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1.0 Introduction
The purpose of this report is to give details of the consultation exercise conducted between September and December 2006 in order to seek the views of local residents and key stakeholders in respect to Sefton Council’s proposals regarding the Thornton to Switch Island Link.

2.0 Background
2.1 The need for an improved route between Switch Island and A565 Southport Road has been identified for many years. Following the “last minute” demise of the dual carriageway “Blue Route” scheme in 1995, the Council resolved to pursue a scheme through the Local Transport Plan process.

2.2 Public Consultations carried out for the Provisional LTP highlighted strong public support for measures to alleviate traffic congestion in the area between Switch Island and Thornton. As a result, the Council conducted a comprehensive consultation in May 2000 to gain the views and ownership in the process of all the residents and businesses along the corridor between Thornton and Switch Island. The consultation was designed to focus on all the transport problems and potential solutions along the Corridor.

2.3 As a result of the feedback from the consultation, six highway options were identified for further consideration in the form of an extensive appraisal process. These were:
- Option 1 - The do minimum approach, i.e. maintenance and signing of existing highway
- Option 2 - The Switch Island Link Road and the improvement of the Brickwall Lane Junction
- Option 3 - A package of co-ordinated improvements, including a Thornton Bypass, Brickwall Lane Junction Improvements and the Switch Island Link Road
- Option 4 - A package of co-ordinated improvements, including a Thornton Bypass, Netherton Relief Road and the Switch Island Link Road
- Option 5 - A new single carriageway highway link between Switch Island and A565 Southport Road/Ince Road
- Option 6 - A new dual carriageway highway link between Switch Island and the Formby Bypass

2.4 The question of whether the problems along the Corridor could be solved by improving public transport alone was also fully investigated. Following a detailed analysis it was concluded that because of the wide distribution of the origin and destination of trips through the corridor, neither the provision of additional bus services nor improvements to the rail network could sufficiently reduce demand for private car trips. As a result the assessment of solutions in respect to transport problems along the Corridor focused on road based schemes.

2.5 The six scheme options (listed in paragraph 2.3) were appraised using the “Guidance on the Methodology for Multi-modal Studies” or GOMMMS method as required by Government for highway schemes likely to cost more than £5
million. The appraisal process assessed each of the highway options against a Do-Minimum scenario (Option 1).

2.6 Each option was assessed against the Government’s five criteria for transport. These are:
- Environmental Impact – protecting the built and natural environment
- Safety – to improve safety for all road users
- Economy – supporting sustainable economic activity in appropriate locations and getting good value for money
- Accessibility – improving access to everyday facilities for those without a car and reducing community severance
- Integration – ensuring that all decisions are taken in the context of the government’s integrated transport policy

2.7 Work started on appraising the options in October 2000 and good progress was made despite the process being very extensive and time consuming. The GOMMMS appraisal necessitated the development of a SATURN Computer Transportation Model in order to model the traffic effects of the various options. However, progress on elements of the assessment was delayed until the Highways Agency identified their preferred scheme design for the proposed Switch Island Phase 2 Improvements. Whilst the appraisal focused on the impacts of each of the options in respect to the Corridor area, it was also recognised that it would be necessary to consider the wider impacts of the options on areas outside the immediate study corridor. In selecting a preferred scheme option for the Thornton to Switch Island Corridor all the options were assessed against the GOMMMS criteria. The potential impact of each option was also considered in respect to forecast traffic flows and congestion within the study area. Option 5 - A new single carriageway highway link between Switch Island and A565 Southport Road/Ince Road performed best in the appraisal process and was identified as the Council’s preferred option for the purposes of public consultation.

2.8 A further consultation exercise in 2003 identified strong local support for a new single carriageway highway link as the preferred solution to alleviate the traffic related problems along the Thornton to Switch Island corridor. However, the consultation also raised serious concerns about the Council’s preferred alignment proposed at that time for the new link road. As a result, in January 2004 the Council approved a new single carriageway link between Thornton and Switch Island as its preferred scheme option but deferred the specific decision about the preferred alignment of this new highway link pending further assessments and public consultation on the alternative route options.

2.9 Extensive assessments were subsequently carried out, taking account of the many issues raised during the previous consultation process and revisiting the GOMMMS appraisal. However, during this time, the Government approach to funding major transport schemes (those costing more than £5m) changed and it appeared that the Thornton to Switch Island scheme would not meet the criteria for Government funding. Subsequently, decisions about transport funding priorities were partly devolved from central government to the regions and an extensive review of all major transport schemes was undertaken. The
North West Regional Assembly appointed consultants to review possible schemes in the north west. As a result of this review, the Thornton to Switch Island proposal was identified as a regional priority and was recommended by the Regional Assembly for government funding.

2.10 The Regional Assembly’s recommendations for its transport priorities were submitted to Government in early 2006. In July 2006, the Secretary of State for Transport announced that he accepted the recommendation from the regional Assembly. This meant that there was now a realistic opportunity for securing government funding for the Thornton to Switch Island Link. However, a key first step in the process was to confirm the proposed alignment for the new highway link.

2.11 Based on the technical appraisal of the alignment options, a revised alignment was proposed for public consultation in September 2006. An extensive public consultation process was completed between October and December 2006 and the results of this consultation are summarised briefly below. It was still considered that any scheme put forward must address the key objectives without creating substantially more capacity in the corridor. To achieve this and address residents' views, a revised alignment was proposed for the purpose of public consultation. See Map 1 (proposed route). In the technical appraisal this option performed well over other proposals. The proposed alignment was similar to the previous ‘Blue Route’ dual carriageway scheme. The proposal would require the closure of Chapel Lane, north of the Northern Perimeter Road, with only properties to the north of the new road having limited access onto the new road. Properties in the Copy Lane/Netherton Green area would not have direct access onto the road via Chapel Lane, but use existing roads and access via Switch Island or Brickwall Lane. Traffic management measures would be required on Lydiate Lane and Northern Perimeter Road to reduce vehicle speeds, and discourage through traffic.

Map 1 - Proposed route
3.0 The Public Consultation Process
3.1 The public consultation exercise was structured to gain the views of local people and a wide range of stakeholders in respect to the Council’s proposals. As a result the consultation process consisted of a number of important elements. These included:
(i) Leaflets/questionnaire distribution
(ii) Public Exhibitions
(iii) Media coverage
(iv) Meetings/Area Committees
(v) Stakeholder Responses

4.0 Leaflets and Questionnaires
4.1 The leaflet and questionnaire were the main consultation tools (see Appendix A). Leaflets were delivered to residents and businesses in the Netherton, Thornton, and Ince Blundell areas of Sefton to the following postal code areas: L38 1, L38 6, L29 1, L29 3, L29 5, L29 6, L29 7, L29 8, L29 9, L30 0, L30 5, L30 7, L30 8, L23 1, L23 2, L23 4, L31 8 and L31 7 (see Map 2). Leaflets were also posted to key stakeholders, Council Members, and Parish Councillors. In addition, leaflets were made available at the public exhibitions and at local public buildings e.g. libraries, Sefton One Stop Shop and community centres. The leaflet and questionnaire was also made available on the Council’s Website with the questionnaire in a format that could be completed and returned electronically.

The simple questionnaire contained two questions:

How strongly do you agree or disagree with the Council’s proposed alignment for the link road between Switch Island and Thornton?

How strongly do you agree or disagree with the need to restrict levels of traffic and traffic speeds on Lydiate Lane and the Northern Perimeter Road once the proposed link road is open?

It also provided space for people to provide comments about the proposals.

4.2 The leaflet was in full colour with an attached questionnaire that provided the opportunity for local people to comment on the Council’s proposal. A total of 12,807 questionnaires were posted out and 1,394 were returned (see Map 2) representing a return rate of 10.9%. There were also 37 questionnaires returned at the public exhibitions and 62 returned on-line.
Map 2 - Leaflet delivery area

Leaflet Drop Area Boundary

STPU
Technical Services
Bailioli House
Bootle, L20 3NJ

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (Crown copyright). Unauthorised reproduction infringes Crown copyright and may lead to prosecution.
5.0 **Summary of Responses from Questionnaire**

5.1 The responses to the questionnaire are summarised below.

5.2 In response to the question of how strongly people agreed with the Council’s proposed alignment for the link road between Switch Island and Thornton, the responses were: (see chart 1):

- 71.1% strongly agreed
- 18.6% agreed
- 2.5% neither agreed or disagreed
- 1.9% disagreed
- 5.6% strongly disagreed
- 0.3% did not respond

**Chart 1 - Results for Question 1**

How strongly do you agree or disagree with the Council’s proposed alignment for the link road between Switch Island and Thornton?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>71.1%</td>
</tr>
<tr>
<td>Agree</td>
<td>18.6%</td>
</tr>
<tr>
<td>Neither</td>
<td>2.5%</td>
</tr>
<tr>
<td>Disagree</td>
<td>1.9%</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>5.6%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

It can be seen that a very significant majority (89.7%) of respondents support the Council’s proposed alignment for the link road.
Map 3 - Responses received by full postcode location
Map 4 - Responses received by full postcode location in favour of proposed alignment
The analysis of the responses shows that questionnaires were returned from throughout the delivery area. The highest numbers of returns were from the Netherton, Thornton, Crosby and Maghull areas. The distribution of
responses in favour of the proposals showed a similar pattern, as would be expected, since they accounted for almost 90% of all the responses. Responses which opposed the scheme came mostly from the Thornton area.

