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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

Proposals to Allocate Land at Moss Lane Southport for Housing Development and Associated Public Transportation Requirements

Thank you for your correspondence of 24 June 2015, requesting Merseytravel's views as to how public transport network would need to be adapted to accommodate proposals for a significant residential development on land to the south of Moss Lane, Southport.

Following the discussions that have already taken place between Merseytravel and Sefton Council in respect of potential residential development on this site, I can confirm that it is Merseytravel's view that for this site to be brought forward in a sustainable manner, particularly in respect of the provision of alternative modes of transport to the private motor vehicle, there would need to be an extension of the bus network from the High Park area to the proposed new development via Moss Lane.

In order to achieve the above objective, suitable highway improvements would need to be made to Moss Lane, from the point at which Moss Lane joins Pitts House Lane. These improvements could take the form of, the Moss Lane carriageway being widened and strengthened, up to the principal highway entrance/exit points for buses to/from the development, or via the creation of a new internal highway layout for bus use, from the junction of Moss Lane and Pitts House Lane, within the proposed development itself.

There would additionally be a requirement for the construction of appropriate bus facilities within the proposed new development, most particularly the provision of a suitable terminal point for bus services, at a location which would provide ease of access and egress for bus services, whilst at the same time ensuring that all properties within the development would be within 400 metres of a suitable bus stop.

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Furthermore, given that any extension of the bus network to the proposed development, beyond the network's current point of operation, at High Park roundabout, is likely to be speculative within its early years of operation, there would be a requirement for funding to be identified to cover any shortfall between the revenues that the service would accrue, and the cost of the extension. This facility would need to be available for a period of no less than 5 years, from the introduction of the first substantial residential population to the development site.

Merseytravel has also sought the views of the principal bus operator in the locality with regard to the above proposals, and they agree with the above assessment. The operator suggests that an extension of service 43 is best option for any potential development at this site, as this would give direct links to Southport Railway Station and a range of local schools. The operator has estimated that, at current operational prices, within the existing network and operational context, the provision of the extension would require extra resources that would create a funding requirement of 100k per year. This estimate would, however, be subject to revision at the time of any service introduction.

I trust that this information answers your enquiry upon proposals for residential use at Moss Lane, Southport, 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', with a stylized flourish at the end.

Steve Cook
Forward Planning Officer

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