

## Strategic Review of Transportation Assessments With Regard to the Suitability of the Site for Development

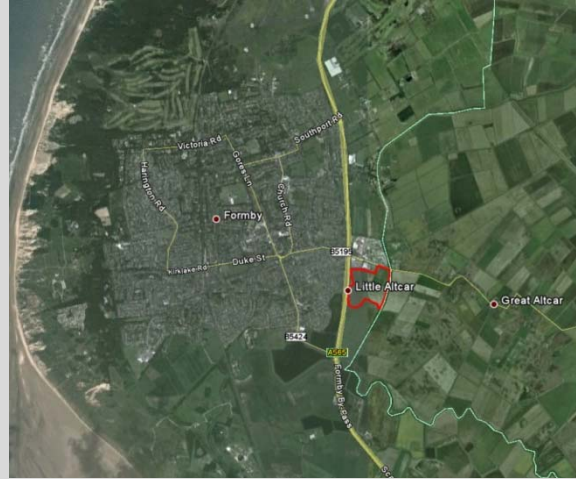
Site AS08, South of Formby IE

### Site Summary

Site AS08 is located on Altcar Road/B1595 on the outskirts of Formby, approximately 1.5km south east of the centre of Formby. It is on the edge of a residential urban area.

The site area is 16.7 hectares and the proposal is for a superstore extension (0.8ha), business park (8.9ha) and sport and recreation (7.2ha).

The vision document was produced by DPP and Saunders Partnership



### Purpose of Strategic Review

The information on transport was submitted as part of a vision by Formby Play Sports to support inclusion of the site in the Local Plan. This 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.

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 per the headings below.

#### 1. What improvements can be undertaken within the transport network that limit the significant impacts of the development?

The submitted transportation evidence is not a Transport Assessment and has therefore not featured a number of key technical aspects. The types of development and the out-of-town location all need to be considered (see Appendix 1 and Table 1 for further details):

- Trip Generation
- Trip Distribution
- Assessment of Cumulative Development Traffic Flows
- Junction Modelling

Until the above is addressed, it is not possible to determine the severity of residual cumulative impacts of development, or identify the need and viability of improvements to the transport network.

It is of important to ensure that development does not have an adverse impact on traffic flow in Sefton that can not be mitigated, and therefore this uncertainty must be addressed.

**2. Can safe and suitable access to the site be achieved for all people?**

The submitted transportation evidence is very limited in terms of the information submitted for walking, cycling and public transport accessibility.

Our own review of the site has identified a number of issues that require further consideration. The following work should be undertaken to demonstrate the strategic suitability of the site:

- A more thorough review of the accident data to ensure that increased traffic flows will not exacerbate any existing safety issues.
- Show whether the footway on Altcar Road can be extended to serve the site access

**3. What opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure ?**

The following opportunities are suggested measures that would resolve existing issues with regard to the site location and reduce the dependence of the development on access by car:

- Extended footway on Altcar Road
- Show how pedestrians and cyclists can access the site.
- Delivery of a new public transport link that directly serves the site and the adjacent Tesco.

**Conclusions and Recommendations**

Due the limited nature of the assessment carried out as part of the vision for Formby Play Sports, conclusions on how accessible the site is cannot yet be drawn. The above points need to be addressed.

**Appendix 1**

**Trip Generation**

Trip Generation for each land use of the proposed development should be derived, with methodology and assumptions clearly stated.

Developers should look to provide a range of scenarios from a worst case to target trip rates. This is to account for the higher trip rates that tend to occur where a new build “edge of town” residential development has a high proportion of private housing.

As a guide, we have developed our own trip rates for edge of town residential developments.

Please refer to Table 1: Approach to Trip Generation and Scenario Management for Strategic Site Modelling for more details.

<b>Food Store</b>	<b>Mean Trip Rates</b>		<b>85<sup>th</sup> Percentile Trip Rates</b>	
<b>Trip Generation per 100sqm GFA</b>	<b>Inbound</b>	<b>Outbound</b>	<b>Inbound</b>	<b>Outbound</b>
<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>

<b>Business Park</b>	<b>Mean Trip Rates</b>		<b>85<sup>th</sup> Percentile Trip Rates</b>	
<b>Trip Generation per 100sqm GFA</b>	<b>Inbound</b>	<b>Outbound</b>	<b>Inbound</b>	<b>Outbound</b>
<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>

<b>Leisure Centre</b>	<b>Mean Trip Rates</b>		<b>85<sup>th</sup> Percentile Trip Rates</b>	
<b>Trip Generation per Hectare</b>	<b>Inbound</b>	<b>Outbound</b>	<b>Inbound</b>	<b>Outbound</b>
<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>

### **Trip Distribution**

Generated traffic should be distributed across the road network. Methodology and assumptions should be clearly stated, and traffic flow diagrams appended. Suggested best practice for trip distribution is included in Table 1: Approach to Trip Generation and Scenario Management for Strategic Site Modelling.