5.3 In response to the question of how strongly people agreed with the need to restrict levels of traffic and traffic speeds on Lydiate Lane and Northern Perimeter Road once the proposed link road is open, the responses were:

- 50.4% strongly agreed
- 24.8% agreed
- 8.5% neither agreed or disagreed
- 8.4% disagreed
- 6.4% strongly disagreed
- 1.3% did not respond

Chart 2 - Results for Question 2

This illustrates that a significant majority (75.2%) of respondents agreed with the need to restrict levels of traffic and traffic speeds on Lydiate Lane and Northern Perimeter Road.

5.4 As part of the process, respondents were invited to comment on the Council’s proposals. A large number of comments were received covering a range of issues including:

- Timescale for Project Delivery - 415 comments
- Inadequate Proposal/Need for a Dual Carriageway – 104 comments
- Environmental Impacts – 93 comments
- Proposed Alignment of New Road – 36 comments
- Switch Island – 35 comments
- Traffic Management and Congestion – 243 comments
- Brickwall Lane Junction – 31 comments
- Traffic Access to Properties – 27 comments
- Cycling and Walking – 53 comments
- Other Issues – 56 comments

A full list of all comments is included as Appendix B.

5.5 The representation of people replying to the questionnaires was also considered, specifically in relation to age and gender. The distribution of responses was compared to the census data for age and gender distribution in the local communities of the delivery area.

Table 1 - Age profile of respondents compared to Census Data

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Questionnaire responses</th>
<th>Census Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 16</td>
<td>0.2%</td>
<td>20.7%</td>
</tr>
<tr>
<td>16-24</td>
<td>0.3%</td>
<td>9.9%</td>
</tr>
<tr>
<td>25-29</td>
<td>1%</td>
<td>4.2%</td>
</tr>
<tr>
<td>30-39</td>
<td>6.5%</td>
<td>13.3%</td>
</tr>
<tr>
<td>40-49</td>
<td>13.7%</td>
<td>14.5%</td>
</tr>
<tr>
<td>50-59</td>
<td>22.6%</td>
<td>12.5%</td>
</tr>
<tr>
<td>60 and over</td>
<td>49.2%</td>
<td>24.9%</td>
</tr>
<tr>
<td>No response to question</td>
<td>6.5%</td>
<td>NA</td>
</tr>
</tbody>
</table>
Chart 3 - Age profile of respondents compared to Census Data

Table 2 - Gender profile of respondents compared to Census data

<table>
<thead>
<tr>
<th>Gender</th>
<th>Questionnaire responses</th>
<th>Census Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>59%</td>
<td>47.3%</td>
</tr>
<tr>
<td>Female</td>
<td>32.6%</td>
<td>52.7%</td>
</tr>
<tr>
<td>No response to question</td>
<td>7.5%</td>
<td>NA</td>
</tr>
</tbody>
</table>
6.0 Public Exhibitions

6.1 A number of public exhibitions were held at accessible locations in the local area. These were:

- Thornton Primary School on Friday 17th November 2006 between 3.30pm and 8pm – attended by 65 people
- Thornton Primary School on Saturday 18th November 2006 between 10am and 1pm – attended by 24 people
- Netherton Activity Centre on Friday 24th November 2006 between 12 noon and 8pm – attended by 41 people
- Netherton Activity Centre on Saturday 25th November 2006 between 10am and 1pm – attended by 18 people
- Royal British Legion, Copy Lane on Monday 27th November between 3pm and 6pm – attended by 18 people
- L30 Centre, Stonyfield on Tuesday 28th November 2006 between 10am and 2pm – attended by 11 people
- Maghull Town Hall on Tuesday 28th November 2006 between 3pm and 6pm – attended by 30 people
- Raven Meols Community Centre, Formby on Wednesday 29th November between 2pm and 5pm – attended by 16 people

6.2 The public exhibitions were advertised in the consultation leaflet and in the local press. They were staffed by officers from the Council’s Technical Services Department. The role of the officers was to explain the details of the Council’s proposals and to listen to comments. The exhibits included details of the scheme appraisal process, detailed plans of the Council’s proposal and information detailing the impacts of the proposals. The eight public exhibitions were attended by a total of 234 people. A comments book was also available for completion and ten visitors to the exhibition entered
comments (Comments included as Appendix C). Eleven exit interviews were also conducted in order to gauge the views of visitors as to the effectiveness of the public exhibitions (Comments included as Appendix D).

7.0 Media Coverage
7.1 The public consultation received considerable coverage in the media with 11 articles published in a wide range of local newspapers including the Crosby Herald, Liverpool Echo, Maghull & Aintree Star, Daily Post, Maghull Champion, Formby Champion, Formby Times, and Bootle Times. In addition, an interview regarding the proposals was given on local radio by a Council Officer. The details of the coverage are given in Appendix E.

8.0 Meetings /Area Committees
8.1 Council Officers held a number of meetings with residents whose properties would be most affected by the proposals in order to ensure that these residents fully understood the proposals and had the opportunity to comment. Meetings took place with residents from the following addresses:
Brook House Farm  29 September 2006
The Lodge  29 September 2006
Manor Farm Stables  10 October 2006
Orchard House  10 October 2006
Elm Farm  10 October 2006
1 Gamekeepers Cottage  10 October 2006
2 Gamekeepers Cottage  18 October 2006
Chapel Lane Cottage  9 November 2006

Meeting notes are included as Appendix F.

8.2 A Briefing Meeting was held with representatives from Thornton, Sefton, Ince Blundell Parish Councils and Maghull Town Council on 3 October 2006. A presentation about the scheme and the consultation was given to Ince Blundell Parish Council on 14 November 2006. (Meeting notes included as Appendix G)

8.3 Details of the public consultation were also reported to the Litherland and Ford, St Oswald and Netherton and Orrell, Sefton East Parishes, and Crosby Area Committees.

9.0 Other Responses
9.1 Ten letter responses were received during the consultation period. All letter responses and the replies returned are included as Appendix H. Names and addresses of respondents have been withheld to ensure compliance with the Data Protection Act 1998.

9.2 Two petitions were received and these are included as Appendix I.
9.3 25 telephone calls were received. Eighteen of these were requests for more leaflets whilst the remaining involved comments relating to the proposals.

10.0 **Conclusions**  
The consultation process highlights strong public support for the proposed alignment of a single carriageway link between Switch Island and Thornton. However, there are significant concerns regarding aspects of that alignment by residents whose properties are likely to be most affected.
Introduction

An announcement by the Secretary of State for Transport in July 2006 re-opened the potential for Government funding of a proposed highway link between Thornton and Switch Island. The Government's announcement was based on recommendations from the North West Regional Assembly for major transport schemes in the north-west.

Since 2004, proposals for a new link made little progress because of changes in the way that Government funds major transport schemes costing more than £5m. The Government required that decisions about which schemes should receive priority should be made at a regional level. At the end of 2005, the North West Regional Assembly assessed more than 100 schemes in the north-west region, based on economic, environmental and social benefits along with value for money and deliverability. Following this assessment, the Thornton to Switch Island Link Road was included in the north-west's priority list.

In order to take advantage of the opportunity for Government funding of the scheme, the Council needs to finalise the proposed alignment and start to prepare the information that the Department for Transport requires.

We would like to hear your views on the Council's proposals. We want to develop a way forward that has the support of local people so please take the opportunity to read the leaflet, visit the exhibitions and complete the pre-paid questionnaire. Thank you for your assistance.
What is the proposed Thornton to Switch Island Link Road?

The Thornton to Switch Island Link is a proposed new single carriageway road connecting the motorway junction at Switch Island with the A565 Southport Road at Thornton. The proposed link road will provide a local by-pass of the communities of Netherton and Thornton, especially the areas of Green Lane, Lydiate Lane and the Northern Perimeter Road.

Why do we need the link?

There has been a problem with traffic congestion at peak times on the Northern Perimeter Road, Lydiate Lane and Green Lane for many years. This affects the quality of life of the local community living along these roads, as well as having wider economic and environmental impacts. The proposed link road is intended to provide a wide range of benefits for the local area. These are:

- Relieve traffic congestion on Green Lane, Lydiate Lane and Northern Perimeter Road
- Relieve traffic congestion at the Copy Lane junction on the A565
- Provide local environmental improvements, especially in terms of noise and air quality for local communities along Green Lane, Lydiate Lane and the Northern Perimeter Road
- Improve access to the north of the Borough from the motorway network, especially Formby and Southport
- Improve access and road safety for local communities along Green Lane, Lydiate Lane and the Northern Perimeter Road
- Improve conditions for public transport, walking and cycling along Green Lane, Lydiate Lane and the Northern Perimeter Road
- Reduce the amount of “rat running” traffic through the

Why is only one route alignment being consulted about?

Following consultation with local people and businesses in the Netherton and Thornton areas in 2000, the Council assessed six possible options for a new link. A single carriageway highway link was identified as the best option and a second major consultation was carried out in autumn 2000. There was strong support for the proposal although some questions remained about the specific alignment, mainly at the Netherton end. In January 2004 the Council resolved that a single carriageway link from Switch Island to Thornton would be the preferred option, but that some further assessment of the detailed alignment was required. Following this assessment and in response to the Government’s acceptance of the scheme as a regional priority, the Council’s Cabinet decided in September 2006 to consult on this route alignment.

How much will the link cost and where is the money coming from?

The current estimate for the whole scheme is about £12m. If the scheme gets approved, the Department for Transport will provide 90% of these costs. The Council will need to find the remaining 10% of the scheme costs and contribute to any cost increases that may happen at the later stages of the scheme development.

What happens next?

