



Our ref: CS/SC/JG/04/02P/LCLPLN/92000/2015/712

Contact: Steve Cook

Your Ref:

Tel: 0151 330 1304

Date: 24 July 2015

Mr Tom Hatfield
Planning Services
Sefton Council
Magdalen House
30 Trinity Road
Bootle L20 3NJ

Dear Mr Hatfield

Sefton Local Plan, the Capacity of the Bus and Rail Network to cope with Potential Development on Land in Eastern Maghull

Thank you for your correspondence of 24 June 2015, in respect of proposals for Sefton Council to designate an area of land bounded by the Merseyrail Northern Line rail alignment, School Lane, the M58, and Poverty Lane, for the purposes of 11,060 new homes and 82.1 hectares of employment land.

Following the extensive discussions between Merseytravel and Sefton MBC on the potential use of this site, and its likely public transport requirements, together with your desire for a formal statement from Merseytravel in respect of the capacity of the public transport network to accommodate the scale of development intended for the designated site. I can confirm that it is presently Merseytravel's view that the public transport network would be able to accommodate the levels of travel demand likely to be generated by this proposed major development, on the understanding that the following three network enhancements are delivered.

- (a) that the proposed new Maghull North Merseyrail station, to be located on the Northern Line rail alignment between School Lane and Park Lane, Maghull, is completed and operational;
- (b) that the proposed mixed use development contains an appropriate north/south road alignment between School Lane and Poverty Lane, which is of a suitable design, format and construction to accommodate two-way bus operation between School Lane and Poverty Lane. and
- (c) that appropriate financial support for an initial bus service to the development would be made available, if this is required to provide a service, prior to demand reaching a level at which bus operation became economically sustainable.

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In the event of these enhancements being in place, it is Merseytravel's view that there would exist a sufficient range of travel options and directions for residents, employees and other users of the land within the site, to distribute their public transport trips in a suitable manner that would allow the network to cope with peak demand.

The introduction of the Maghull North station, would allow access to the rail network to be split between the existing Maghull station and the proposed new Maghull North station. This split would complement the enhancements of travel opportunities that would be created to the rail network by Merseytravel's intentions to promote the renewal of the Merseyrail, Northern Line, rolling stock capacity during the next few years.

The introduction of an appropriate north/south bus route across the development, would open up opportunities to revise the Maghull bus network in a manner that could facilitate enhanced public transport access to the proposed residential and employment land uses on the site. The bus network in itself is reasonably flexible and can presently respond to demand upon relatively short timescales, if the appropriate infrastructure is put in place.

Furthermore, if financial support for an initial service is available, this would allow any new bus provision to justify its validity through a period of operation, as demand upon the site develops.

I trust that the above comments clarify Merseytravel's views with regard to your enquiry however should you require any further information or assistance from ourselves upon this matter please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steve Cook', written in a cursive style.

Steve Cook
Forward Planning Officer