response.	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Could the development result in any impact on waste water supply? Waiting on UU response.	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Could the development result in any significant impact on energy supply?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Built Form																								
Are the majority of the dwellings on sites which are previously developed?*	L	L	L	L	L	L	L	L	L	L	L	L	M	M	M	L	M	M	M	M	M	M	M	M
Would the majority of the sites if developed result in urban sprawl / coalescence?	L	L	L	L	L	L	L	L	L	L	L	M	L	L	L	L	L	L	L	L	L	L	L	L
Other Constraints																								
Are the majority of option 1 housing sites constrained by any Motorway or major road network? (based on constrained sites not dwellings)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of option 1 housing sites constrained by any railway line? (based on constrained sites not dwellings)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of option 1 sites constrained by any waterway (canal / river / brook)? (based on constrained sites not dwellings)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of dwellings within an MOD Safeguarding Zone of a trigger height where consultation may be required?	H	H	H	H	H	H	H	H	L	L	M	M	H	H	H	H	L	L	L	L	L	L	L	L
SOCIAL (ACCESS TO SERVICES AND INFRASTRUCTURE)																								
Affordable Housing																								

MITIGATION MEASURES	Southport				Formby				Maghull & Aintree				Crosby				Netherton				Bootle			
	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C	Option A	Option A1	Option B	Option C
What is the likely level of impact of option 1 in terms of delivering a level of social housing capable of addressing identified needs in the sub-area?*	M	M	M	M	M	M	M	H	M	M	H	H	M	M	M	M	H	H	H	H	H	H	H	H
Transport / Access																								
Is the sub-settlement area well connected with the existing road network?	L	L	L	M	L	L	L	M	L	L	M	M	L	L	L	M	L	L	L	L	L	L	L	L
Is the sub-settlement area affected by congestion within the existing transport network?	M	M	M	M	M	M	H	H	M	M	H	H	M	M	M	H	M	M	H	H	M	M	H	H
Does the sub-settlement area have good access to train service catchments?	M	M	M	M	M	M	H	H	H	H	H	H	H	H	H	M	H	H	H	H	L	L	L	L
Does the sub-settlement area have good access to bus service catchments?	L	L	L	M	L	L	L	M	L	L	L	M	L	L	L	M	L	L	L	M	L	L	L	L
Is the bus network within the sub-settlement area affected by congestion?	L	L	L	L	L	L	M	M	L	L	M	M	L	L	L	M	L	L	L	L	L	L	L	L
Is the sub-settlement area well connected to the existing cycle network – is the majority of the area within 200m of a cycle route or proposed cycle route?	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Health																								
Is the sub-settlement area well serviced by hospital / clinics (are the majority of the Option 1 sites approximately 30 minutes drive from a hospital).	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are there any current capacity issues at GP clinics in the sub-area (patient places available on role, compared with demand)	L	L	L	L	M	M	M	M	L	M	M	M	M	M	M	M	L	L	L	L	M	M	M	M
Education																								
What is the likely level of impact, in terms of creating a need for additional primary school place provision within the sub-area?	M	M	M	M	L	L	M	M	L	M	M	M	L	L	L	M	L	L	L	L	L	L	L	L
What is the likely level of impact, in terms of creating a need for additional secondary school place provision within the sub-area?	L	L	L	L	L	L	L	L	L	L	L	M	L	L	L	L	L	L	L	L	L	L	L	L
Emergency Services																								

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Are the majority of the dwellings within option 1 within a 10 minute Fire Service response time isochrone (peak traffic times)?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
Are the majority of the dwellings within option 1 within an 8 minute Ambulance Service response time isochrone (peak traffic times)?*	M	M	M	M	H	H	H	H	L	L	L	L	M	M	M	H	M	M	M	M	H	H	H	H
Local Retail / Services																								
Are the majority of the dwellings in Option 1 sites within 800m of an existing Town, District or Local Centre?*	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
Are the majority of the dwellings in Option 1 sites within 400m of an existing local shopping parade?*	M	M	M	M	M	M	H	M	L	L	L	L	L	L	L	L	M	M	M	M	H	H	H	H
Green Infrastructure / Public Open Space																								
Are the majority of the dwellings within the option sites within 1km (600m straight line distance / 15-20 minute walk) of a 'borough, district or neighbourhood park'? (Buffers have also been adjusted to take account of physical barriers, e.g. motorway, railway line, waterway).*	H	H	H	H	H	H	M	M	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
Are the majority of the dwellings in Option 3 sites within 1km (600m straight line distance / approximately 15 -20 minute walk) of an 'accessible nature space'?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
Leisure																								
Are the majority of sites within Option 1 within 800m of a leisure centre?*	H	H	H	H	M	M	M	M	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
ECONOMIC																								
Is the level of housing proposed likely to generate sufficient direct construction employment to meet local residents' needs?*	L	L	L	L	L	L	L	L	L	L	L	L	H	H	H	H	H	H	H	H	H	H	H	H
Is the level of housing proposed likely to generate sufficient employment to contribute towards reducing local unemployment levels?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	L	L	L	L

¹ Note: When a settlement had no registered construction jobseekers and the housing growth option projects an increase in construction employment, a negative impact is registered, due to the potential disbenefits such a situation may cause (such as increased commuting, congestion etc. as those who travel into the Borough to work)

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Is the investment and GVA generated by the level of housing proposed likely to have a significant positive impact?*	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	M	M	M	M
What is the magnitude of the fiscal incentives likely to be generated by the proposed housing developments?*	H	H	H	H	L	L	M	H	M	M	H	H	L	L	M	M	L	L	L	L	L	L	L	L
Deprivation																								
Does the settlement area contain any wards which are within the top 20% most deprived areas in the UK 'English Indices of Deprivation' 2010? * (HIGH = TOP10% WARDS WITHIN) ²	H	H	H	H	L	L	L	L	L	L	L	L	H	H	H	H	H	H	H	H	H	H	H	H

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