The next stage in the development of the project is to prepare the formal Business Case required by the Department for Transport. It is planned to submit the detailed business case to the Department for Transport in summer 2007. The provision of the Business Case is the first of three appraisal stages required by the Department for Transport before the Council could obtain Government funding for the project. If the Department for Transport accepts the business case, the Council will then need to start the detailed design of the scheme and preparation for the planning application. This will include preparing a detailed Environmental Impact Assessment. Detailed proposals for limiting the impacts of the road, for example to minimise noise levels and reduce the impacts on wildlife and landscape, will be developed at this stage.
Thornton to Switch Island Link: Proposed Alignment

What will happen to Lydiate Lane and the Northern Perimeter Road?

The proposed link road will take a lot of traffic off Lydiate Lane and the Northern Perimeter Road. It will be important to ensure that these roads are then used only by local traffic. Some form of traffic management measures will therefore be needed on Lydiate Lane and the Northern Perimeter Road to reduce speeds, discourage through traffic and make these roads better for public transport, walking and cycling.

Will there be any junctions along the link?

Apart from the junctions at each end, there are plans for only one main junction on the link, at Brickwall Lane. There will also be minor junctions to permit access to properties at Holgate and Chapel Lane. There has been some concern that having a junction at Brickwall Lane would attract traffic to the proposed link road through Maghull and Sleton village. The Council has used a computer model to examine the traffic impacts of having or not having a junction at Brickwall Lane. This has shown that there is very little difference in the levels of through traffic between having or not having a junction. Overall, it is slightly more beneficial to include the junction at Brickwall Lane. Including the junction also provides better local access to the new link.
QUESTIONNAIRE
PLEASE RETURN BY Friday 15th December 2006

Question 1:
How strongly do you agree or disagree with the Council’s proposed alignment for the link road between Switch Island and Thornton? (Please tick one box only)

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree

Question 2:
How strongly do you agree or disagree with the need to restrict levels of traffic and traffic speeds on Lydiate Lane and the Northern Perimeter Road once the proposed link road is open? (Please tick one box only)

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree

Question 3:
Do you have any comments about the Council’s proposals for the Thornton to Switch Island Link?

______________________________________________________________________________

______________________________________________________________________________

______________________________________________________________________________

______________________________________________________________________________

Moisten gum strip at top and fold to seal

22
A few questions about you:

Are you…? (please tick one box only)

Male [ ] Female [ ]

Which age group do you belong to? (Please tick one box only)

Under 16 [ ] 16-24 [ ] 25-29 [ ] 30-39 [ ] 40-49 [ ] 50-60 [ ] 60 and over [ ]

Please enter your home postcode:

[ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]
How can you be involved?
We are fully committed to involving local people and therefore we would like to hear your views on the proposal. Two exhibitions will be held, where officers will be available to discuss the results of the appraisal and the Council’s proposal in much more detail. Large scale plans will also be available for inspection. The details for the exhibitions are as follows:

Thornton Primary School, Edge Lane, Thornton (in the main hall in the front building)
Friday 17th November - between 15.30 hours and 20.00 hours
Saturday 18th November - between 10.00 hours and 13.00 hours

Netherton Activity Centre, Glovers Lane, Netherton (in the Function Room, First Floor)
Friday 24th November - between 12.00 hours and 20.00 hours
Saturday 25th November - between 10.00 hours and 13.00 hours

ALL VENUES ARE FULLY ACCESSIBLE

This Newsletter also has a prepaid questionnaire attached. The information you provide and your views and comments will help us to deliver the right scheme between Thornton and Southport. So please take the opportunity to visit the exhibitions and complete the prepaid questionnaires. Your views are important to ensure that we develop a scheme for the area that has the support of local people. If you want to write to us with any other comments about the link proposals, you can use the same Freepost address.

Are these proposals related to the possibility of a new route to the docks?

The possibility of a new route to the docks is being investigated by the Highways Agency. The Agency has provided the Council with the following statement:

“The Highways Agency has been asked by the North West Regional Assembly to look at longer term, strategic access to the A5036 route to the Port of Liverpool. This section of the A5036 currently suffers from a high level of congestion and poor journey time reliability. The Highways Agency are conducting a study to examine proposals to meet this request and will be in a position sometime in Spring 2007 to conduct a consultation exercise to show the results of this study.”

The Council will be providing the Highways Agency with the details of the consultation on the Council’s proposals.

If the link goes ahead, when will it be built?

There are many stages that the project needs to go through before work can start. This makes it difficult to be certain at this stage when the link might be built. However, if everything goes completely smoothly, work may be able to start around the end of 2010 or early in 2011.

THIS DOCUMENT CAN BE MADE AVAILABLE IN LARGE PRINT, ALTERNATIVE LANGUAGE OR AUDIO VERSIONS. PLEASE CONTACT SEFTON COUNCIL BELOW FOR INFORMATION.

Please contact:
Strategic Transportation Planning Unit
Technical Services, Sefton Council
Balbiol House, Balbiol Road, Bootle, L20 3NJ
Tel: 0151 934 4225/4666/4260
Fax: 0151 934 4573
Email: transport.planning@technical.sefton.gov.uk
Website: www.sefton.gov.uk/thorntonlink
Analysis of Comments Summary – Question 3

In total 960 (64.3%) questionnaire returned provided comment(s) about the proposal.

Main Categories for Comments:

- Time Scales – comments in regards to the time taken to develop the scheme;
- Inadequate proposal/Dual Carriageway – comments received in regards to the proposal does not go far enough and/or there would be a preference for a dual carriageway scheme instead;
- Environmental Impacts
- Alignment Issues – comments in regards to the proposed alignment of the route;
- Switch Island – comments in regards to Switch Island;
- Traffic Management and Congestion – comments in regards to traffic management provisions and current and future traffic congestion on the road network;
- Brickwall Lane Junction – comments in regards to the proposed Brickwall Lane junction along the link;
- Traffic Access Issues – comments in regards to vehicle access for residents in the area;
- Cycling and Walking – comments in regards to issues for cyclist and pedestrians in the area;
- Other – comments made which do not fit into any of the above categories.

Category Analysis

It must be noted that many questionnaires received back had several comments made, therefore that numbers of comments reported does not equate to the 960 questionnaires that had a comment(s) noted.

Time Scales

In total 415 comments were made in regards to the time scales taken over road already to date and in the actual proposed implementation period.

Inadequate proposal / Dual Carriageway

In total 104 made in regards to the proposal being inadequate and/or a dual carriageway scheme would be a better option.

- Wider road or a dual carriageway scheme better option: 87
- Proposed road should bypass Ince woods: 33
- Road inadequate to cope with emergencies: 10

Environmental Impacts

In total 93 comments made were in regards to the environmental impacts of the proposed scheme.

- Link would have a positive impact on the environment: 23
- Link would have a negative impact on the environment: 36
- Concern or issue with the use of greenbelt land for the link: 25
- Effect on wildlife: 12
- Environmental issues with regards traffic management issues, congestion and building requirement: 12
Alignment Issues

In total 36 comments made were in regards to the alignment issues of the proposed scheme.

- Proposed junction layout comments: 9
- Road alignment near Northern Perimeter Road: 4
- Road alignment near Southport Road: 3
- Holgate area issues: 4
- Chapel Lane properties issues: 3
- General comment about alignment of proposed link: 13

Switch Island

In total 35 comments made were in regards to Switch Island.

- Switch Island should have a fly over: 14
- Congestion concerns at Switch Island with proposed scheme: 8
- Positive feedback on Switch Island Phase 2 works: 2
- Issues of link joining at Switch Island: 2
- Current problems with Switch Island: 4
- Switch Island should be moved: 3
- Scheme should have been done at same time as Switch Island Phase 2 works: 2

Traffic Management and Congestion

In total 243 comments made were in regards to Traffic Management and Congestion issues.

- The proposed scheme will have positive impacts on current congestion problems: 85
- Other traffic issues at present day in area: 37
- Scheme will increase / have no effect / concerns with future traffic levels: 46
- No need to have traffic management in area with scheme: 25
- Need to have traffic management / suggestions of traffic management to be installed: 51
- No speed bumps should be installed: 14
- HGV issues: 14

Brickwall Lane Junction

In total 31 comments made were in regards to the proposed Brickwall Lane junction.

- In support of junction: 5
- Against and/or have reservations about the junction: 21
- Proposed junction design: 5

Traffic Access Issues

In total 27 comments made were in regards to the Traffic Access issues.

- Current issues with vehicle access to local properties: 15
- Local access issues for properties directly effected by proposed scheme: 5
- Access to properties during construction: 1
- Scheme will improve vehicles access for residents in local area: 3
- Vehicle access to further afield locations: 3
Cycling and Walking

In total 53 comments made were in regards to the Cycling and Walking issues.

- Improve walking and/or cycling routes in local area as part of scheme: 25
- Right or Way issues/footpaths intersected by proposed link: 13
- Current issues in area for walking/cycling: 15

Other Issues

In total 56 comments made were in regards to the other issues.

