

Sefton Local Plan Thornton Sites – Transport Note

There are four housing sites identified in the Local Plan within the Thornton area as shown below.



Ref No	Description	Approximate Capacity	Proposed Access
MN2.23	Land at Southport Old Rd	85	New signal controlled junction on Park View shared with site MN2.24
MN 2.24	Land at Holgate	221	New signal controlled junction on Park View shared with site MN2.23
MN2.25	Land at Lydiate Lane	265	New junction on Lydiate Lane, shared with site 2.26
MN2.26	Land South of Runnels Lane	137	New junction on Lydiate Lane, shared with site 2.25

All the sites were included in the strategic level transport assessment using the Liverpool City Region Transport Model (LCRTM), as detailed in the report 'Traffic Implications of the Local Plan Allocations (TR2).

The LCRTM is a strategic level model, which assesses the overall impact of all the Local Plan development proposals and in the do something Scenario includes the new A5758 Broom's Cross Road. The recent completion of the A5758 Broom's Cross Road has provided a significant increase in highway capacity within the Thornton area, acting as a Bypass for through traffic.

Construction of the A5758 has had a large impact on traffic patterns in the Thornton area. Initial analysis of the impacts of the opening of the A5758 have demonstrated a 75% reduction in traffic on the A5207 Lydiate Lane freeing up capacity for local journeys and providing scope to reconfigure its junction with the A565.

Each site was also subject to an individual appraisal of transport and accessibility.

MN2.23 & MN2.24 are required to share a joint access on the A565 Park View in the form of a signal controlled junction. A joint Transport Assessment will be required to assess both sites together.

MN2.25 & MN2.26 are required to share a junction on Lydiate Lane, in the form of either a signal controlled junction or roundabout, to define the boundary between the urban and rural areas. A secondary access may be considered to the west of site MN2.25. A joint Transport Assessment will be required to assess both sites together.

At the time of the individual site appraisals, Broom's Cross Road was under construction. The appraisal acknowledged that the new road will affect traffic patterns and flows in the area, on both the A5207 and A565.

The LCRTM modelling demonstrates that the section of the A565 Moor Lane between Chesterfield Road and Quarry Road/ Green Lane Junction operates above practical capacity during peak periods, in both the base year (2012) and the Local Plan assessment scenario(2030). Assessment of the Volume /Capacity Ratios (Figure's 3.7-3.10), demonstrate a similar level of junction stress in the A565 corridor in both the base year without any development and assessment year, including the Local Plan sites. It should be noted that the base year assessment did not include the new A5758 Broom's Cross Road.

The model also does not take into account junction reconfigurations along the A565 corridor between the A5758 and Crosby Village, proposed as part of the A565 Route Management strategy. These are a continuation of the ongoing programme of works along the full length of the A565 through Crosby and are identified in Local Plan Policy IN2 and the Infrastructure Delivery Plan as 'Traffic Management Improvements to the A565 and A5036'.

This is an ongoing programme of improvements to the A565 through Waterloo, Crosby and Thornton. Following the recent completion of the A5758 it is proposed to undertake a review of the A565 corridor between Crosby Village and the A5758 to identify improvements to accommodate revised traffic movements and the implications of the Local Plan site allocations. These improvements identified in the Infrastructure Delivery Plan, are identified as projects in the future programme of schemes for inclusion in the Local Growth Fund proposals for 2017-21.

Transport Impacts of Local Plan sites in Thornton

Analysis of the 2011 Travel to Work Census data demonstrates that only 12.5% of journeys to work from the Thornton area are to the remainder of Crosby, Waterloo and Seaforth areas. The majority are towards Liverpool and the motorway network.

Of the 700 homes proposed across the four sites, only sites MN2.23 and 2.24 (combined 300 dwellings) will directly access the A565, via a proposed new signal controlled junction on Park View, the remaining 400 dwelling will access Lydiate Lane over a kilometre to the east of the A565.

The new A5758 Broom's Cross Road provides ready access to the north, south and east for the proposed dwellings from all four sites, without the need to pass through Crosby on the A565. The provision of Primary and Secondary Schools within the Thornton area provides access to schools without the need to travel through Crosby.

Conclusions

The operation of the A565 between Crosby Village and the A5758 is to be assessed once the impacts of the A5758 have been evaluated. There are existing capacity issues identified along the A565 with proposals in Policy IN2 and the Infrastructure Delivery Plan to address these. A series of junction improvements are proposed along the A565 Corridor to accommodate changes to turning movements and encourage use of Broom's Cross Road for longer distance trips. The locations of the pairs of sites to the north of Thornton with ready access to the A5758 and A5207 together with access to local schools means the impact on the A565 through Crosby will be modest. Analysis of existing travel to work patterns and the additional highway capacity within the Thornton to Switch Island corridor support this.