### **Area of Assessment**

Identify links and junctions to be assessed, with accompanying map and justification for any exclusions. As a guide this should include links and junctions which are affected by an increase in two-flow of more than 50 vehicles per hour.

### **Junction or Network Assessments**

The identified junctions and links should be assessed in line with Table 1: Approach to Trip Generation and Scenario Management for Strategic Site Modelling.

Flows should be presented as the total number of vehicles with percentage HGVs, or PCUs.

Appropriate industry-approved software should be used to model the network. Summaries should be provided of junction and link capacity (e.g. Ratio of Flow to Capacity or Degree of Saturation), queue lengths, and delay, to determine whether the traffic growth caused by the development will have a material impact on junction operation. Roundabout assessments should account for unequal lane usage where appropriate.

**Table 1: Approach to Trip Generation, Scoping and Scenario Management for Strategic Site Modelling**

	Trip Generation	Description	Outcome
Step 1 (identify trip rates)	<b>Target</b> - Lower Trip Rates	<p><b>Target level of Trip Generation through sustainable trip reduction</b></p> <p>Considerations include assessment of location, location of schools and jobs, demographic profile, surrounding infrastructure, cycle and walking facilities, and use of best practice documents on sustainable modes. Commit to Travel Plan Measures to achieve target trip rates.</p>	Assess the most appropriate Trip Generation Rate for the Strategic Site for use in the Transport Assessment. Provide Sefton Council with justification on trip rates employed through an evidenced based approach. If no justification is provided, then use Worst Case 85 <sup>th</sup> % Trip Rates from TRICS.
	<b>Most Likely</b> - Between "Target" and "Worst Case"	<p><b>Most Likely level of Trip Generation with some level of sustainable trip reduction</b></p> <p>Assess Location and development mix. Use the TRICS database or other evidence to justify appropriate Trip Rates.</p>	
	<b>Worst Case</b> - 85th % Trip Rates from TRICS (or HA 85th percentile Trip Rates)	<p><b>Worst Case level of Trip Generation with no sustainable trip reduction</b></p> <p>Based solely on assessment of location and development mix. Use the TRICS database to justify appropriate 85th percentile Trip Rates.</p>	
	<b>Scope of Network Assessment Coverage</b>	<b>Trip Distribution and derivation of 'In Scope' network</b>	
Step 2 (identify network coverage)	Gravity Model or SATURN Modelling	<p>Gravity Model showing origins and destinations of AM and PM Car Driver Trips to and from development.</p> <p>Trip distribution flow diagram(s) showing assignment of trips to network.</p> <p>or</p> <p>Employ use of the Transport Model where available following due diligence by the developer.</p>	
	Junction Assessment Criteria	<p>Threshold number of 50, two-way trips, on links and junctions from and to the development.</p> <p>Use of Appropriate Modelling Software</p>	

	Modelling Scenario Management	Description	Growth to be Applied
Step 3 (Modelled Scenarios)	1. <b>Base Year 2013/2014</b>	Base year demonstrating existing conditions	None
	2. Future Year <b>Reference Case</b>  Assumed to be full build out year (Intermediate year assessments to be considered for phasing of development)	Base + Committed Developments + Background Growth	<b>Committed Developments</b> - Use Existing TA's. <b>Background Growth</b> - For car driver growth use TEMPRO & NTM adjustment. Planning Assumptions should be adjusted to reflect total Local Plan Development & with assessed development removed. For LGV & HGV Growth use NTM. (All should be in line with webTAG Unit 3.15.2).
	3. Future Year <b>Reference Case + Development</b>  Assumed to be full build out year (Intermediate year assessments to be considered for phasing of development)	Base + Committed Developments + Background Growth + Development	<b>Committed Developments</b> - Use Existing TA's. <b>Background Growth</b> - For car driver growth use TEMPRO & NTM adjustment. Planning Assumptions should be adjusted to reflect total Local Plan Development & with assessed development removed. For LGV & HGV Growth use NTM. (All should be in line with webTAG Unit 3.15.2). <b>Development Traffic</b> - Use trips generated using agreed trip rates, and distribution using agreed gravity model distribution.

	Cumulative Impact Assessment of Adjacent Developments	Description	Growth to be applied
<p>Step 4 (Detailed Cumulative Impact Assessment)</p>	<p>Future Year <b>Reference Case</b> (with adjusted Background Growth) + <b>Adjacent Development + Development</b></p>	<p>Base + Adjacent Developments + Background Growth (adjusted for adjacent developments) + Development</p>	<p><b>Committed Developments</b> - Use Existing TA's.  <b>Background Growth</b> - For car driver growth use TEMPRO &amp; NTM adjustment. Planning Assumptions should be adjusted to reflect total Local Plan Development &amp; with assessed &amp; adjacent developments removed. For LGV &amp; HGV Growth use NTM. (All should be in line with webTAG Unit 3.15.2).  <b>Adjacent Local Plan Developments (not committed)</b> - Explicitly model trips from nearby Strategic Sites.  <b>Development Traffic</b> - Use trips generated using agreed trip rates, and distribution using agreed gravity model distribution.</p>