- Local economy/business: 3
- Cost of scheme: 18
- Construction issues: 2
- Accident issues: 5
- Public Transport services issues: 6
- Leaflet “Update 5” issues: 3
- Not related to scheme at all issues: 16
- Rimrose Valley link issues: 4

<table>
<thead>
<tr>
<th>Thornton to Switch Island Link Questionnaire Comments</th>
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<tbody>
<tr>
<td>JUST DO IT! TOO MUCH TALKING &amp; LITTLE ACTION! BUT SHOULD USE ORIGINAL PROPOSAL OF FLYOVER TO SWITCH ISLAND</td>
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<tr>
<td>NEED TO CONSIDER CYCLE AND PEDESTRIAN ACCESS ACROSS NEW ROAD</td>
</tr>
<tr>
<td>THIS ROAD HAS BEEN TOO LONG IN COMING. THE ROUTE IS GOOD AS LONG AS THE LOCAL ENVIRONMENT IS NOT DAMAGED TOO MUCH. THE NORTHERN PERIMETER RD IS TOO LONG TO HAVE SPEED BUMPS ETC MAYBE SPEED MONITORING CAMERAS SHOULD BE CONSIDERED</td>
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<tr>
<td>I DISAGREE WITH THE CONSTRUCTION OF THE LINK AS IT WILL ULTIMATELY NOT SERVE TO REDUCE CONGESTION IN SEFTON MBC. WE ARE ALL NOW AWARE THAT ANY INCREASE IN CAPACITY OF ROAD WILL QUICKLY CREATE ‘DEMAND’ INCREASING CAR USE AND WHICH WILL FILL THE CAPACITY CREATED. IN ADDITION IT WILL DESTROY MUCH NEEDED GREEN OPEN SPACES AND NOT ENCOURAGE A REDUCTION IN TRAFFIC FLOWS SO AS TO KEEP CO2 EMISSIONS LOW. THE AUTHORITY SHOULD BE SEEKING TO USE RESOURCES TO DISCOURAGE CAR USE AND ENCOURAGE SUSTAINABLE TRAVEL OPTIONS.</td>
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<tr>
<td>YES SHOULD DO IT SOONER!</td>
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<tr>
<td>WHY HAS IT TAKEN SO LONG?</td>
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<tr>
<td>EXCELLENT! ABOUT TIME TOO  WOULD BE EVEN BETTER WITH A FLYOVER ONTO THE M57/58 ACROSS SWITCH ISLAND</td>
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<tr>
<td>IT SHOULD HAVE BEEN DONE LONG AGO</td>
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<tr>
<td>THIS ROAD IS LONG OVERDUE AND WILL ELIMINATE PEAK HOUR TRAFFIC CHAOS THROUGH THE AREAS MENTIONED</td>
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<tr>
<td>THE SOONER ITS DONE THE BETTER!</td>
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<tr>
<td>A WELCOME PROPOSAL TO SEGREGATE LOCAL TRAFFIC ETC FROM THOSE TRAVELLING TO SOUTHPORT</td>
</tr>
<tr>
<td>FANTASTIC WELL DONE</td>
</tr>
<tr>
<td>S.A.P</td>
</tr>
<tr>
<td>I THINK IT WOULD BE GOOD FOR SEVERAL REASONS CALM &amp; REDUCE TRAFFIC ON NORTHERN PERIMETER RD &amp; COPY LANE AREA EASE FLOW OF TRAFFIC ON M57 IN GENERAL HELP THE NEIGHBOURHOOD</td>
</tr>
<tr>
<td>NO COMMENT</td>
</tr>
<tr>
<td>BY RESTRICTING TRAFFIC ON LYDIATE LANE WILL FURTHER LOAD MOOR LANE &amp; EDGE LANE</td>
</tr>
<tr>
<td>AS USUAL TE COUNCIL HAVE GONE FOR THE CHEAP OPTION WITHOUT ADDRESSING THE REAL PROBLEM OF CONGESTION TO INCE WOODS AND THE A565 IF THIS PLAN HAS TO GO AHEAD THEN WHY CAN’T THE ROAD SWEEP DOWN FROM HIGHER UP ACROSS THE FIELDS TO EITHER BYPASS THE WOODS AROUND THE BACK STRAIGHT ONTO THE FORMBY BYPASS OR HAVE A ROUNDABOUT</td>
</tr>
</tbody>
</table>
JOINING IT TO THE A565 BY THE JOSPICE? BETTER AGAIN - THE OLD Cheshire Lines IS A DIRECT
PERFECT UNUSED ROUTE WHICH I'M SURE WOULD BE BETTER FOR EVERYONE.

THE NEW ALTERATIONS TO SWITCH ISLAND HAS IMPROVED THE FLOW OF TRAFFIC IMMENSELY. THE
NEW BY PASS AT THORNTON IS A MUST FROM SWITCH ISLAND BECAUSE THE STANDING TRAFFIC ON
DUNNINGS BRIDGE ROAD GOING TO THORNTON IS HORRIBLE AND FROM SEFTON LANE TO
THORNTON IS HEAVILY CONGESTED.

THE SOONER THE BETTER!

THE MORE MOTORWAYS THAT ARE BUILT ONLY INCREASE TRAFFIC STUDIES IN AMERICA HAVE
PROVED THIS LOOK AT LOS ANGELOS MOTORWAYS HAVE SIMPLY INCREASED TRAFFIC

MAKE THE LINK ROAD HAPPEN NOW NOT IN THE FUTURE

ABOUT TIME THE LINK WAS CONSTRUCTED

I THINK THAT IT IS LONG OVERDUE. THE CONGESTION ON THESE ROADS SEEMS TO INCREASE BY
THE DAY AND IF THIS LINK IMPROVES THE ENVIRONMENT FOR THE LOCAL RESIDENTS AND IMPROVES
TRAVEL CONDITIONS FOR THE DRIVERS, IT CAN ONLY BE A GOOD THING

I WOULD STRONGLY SUPPORT THIS SCHEME. THIS SHOULD HAVE BEEN DONE YEARS AGO. HGV's
REGULARLY TRAVEL FROM SEFTON LANE INDUSTRIAL ESTATE THROUGH EITHER MAGHULL OR THE
ABOVE ROADS AND WOULD USE THE PROPOSED ROAD. THE TRAFFIC DELAYS ON GREEN LANE CAN
BE APPALLING. THE NON EXISTENCE OF THIS ROUTE JEOPARDISES BUSINESS GROWTH

I HAVE ASKED FOR MANY YEARS, FOR QUIETENING OF TRAFFIC ON THE PERIMETER RD (AS A
RESIDENT OF DUNNINGS BRIDGE PARK ESTATE IF THIS PROPOSAL GOES AHEAD, AS IT SHOULD,
THERE WOULD BE NO NEED FOR THIS THEN.

THERE IS ALSO A NEED TO RESTRICT LEVELS OF TRAFFIC AND SPEEDS ON MOOR LANE, CROSBY

I WOULD LIKE TO BUILD A LINK ROAD FROM THE A565 TO TAKE TRAFFIC OFF LYDIATE LANE AND NORTHERN
PERIMETER ROAD THAT A565 WILL MUCH SAFELY

NOT

ONLY THAT IT'S BEEN A LONG TIME COMING

I DO NOT AGREE THAT IT WILL BE NECESSARY TO DISCOURAGE TRAFFIC FROM USING LYDIATE LANE
OR THE NORTHERN PERIMETER ROAD. LOCAL TRAFFIC WILL NEED THESE ROADS THROUGH TRAFFIC
WILL IGNORE THEM. WE DON'T WANT TO FORCE LOCAL TRAFFIC ON TO THE NEW ROAD, I HOPE? THE
JUNCTION AT BRICKWALL LANE ALREADY MAKES IT TOO EASY FOR LOCAL TRAFFIC TO DIVERT TO
THE NEW ROAD. REMEMBER WHAT A MESS LOCAL TRAFFIC MADE OF THE M25!!

SOONER THE BETTER

AT PEAK HOUR SWITCH ISLAND IS A NIGHTMARE, IF WE HAD THE LINK ROAD TO THORNTON IT WOULD
EASE THE TRAFFIC USING THE PERIMETER ROAD IT SHOULD HAVE BEEN DONE YEARS AGO BECAUSE
IT IS VIRTUALLY IMPOSSIBLE TO GET ACCESS TO OUR HOUSE

THE NEW BYPASS IS LONG OVERDUE. I HAVE LIVED IN CUMBERLAND GATE FOR 26 YEARS AND THE
TRAFFIC PROBLEMS ARE GETTING WORSE AT BUSY TIMES ITS IMPOSSIBLE TO EVEN GET OUT OF THE
ESTATE CAUSED BY THE BUILD UP OF TRAFFIC AROUND COPY LANE POLICE STATION.

THE LINK ROAD SPEED LIMIT SHOULD BE SET AT 40MPH AND THE NORTHERN PERIMETER REDUCED
TO 30MPH OR IF THAT IS INPRACTICAL THE NORTHERN PERIMETER SHOULD AT LEAST BE 10 MPH
SLOWER THAN THE NEW LINK ROAD. I WOULD OBJECT TO 'SPEED BUMPS' AS A CONTROL AS CARS
ACCELERATING BETWEEN BUMPS WOULD INCREASE EXHAUST EMISSIONS AND MERELY CREATE AN
ENVIRONMENTAL PROBLEM OF POLLUTION.

JUST 20 YEARS TOO LATE! LYDIATE LANE MUST BE THE MOST INAPPROPRIATE 'A' ROAD IN THE
COUNTRY. THE CONTINUATION OF THE DUAL CARRIAGEWAY THROUGH INCE WOODS IS ALSO LONG
OVERDUE - ALSO THE APPROACH TO THORNTON FROM THE WOODS OUGHT TO BE 2 LANES FROM
THE LIGHTS THROUGH TO THE A5207 JUNCTION.

