

## **MN2.16 at Liverpool Road, Formby – proposed requirement for a single point of access**

**22<sup>nd</sup> January 2016**

1. The matter of access to the site MN2.16 has been queried and the following note has been prepared accordingly.
2. The Local Authority has stated that access to site MN2.16 should be afforded through one priority junction on Liverpool Road, Formby.
3. Liverpool Road from its junction with the roundabout is derestricted for a distance of approximately 470m where it then reduces to a 30mph speed limit. The proposed access road must provide adequate visibility plays in accordance with DMRB and Manual for Streets. This in itself requires a parcel of the site to be free from obstruction. The visibility requirement for an access onto this road is 215m.
4. The priority junction will require a right turn ghost island into the proposed development in order to provide safe turning manoeuvres.
5. If an additional access were to be proposed at the south-western edge of the site and near to the bend on Liverpool Road, there would be insufficient space to provide the adequate visibility splay for this and the originally proposed junction together with the provision of a second additional right turn ghost island. This is due to the proximity to the bend of Liverpool Road and proximity of the bus stops (one is in place now with another required on the opposite side) and as such, there would be highway safety implications of having two separate priority junctions along this section of Liverpool Road together with two bus lay-bys.
6. The single point of access would need to be of a standard that would enable it to be upgraded/improved into a signalised junction at some stage in the future should it become necessary. This would make a second access in close proximity unfeasible in highway terms.
7. The most appropriate method of access to the site is as set out in point 2 and 4 above, namely one priority junction on Liverpool Road, Formby serving the whole site and located at a point east of the existing drainage ditch that runs south from No28 Monks Drive to Liverpool Road. It is preferable to locate the access point on this side of the drainage ditch to provide the requisite visibility splay.
8. A package of improvements would be necessary including the provision of a new bus stop and upgrade of others together with a series of accessibility improvements connecting the town centre, schools and nearby bus stops.

**Brian Mason**

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**Locality Services – Commissioned**

**Sefton MBC**