I WOULD WELCOME A LINK ROAD AS IT IS ALWAYS VERY DIFFICULT TO LEAVE MY ESTATE TO JOIN
THE MAIN ROADS LEADING TO M57 & M58 AND MAGHULL

IT'S ABOUT TIME THIS NEW ROAD IS TO OPEN IT MUST BE TERRIBLE FOR THE PEOPLE WHO LIVE IN
GREEN LANE AND LYDIATE LANE WITH THE VAST AMOUNT OF TRAFFIC, IT'S A PITY THAT NOTHING
CAN BE DONE TO MOOR LANE BECAUSE THAT'S A NIGHTMARE

ASAP

NO MENTION HAS BEEN MADE OF THE RUSH HOUR TRAFFIC AT THE JUNCTION OF MOOR LANE &
EDGE LANE IT ALWAYS SEEMS TO ME THAT THERE IS FAR MORE COMMUTER TRAFFIC INTO
LIVERPOOL FROM THE SUBURBS THAN GOES TO THE MOTORWAY

IT HAS TAKEN FAR TOO LONG TO ORGANISE THIS LINK. I HAVE CORRESPONDED PREVIOUSLY WITH
SEFTON COUNCIL BUT TO NO AVAL. A MAJOR DUAL CARRIAGEWAY LINK IS REQUIRED, NOT WHAT IS
<table>
<thead>
<tr>
<th>PROPOSED: THE FAILURE TO PROVIDE DOES FURTHER DAMAGE TO THE DECLINING ECONOMY OF SOUTHPORT, AND THE BOROUGH IN GENERAL. A JUNCTION AT BRICKWALL LANE WILL BE A HAZARD</th>
<th>WHAT ABOUT A BRIDGE? IN MY VIEW 2010/11 IS FAR TOO LATE</th>
</tr>
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<tbody>
<tr>
<td>HURRY UP!!</td>
<td></td>
</tr>
<tr>
<td>YES - PUT IT SOMEWHERE ELSE, LEAVE WHAT OPEN SPACE WE HAVE ALONE</td>
<td>NO</td>
</tr>
<tr>
<td>GOOD IDEA - LONG OVERDUE</td>
<td></td>
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<tr>
<td>WILL IT LEAD TO TOO MUCH SOUTHPORT BOUND TRAFFIC HITTING THE SINGLE CARRIAGEWAY ROAD BEFORE &amp; THROUGH INCE WOODS? HOW WILL IT IMPACT UPON CROSBY RESIDENTS ACCESS TO THE SOUTHPORT BOUND INCE WOODS ROUTE? ISN'T THE REAL PROBLEM LIVERPOOL BOUND TRAFFIC GOING THROUGH CROSBY AM &amp; FORMBY/SOUTHPORT BOUND TRAFFIC PM THIS ROUTE MAY Assist MOTORWAY USING TRAFFIC BUT NOT THE REAL CAUSE OF CROSBY'S TRAFFIC PROBLEMS A CROSBY BYPASS IS WHAT IS REALLY NEEDED IF LINK WORKS ANY REDUCTION IN TRAFFIC SHOULD HAPPEN AUTOMATICALLY - IF IT DOESN'T THE LINK WILL HAVE FAILED &amp; BEEN A WASTE OF MONEY</td>
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<tr>
<td>DO NOT HOLD BACK, THIS LINK HAS BEEN 40+ YEARS AWITING BUILDING IT NEEDS TO BE FINISHED ASAP. THE NORTHERN PERIMETER ROAD NEEDS THE SPECS TYPE SPEED CAMERA SYSTEM TRAFFIC WILL ONLY ACCELERATE BETWEEN SPEED HUMPS/MEASURES AND IT IS A A BUSY BUS ROUTE. LYDIATE LANE SHOULD HAVE A BAN ON VEHICLES EXCEPT CARS BYCYCLES &amp; M/BICYCLES, LOCAL BUS ROUTES, BREWERY &amp; CREMATORY VEHICLES AND EMERGENCY VEHICLES, ALL OTHER GOODS OR BUS/COACH TRAFFIC SHOULD BE BANNED.</td>
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<tr>
<td>DO IT QUICKLY OR MOOR LANE WILL GRIND TO A HALT!</td>
<td>NOT BEFORE TIME!</td>
</tr>
<tr>
<td>WHY DON'T YOU DO THE JOB PROPERLY WITH FORESIGHT? - SO THAT FUTURE COUNCILS WILL NOT HAVE TO COME BACK AND ENLARGE/WIDEN THE ROAD. YOU WILL HAVE A MOTORWAY GOING INTO A SINGLE ROAD THEN BACK TO A DUAL CARRIAGE WAY</td>
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<tr>
<td>TRAFFIC CONGESTION ON GREEN LANE AND LYDIATE LANE IS ALREADY SERIOUS. IF WE HAVE TO WAIT ANOTHER 4 OR 5 YEARS BEFORE WORK STARTS ON THE NEW LINK, TRAFFIC WILL BE AT CHAOS LEVEL BY THEN. TOO MUCH TIME HAS ALREADY BEEN WASTED - URGENT ACTION IS NOW ESSENTIAL</td>
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<tr>
<td>DOESN'T BOTHER ME ONE BIT!</td>
<td>I FEEL THAT A SINGLE CARRIAGE ROAD WILL NOT BE ADEQUATE BY THE TIME IT IS BUILT</td>
</tr>
<tr>
<td>I HAVE LIVED IN THIS AREA FOR 36 YRS AND HAVE FOUND THE INCREASE IN VOLUME OF TRAFFIC UNSUFFORABLE. MOST TIMES WE ARE UNABLE TO ENTER THE MAIN ROAD BECAUSE OF THE VOLUME OF TRAFFIC. THIS RD HAS BEEN PROMISED BUT HAS BEEN A LONG TIME COMING, IF IT DOES MATERIALISE IT WILL BE OF GREAT BENEFIT TO RESIDENTS IN LYDIATE LANE AND THEREABOUTS HERE'S HOPING</td>
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<tr>
<td>PLEASE WOULD THE COUNCIL CONSIDER THE SPEED OF TRAFFIC ALONG LYDIATE LANE BY PUTTING IN SPEED CAMERAS?</td>
<td>ITS BEEN TOO LONG IN COMING - GET A MOVE ON!</td>
</tr>
<tr>
<td>I LIVE IN APOLLO WAY, THE SPEED RAMPS ON COPY LANE ADRINS LANE, ST OSWALDS LANE, ARE A TOTAL DISGRACE THEY ARE TOO HARSH FOR PEOPLE LIVING IN THIS AREA THEY SHOULD BE ROUNDED OFF INSTEAD OF HAVING FLAT AREAS, I'M NOT AGAINST SPEED RAMPS, BUT PLEASE MAKE THEM MORE VEHICLE FRIENDLY</td>
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<tr>
<td>THIS LINK WILL INDEED PROVE BENEFICIAL FOR FLOW OF TRAFFIC AND IMPACT ON REDUCING CONGESTION ALONG DUNNINGS BRIDGE ROAD, SWITCH ISLAND IMPROVEMENTS IN THE PAST HAVE PROVED TO EASE THE BOTTLENECK OF TRAFFIC BUT TRAFFIC FLOWING THROUGH TO CROSBY AND THORNTON HAS STIL NOT BEEN REOLVED THIS LINK IS ABSOLUTELY NECESSARY ALTHOUGH IT IS IMPERATIVE TO KEEP A STRONG AWARENESS ON THE GREENBELT AREA, IE IMPACT ON THE SURROUNDING COUNTRYSIDE AND WILDLIFE.</td>
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<tr>
<td>PLEASE STOP TALKING AND START BUILDING!!! MANY THANKS</td>
<td>I WOULD BE STRONGLY OPPOSED TO THE JUNCTION ON BRICKWALL LANE - WHATEVER THE COMPUTER MODEL SUGGESTS THERE IS BOUND TO BE AN INCREASE IN TRAFFIC FROM MAGHULL ALONG BRICKWALL LANE. THIS ALREADY HAS A VERY HIGH VOLUME OF TRAFFIC, PARTICULARLY IN THE MORNING AND EVENING</td>
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<tr>
<td>NOT BEFORE TIME</td>
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<tr>
<td>I HOPE THERE WILL BE FACILITY TOWARDS REDUCING THE BOTTLENECK IN INCE WOODS. YOUR PRESENT PLAN APPEARS TO COME TO A JUDDERING HALT IN THE WOODS</td>
<td>GET ON WITH IT!</td>
</tr>
<tr>
<td>TOTALLY DISAGREE WITH ANY JUNCTION AT BRICKWALL LANE TRAFFIC TRAVELLING ALONG SEFTON LANE HAS INCREASED DRAMATICALLY OVER THE YEARS CAUSING QUEUEING TRAFFIC AND</td>
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<tr>
<td>Constant vibration to properties from HGV's every time there are any roadworks etc, traffic is re-directed along Sefton Lane and it has to be assumed that many drivers are finding it a better route and carrying on using it. Noise &amp; damage to property is on the increase. This lane cannot sustain any more traffic, particularly HGV's. Don't hesitate get on with it sooner the better.</td>
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<tr>
<td>There is a need to restrict HGV's and commercial tonnage from perimeter and Lydiate Lane - now. Done soon as possible nil further delays. Long overdue!</td>
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<tr>
<td>Will it make any difference to the serious congestion on Moor Lane? The link road is long overdue, congestion in Thornton/Crosby is getting worse by the year, if something isn't done soon there will be total gridlock. Let's hope this time Sefton Council stops dithering and finally does something although I won't hold my breath. A single carriageway road may prove to be insufficient for future traffic needs. To wait until 2010 for work to start seems a long time. Funding may not be available then, as has happened in the past.</td>
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<tr>
<td>The road must across the Trans Pennine Trail in Chapel Lane, will measures be taken to maintain this link? I just wish the council would get on with the road we have been waiting years for this road! It should have been done years ago! Will the link road increase traffic at the Park Road/Quarry Road to and from Crosby not before time! Urgently needed new road should have constructed many years ago. If weight size and speed restrictions are imposed I hope proper arrangements are in place for them to be enforced along Lydiate Lane, Green Lane and Northern Perimeter Road. Please just do it! No more surveys or questionnaires needed.</td>
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<tr>
<td>If possible an earlier completion date as the problem is becoming worse week by week. It will also reduce (hopefully) the amount of traffic using Gainsborough Ave, Ormonde Drive &amp; Racecourse Road as a short cut to Switch Island. Very happy with proposal the sooner the better.</td>
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<tr>
<td>Only the hope that it would take a good portion of traffic away from Liverpool Road South, Maghull. None- please get on with it. Should have been done 5 years ago - get on with it why does everything take years to formulate the process is far too slow.</td>
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<tr>
<td>The existing speed restrictions should remain at the present levels on the existing roads (N. Perimeter, Lydiate Lane, Green Lane) what is the point of diverting nearly all the traffic from one set of single carriageway roads to another new single carriageway road? What is the 7th bullet point on 'why do we need the link' (unfinished sentence) why is there not a left filter arrow on the traffic lights on Edge Lane at its junction with Brickwall Lane (heading towards Netherton). Although the link road won't normally affect me as a Maghull resident, I do feel it will be an asset for vehicles leaving the M57 &amp; M58 travelling to Southport, therefore less traffic for residents of Green Lane, Lydiate Lane and the Northern Perimeter Road to contend with. That access is maintained to the paths for walkers and cyclists.</td>
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<tr>
<td>Why is there not a flyover at Switch Island straight onto the M57 and ease traffic onto Dunnings Bridge Road from Thornton New Road? Most of the traffic using this new road would be heading for the M57 Motorway - a flyover at Switch Island would be better and reduce the traffic flow on Switch Island. I feel the new link road runs to close to the Northern Perimeter Road at the start junction the noise from the traffic is bad enough now without a second road. I think it's a very good idea and should definitely go ahead.</td>
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30
IS NOTHING BEING DONE ABOUT TRAFFIC ON EDGE LANE THORNTON? WE TOO HAVE HEAVY TRAFFIC NOT ONLY OF A DAY, BUT ALL THROUGH THE NIGHT, TAXIS AND SPEEDING CARS ESPECIALLY THURS, FRI, SAT & SUNDAY NIGHTS. IN THE SUMMER NIGHTS WE CAN'T HAVE OUR WINDOWS OPEN WE HAVE ASKED BEFORE FOR SPEED CAMERAS SEFTON ROAD GOT THEM WHY NOT US?

AN OPPORTUNITY WAS MISSED, YEARS AGO, TO HAVE A ROAD, THE EQUIVALENT OF THE KNOWSLEY EXPRESSWAY THIS ROAD COULD HAVE LINKED THE M57 TO THE A565 AT FORMBY TO THE EAST OF THE VARIOUS PROPOSALS, NOW, AND THEN. IT WOULD HAVE BEEN OVER FARM LAND WHICH WOULD QUATE TO THAT THE EXPRESSWAY CROSSES, OF NO GREAT VALUE, AND WOULD HAVE AVOIDED THE WOODLAND AT INCE BLUNDELL THE NEW LINK ROAD ONLY FUNNELS TRAFFIC INTO THAT ACCIDENT BLACK SPOT, ALREADY CONGESTED AT PEAK TIMES.

I WOULD LIKE TO KNOW HOW THIS WILL AFFECT LOCAL BUSINESS EG: CRESCENT, THORNTON MOOR LANE, CROSBY & CHURCH ROAD LITHERLAND

THE SOONER THE BETTER ONE ADDITIONAL HELP WOULD BE AT THE END OF THE NORTHERN PERIMETER ROAD BY COPY LANE POLICE STATION, FILTER THE LIGHTS FOR CARS WANTING TO TURN RIGHT ONTO DUNNINGS BRIDGE ROAD, THIS WOULD EASE CONGESTION SIGNIFICANTLY

THE LINK SHOULD BE A DUAL CARRIAGEWAY - BUILD IT NOW RATHER THAN LATER WHAT WILL BE THE NOISE DEADENING FEATURES FOR THE NEW ROAD, WHAT SORT OF SCREENING - LIVING ADJACENT TO THE NORTHERN PERIMETER ROAD NOW WE HAVE A LOT OF VEHICLE/TRAFFIC NOISE ALL DAY

ALTHOUGH I AGREE WITH THE PROPOSAL I DONT THINK IT WILL TAKE ANY TRAFFIC AWAY FROM MAGHULL. ALSO I THINK THERE IS A MUCH GREATER NEED TO FIND A NEW ROUTE TO THE DOCKS AS I BELIEVE THE TRAFFIC CONGESTION ALONG DUNNINGS BRIDGE ROAD ALL THE WAY TO THE DOCKS IS CAUSED BY HGV'S ALSO WHY WOULD IT TAKE ANOTHER 3-4 YEARS BEFORE WORK COMMENCES?

WE REMAIN VERY CONCERNED ABOUT THE TRAFFIC FLOW UP AND DOWN MOOR LANE AND THE LONG QUEUES WHICH FORM ALONG CHESTERFIELD ROAD AT CERTAIN TIMES OF THE DAY CAUSED BY TRAFFIC DODGING THE HOLD UP ALONG LIVERPOOL ROAD FROM ENDBUTT LANE TO THE BY PASS. THE CHESTERFIELD ROAD TRAFFIC IS FORMED LARGELY BY VEHICLES CUTTING THROUGH STUART ROAD & BROWNMOOR LANE IN ORDER TO AVOID THE SCHOOLS & TRAFFIC LIGHTS ON THE APPROACH TO CROSBY VILLAGE. THE RESIDENTS OF MOOR LANE HAVE REAL PROBLEMS JOINING MOOR LANE & RETURNING TO THEIR HOMES. HAS NO ONE CONSIDERED A ROAD ACROSS THE FIELDS FROM LITHERLAND TO RIMROSE ROAD - EDGE LANE? THIS WAS PROPOSED MANY YEARS AGO WE UNDERSTAND

I AM VERY GLAD THAT AT LAST SOMETHING IS BEING DONE BECAUSE THE AMOUNT OF TRAFFIC IS DISGRACEFUL AND DANGEROUS TO RESIDENTS.

I THINK THE ROAD IS A BAD IDEA

ABOUT TIME

THORNTON HAS BEEN PROMISED THIS FOR YEARS IT IS AN ONGOING HEADACHE FOR THE RESIDENTS OF THORNTON AND NETHERTON. IS THIS JUST ANOTHER EMPTY PROMISE WHILE SOUTHPORT GET EVERYTHING AL WE GOT IS TRAFFIC NORMING NOON AND NIGHT TWENTY FOUR HOURS OF NOISE, FUMES AND RUBBISH. WE AGREE WITH THE COUNCIL PROPOSAL IT SHOULD HAVE BEEN SETTLED A LOT SOONER THAN THIS AND IT WOULD HAVE COST A LOT LESS

THIS HAS BEEN LONG OVERDUE AT LEAST TWENTY YEARS HERE'S HOPING FOR ACTION AT LONG LAST

RESTRICTING SPEED ON THE NORTHERN PERIMETER ROAD SHOULD NOT BE DONE WITH SPEED HUMPS BUT RATHER SPEED CAMERAS. RESIDENTS OF BARBERRY CRESCENT/COPY LANE ARE SURROUNDED BY SPEED HUMPS. SITING A JUNCTION WITH PARK ROAD WILL NOT STOP CONGESTION AS THIS AREA IS ALREADY A BOTTLENECK FOR TRAFFIC. HOW WILL ACCESS TO PUBLIC FOOTPATHS FROM BROOK HOUSE FARM TO NORTHERN PERIMETER ROAD REMAIN UNBLOCKED?

THE SOONER THE BETTER

WE THINK THE DEVELOPMENT IS REALLY A MUST

NONE

CONSIDER HGVS TO BE RESTRICTED TO OTHER AREAS IE WESTWAY ETC IF THIS SCHEME GOES AHEAD

CALMING RESTRICTIONS WITH REGARD TO SPEED ARE REQUIRED ON EDGE LANE, PARTICULARLY IN THE BUILT UP AREA. YOU WILL BE AWARE EDGE LANE RUNS PARALLEL WITH GREEN LANE AND LYDIATE LANE

PROPOSED MANY YEARS AGO COST £5,000,000 LETS GET ON THE ROAD

I AGREE WITH THE NEED TO RESTRICT TRAFFIC ON THE NORTHERN PERIMETER BUT NOT WITH SPEED BUMPS THEY ARE A NIGHTMARE & CAUSE UNTOLD DAMAGE TO VEHICLES PERHAPS CAMERAS
OR A ONE WAY SYSTEM WHEREBY ACCESS ONLY TO RESIDENTS THIS WOULD BE A DETERRENT FOR TAKING SHORT CUTS.

THE COUNCIL’S PROPOSAL TO JOIN THE NEW LINK ROAD TO SOUTHPORT ROAD ON THE THORNTO SIDE OF INCE WOODS IS LUDICROUS AS THE INCREASED TRAFFIC THAT THE LINK ROAD WILL GENERATE WILL CAUSE EVEN LONGER TAIL BACKS FROM THE TRAFFIC LIGHTS AT THE WELD BLUNDELL, AS FREQUENTLY HAPPENS AT RUSH HOUR EVEN NOW.

JUST HOPE IT MAKES IT EASIER TO GET TO THE MAIN ROAD FROM CORWEN DRIVE WHICH AT THE PRESENT IS TERRIBLE, ALL DAY NOT JUST AT PEAK TIMES. IT SHOULD MAKE IT A LOT QUIETER WITHOUT THE LORRIES & BUSES ETC GOING THROUGH TO CROSBY-FORMBY-SOUTHPORT.

I THINK IT IS A GOOD IDEA AS LONG AS IT DOESN'T AFFECT THE RESIDENTS OF THE NORTHERN PERIMETER ROAD THE WAY THE INITIAL PROPOSAL DID.

I DO THINK THE ROUTE DOES NEED TO BE SORTED BUT WONT THE ROUTE CHOSEN LOOSE CUSTOM FOR THE LOCAL SHOPS IN THE AREAS (BOTH THORNTON & MAGHULL SEFTON LANE IND)

THE LINK IS LONG OVERDUE BY ABOUT 10 YEARS

IT IS HARD TO KNOW WHAT COMMENT TO MAKE ‘YES’ OF COURSE I AGREE WITH THE COUNCILS PROPOSALS MY ANSWERS TO QUESTIONS ONE AND TWO CONVEY THAT BUT THIS TRAFFIC SITUATION IN THORNTON AREA HAS GONE ON FOR YEARS AND WITH ALL THE RED TAPE INVOLVED IT LOOKS LIKE IT WILL BE MORE YEARS BEFORE ANYTHING CHANGES. I AM A MOTORIST, I AM 84 YEARS OF AGE AND WILL BE LUCKY IF I SEE THIS LINK ROAD COMPLETED AND OPENED. BUT I HOPE I DO.

"SEFTON COUNCIL DO YOUR BEST"

VERY GOOD

THE ONLY OBJECTION TO JUNCTION AT BRICKWALL LANE IS TRAFFIC FROM MAGHULL WILL USE ALTERNATIVE ROUTE TO SWITCH ISLAND

THE SOONER THE BETTER FOR ALL

MORE ACTION TO GET THIS STARTED, WE’VE BEEN WAITING 15 YEARS FOR THIS TO HAPPEN

ABOUT TIME THE COUNCIL DID SOMETHING POSITIVE IN THIS RESPECT.

PUT IT NEAR TO HOLGATE PARK AS POSSIBLE

I’VE BEEN A LOCAL RESIDENT FOR OVER FORTY YEARS. THE IDEA FOR THE LINK ROAD WAS MUTED SHORTLY AFTER I MOVED HERE. IT IS LONG OVERDUE.

HOPE AT LAST IT GOES THROUGH

MY MAIN CONCERNS ARE THAT THE NEW PROPOSED ROAD BECOMES A NEW CONGESTION ROAD LEADING TO DRIVERS THINKING THEY CAN USE NORTHERN PERIMETER RD AND LYDIATE LANE AS A SHORT CUT CREATING HIGH SPEEDS ON A MORE OPEN ROAD. I WOULD ALSO NOT LIKE TO LOOSE ANY MORE FARMLAND SURROUNDING NETHERTON, SEFTON AND THORNTON, I FEEL THIS IS AN IMPORTANT PART OF THIS AREA, SO WOULD BE OPPOSED TO ANY ADDITIONAL BUILD TO NEW PROPOSED ROAD

I THINK THE ROAD SHOULD BE WIDER, WE WILL FIND THAT IN THE FUTURE, THE ROAD WILL BE TO NARROW, AND THEN IT WILL COST A LOT MORE TO BUILD SO THINK FUTURE..

A TRAFFIC SIGNAL JUNCTION ON BYPASS AT BRICKWALL LANE WILL KILL TRAFFIC FLOW NORTH/SOUTH AND EAST/WEST, IN THE SAME WAY IT DOES NOW AT LYDIATE LANE - NORTHERN PERIMETER ROAD - BRICKWALL ALNE WITHOUT FREE FLOW ACCESS FOR TRAFFIC, BYPASS IS USELESS. WITH FREE FLOW THERE WILL BE NO NEED TO ADJUST TRAFFIC ON EXISTING ROADS.

THE NEW LINK ROAD WOULD REMOVE A LOT OF TRAFFIC FROM THE AREA I LIVE IN.

I FEEL THAT THE PROPOSAL CAN ONLY BENEFIT THE COMMUNITY I THE AFFECTED AREAS.

I AM VERY MUCH AGAINST IT THE NORTHERN PERIMETER ROAD IS ALREADY VERY BUSY AND NOT VERY SAFE OR HEALTHY FOR MY YOUNG CHILDREN. EVEN MORE TRAFFIC WOULD INCREASE MY ASTHMA PROBLEMS.

JUST GO AHEAD PLEASE

my only comment is its about time being a resident of Copy Lane traffic congestion is terrible on Copy Lane, we have to fight to get off the estate most time of the day including weekends.

please no speed bumps!!

NO

I THINK THIS PROPOSAL SHOULD BE RUSHED THROUGH URGENTLY AS A NURSE MY TIME IS PRECIOUS FROM GETTING FROM ONE PLACE TO ANOTHER. I SPEND MUCH OF MY TIME SITTING IN A QUEUE OF TRAFFIC. I FIND I ALSO ADD APPROX 2 HOURS TO MY WORKING DAY I SPEND LESS TIME WITH MY FAMILY

NOT BEFORE TIME

IDEAL FOR KEEPING HEAVY TRAFFIC AWAY FROM BUILT UP AREAS

THIS LINK IS LONG OVERDUE
THE SOONER THE ROAD IS BUILT THE BETTER

TRAFFIC IS CONSTANTLY USING THIS ROAD LYDIATE LANE. AS A RESIDENT WHO LIVES IN HOUSES VIRTUALLY ON THIS ROAD THE NOISE OF HGV'S THAT CONTINUES RIGHT THROUGH THE NIGHT CONSTANTLY KEEPS US AWAKE REMEMBER WHEN THIS ROAD WAS VIRTUALLY A COUNTRY LANE. IT IS NOW LIKE A MOTORWAY

WHY AFTER TEN YEARS ARE WE STILL AT THIS STAGE?

THIS SCHEME APPEARS TO BE AN EXCELLENT ANSWER TO THE PROBLEM AND SHOULD BE PROCEEDED WITH ASAP

THE SOONER THE BETTER

INCE WOODS WILL BECOME A BOTTLE NECK WHY CAN'T INCE WOODS BE CLEARED AND A STRAIGHT THRU ROAD JOINING ONTO FORMBY BY PASS INCE WOODS IS PRIVATE AND NOT FOR THE PUBLIC A COMPLETE WASTE OF LAND AND WHOEVER THE COUNCILLORS ARE WHO HELPED TO DREAM UP THIS STUPID IDEA THEY WANT TO PACK IN AT LEAST I DO KNOW I NEVER VOTED ANY OF THEM IN TO POWER. COUNCILLORS ARE UNEDUCATED PEOPLE WITH POWER!

SOONER RATHER THAN LATER CONGESTION IS BAD AND THERE IS A DANGER WITH LARGE LORRIES TURNING INTO GREEN LANE - THERE'S AN ACCIDENT WAITING TO HAPPEN

THERE'S NO DOUBT A RELIEF ROAD IS REQUIRED. HOWEVER I STRONGLY DISAGREE WITH THE IDEA OF SPEED HUMPS ON LYDIATE LANE OR THE NORTHERN PERIMETER ROAD WHICH I THINK IS WHAT QUESTION 2 IS POINTING AT. THESE HUMPS ARE A BLOODY NUISANCE AND CAN CAUSE DAMAGE TO LOW SLUNG CARS. THEY ARE OFTEN BUILT FOR HIGHER THAN NECESSARY

THE ONLY COMMENT I HAVE ABOUT THE NEW LINK ROAD IS THAT IT SHOULD HAVE BEEN BUILT TWENTY YEARS AGO

WILL THE NEW MERSEY FOREST BE AFFECTED IF SO TO WHAT EXTENT? ALSO IS A SINGLE CARRIAGEWAY LARGE ENOUGH TO COPE WITH FUTURE TRAFFIC LEVELS?

SHOULD HAVE BEEN DONE YEARS AGO WHY TAKE SO LONG TO COMPLETE NOW?

HAVE ANY SURVEYS BEEN CARRIED OUT TO SEE WHAT EFFECT THIS ROAD WILL HAVE ON TRAFFIC IN MOOR LANE DOWN TO CROSBY VILLAGE THROUGH TO LIVERPOOL DIRECTION IF SO PLEASE ADVISE IN NEXT NEWS UPDATE

THE SUGGESTION OF A SINGLE LANE ROAD IS TOTALLY IRRESPONSIBLE IT NEEDS TO BE AT LEAST A DUAL CARRIAGEWAY TO COPE WITH EXISTING AND FUTURE TRAFFIC NEEDS. SO CALLED TRAFFIC CALMING MEASURES SHOULD BE ABANDONED THEY ARE STUPID & LIKE SPEED CAMERAS THEY HAVE BEEN PROVEN TO BE A DANGER AS THEY DISTRACT MOTORISTS.

SPEED RESTRICTIONS TO BE WITH PEDESTRIAN REFUGES AND SUCH AS ZIGZAGS DO NOT USE SPEED HUMPS

AS THE LINK IS A SINGLE CARRIAGEWAY HAS ANY THOUGHT BEEN PUT IN FOR BROKEN DOWN CARS OR LORRIES

WILL THERE BE A BUS ROUTE AVAILABLE

I ALWAYS THOUGHT THAT THERE SHOULD BE AN EXTENSION TO THE M57 OR A RING ROAD THROUGH THORNTON ROUND TO CROSBY TO HELP TRAFFIC TO THE DOCKS, AND SOUTHPORT. SO I WELCOME THIS IDEA VERY MUCH

I DON'T AGREE WITH THE RESTRICTIONS PLACED ON THE NORTHERN PERIMETER RD ONCE THE ROAD IS BUILT I FOR ONE WOULD STILL USE IT AS I DO NOW BEFORE TURNING LEFT INTO BUCKLEY HILL LANE AND THEN RIGHT INTO EDGE LANE IF THIS ISN'T ALLOWED THEN THE QUEUE FROM THE NEW ROAD DOWN TO MOOR LANE WILL BE TERRIBLE AFTERALL YOU ARE AFTER A REDUCTION IN TRAFFIC, NOT A COMPLETE ABSENCE OF AL TRAFFIC.

NO

WILL THIS ALSO HELP REDUCE THE TRAFFIC WHICH CUTS DOWN PARK LANE, BROWNS LANE, GLOVERS LANE, FLEETWOODS LANE AND EDGE LANE.

MAKE THE LINK ROAD A DUAL CARRIAGEWAY

I AM SURE SEFTON COUNCIL WILL DO WHAT IS RIGHT

THE THORNTON TO SWITCH ISLAND ROUTE WOULD BENEFIT WITH A TWO WAY NOT ONE WAY

AT LAST THIS ROAD WAS TALKED ABOUT JUST AFTER THE WAR. WITH THE ROAD MISSING QUARRY ROAD. NOT BEFORE TIME. THE RAT RUNS BETWEEN NAGS HEAD & LUNT IN THE MORNINGS ARE STUPID THE BACK LANE WAS ONLY MADE FOR FARM TRAFFIC.

AT LAST IT IS OF PARAMOUNT IMPORTANCE THAT SOMETHING IS DONE ABOUT THE CONGESTION IN MAGHULL AREA SURROUNDING THE MAIN THOROUGHFARE SEFTON LANE TO LINK UP WITH ROADS TO CROSBY, WATERLOO, AND SOUTHPORT AREA. I HAVE USED THIS ROAD EVER SINCE ATTENDING WATERLOO PARK SCHOOL AND THEN TEACHING IN THE SAME AREA AFTER QUALIFYING. THIS NEW
PLAN IS DESPERATELY NEEDED.

TO BUILD MORE ROADS ACROSS GREEN SPACE IS NOT THE ANSWER TO TRAFFIC CONGESTION, BUT TO MAKE PUBLIC TRANSPORT BETTER. BUILDING MORE ROADS IS JUST ENCOURAGING MORE TRAFFIC.

LONG OVERDUE

YES GET ON WITH IT!

I'M NOT SURE ABOUT THE VALIDITY OF THE JUNCTION AT BRICKWALL LANE BUT THEN WHO AM I TO QUESTION THE FINDINGS OF YOUR COMPUTER MODEL?

THE QUICKER THE BETTER

IT IS ABOUT TIME IT WAS DONE

ASAP

THE SOONER THIS LINK IS BUILT THE BETTER TO ELEVATE THE SUPERMARKET WAGONS SAND WAGONS ETC USING GREEN LANE/LYDIATE LANE THORNTON

START WORK ASAP

YES TOO MANY YEARS HAVE GONE BY TO GET TO THIS STAGE LET US MAKE A START ON THIS PROJECT WITHIN THE NEXT 12 MTHS NOT IN 2010 (I HAVE JUST TURNED 70 & WONDER IF THIS SCHEME WILL COME TO FRUITION IN THE LIFETIME I HAVE LEFT)

SOONER THE BETTER

THE PROVISION OF A MINOR JUNCTION AT HOLGATE, TO PERMIT ACCESS FOR RESIDENTS WILL BE ALMOST IMPOSSIBLE TO RESTRICT TO RESIDENTS AND I CAN FORSEE ITS USE AS PART OF A RAT RUN (TOGETHER WITH WATER STREET RONALDWAY AND EGGLEMOOR DRIVE BY MOTORIST WISHING TO AVOID THE 6% INCREASE OF TRAFFIC INDICATED IN 7.5.1 OF YOUR REPORT

WHY HAVE A JUNC @ HOLGATE (JUNC ARE POTENTIAL HAZARDOUS HOLGATE CAN BE ACCESSED FROM GREEN LANE/WATER ST AS NOW ORCHARD HOUSE CAN BE ACCESSED VIA BACK LANE. AS WELL AS NO HAZARDOUS JUNC THIS WOULD SOLVE THE PROBLEM OF FLYTIPPING AND MOTORISTS USING HOLGATE ETC A A RAT RUN KEEP BACK LA FOR PEDESTRIANS CYCLISTS & HORSES ETC WILL THERE BE ACCESS ONLY TO SOUTHPORT RD FROM PARK VIEW TO ENSURE MOTORISTS DR TO THE NEW JUNC ON ROUTE TO SOUTHPORT

AS THE GOVERNMENT HAS NOW AGREED TO THE PROPOSAL, I THINK THE COUNCIL SHOULD NOW AGREE ON A DUAL CARRIAGeway AS THE RD WILL BE INADEQUATE. WITHIN A FEW YRS

THIS DOES NOT ONLY AFFECT GREEN LA, LYDIATE LANE & NORTHERN PERIMETER RD IT HAS A LARGE VOLUME OF TRAFFIC FUSING EDGE LANE THIS RD HAS 3 SCHOOLS ON IT AND RUNS THROUGH A VERY RESIDENTIAL AREA LOCAL TRAFFIC SHOULD ONLY USE THIS WAY AND ALL OTHER TRAFFIC TO USE THE PROPOSED LINK RD

I REALISE LYDIATE LA IS BADLY AFFECTED BY TROUGH TRAFFIC BUT PLS TAKE INTO CONSIDERATION THAT EDGE LA ALSO GETS VERY CONGESTED AND IT CAN BE VERY DIFFICULT EARLY MORNINGS AND EARLY EVENINGS GETTING ONTO EDGE LA FROM SIDE ROADS

TRAFFIC SPEED COULD BE LIMITED TO 40MPH ON LYDIATE LANE & NORTHERN PERIMETER RD

THE BRICKWALL LANE ACCESS RD TO LOCAL AREAS IS VERY IMPORTANT THE SOONER THE BYPASS IS BUILT THE BETTER

THIS WELCOME PROPOSAL WILL MAKE IT NECESSARY TO UPGRADE THE RD THROUGH INCE WOODS. YOUR COMMENTS ABOUT REDUCING SPEEDS ALONG LYDIATE & NORTHERN PERIMETER RD IS WELCOME BUT NO MORE SLEEPING POLICEMEN PLS MANY OF THE SIDE ROADS IN CROSBY AND WATERLOO ALSO THE RD VIA LITTLE CROSBY CANNOT BE USED BY PEOPLE WITH SEVERE SPINAL PROBLEMS

THORNTON (PLUS LUNT AND HOMER GREEN NEED A CONGESTION CHARGE FOR NON RESIDENT DRIVERS, AS PART OF A NATIONWIDE RD PRICING SCHEME. NO BYPASS IS NEEDED A BYPASS IF BUILT WOULD ADD TO GLOBAL WARMING AND PROVIDE ONLY TEMP RELIEF FOR GREEN LA AND LYDIATE LA. MOOR LANE, QUARRY RD AND PARK VIEW WOULD HAVE MORE TRAFFIC FROM THE MOMENT THE BYPASS WAS OPEN I DO NOT THINK THE BYPASS SHOULD BE BUILT AT ALL

PROTECT THE ENVIRONMENT. I AM OPPOSED TO EROSION OF TOP GRADE FARM LAND FOR THE PURPOSE OF BLDG OR RD CONSTRUCTION. THE SOLUTION TO INCREASED TRAFFIC & POLLUTION WHICH WE SUFFER IN THIS AREA IS CHEAP INTEGRATED PUBLIC TRANSPORT WHICH IS CHEAP, SAFE, CLEAN, AND REGULAR 24 HRS PER DAY. THERE IS NO NEED FOR A NEW LINK RD.

TRAFFIC SPEED RESTRICTIONS SHOULD NOT BE SPEED BUMPS IN RD WHICH CAUSE MORE NOISE AND POLLUTION TO NEARBY RESIDENTS. AS A RESIDENT OF HOLLINHEY CL WITH A HOUSE RIGHT ALONGSIDE THE NORTHER PERIMETER RD WE WILL HAVE NEW RD CONSTRUCTED VERY CLOSE TO OUR HOUSES. AS SUCH WE REQUEST THAT CONSTRUCTION WORKS TAKE PLACE DURING THE DAY AND NOT EARLY IN THE MORNING OR LATE AT NIGHT NOISE AND DUST/MESS SHOULD BE CONTAINED
AND ACCESS TO OUR HOUSES SHOULD REMAIN AT ALL TIMES
BETTER LATE THAN NEVER
JUST WISH IT WOULD HURRY UP AND HAPPEN
IT'S NEEDED
AS A RESIDENT OF MAHGULL WHO PAYS A HIGH COUNCIL TAX RATE I FEEL THIS WILL ONLY INCREASE
OUR COUNCIL TAX RATES WHICH I FEEL IS EXCESSIVE AS IT IS FOR NO BENEFIT TO MYSELF AS A
NON CAR DRIVER I THINK THAT THE UPHAVAL TO SWITCH ISLAND IN THE INTERIM WOULD AFFECT
AND THIS HAS ONLY JUST HAD A LONG PERIOD OF ROADWORKS ALSO MAYBE THE COUNCIL SHOULD
LOOK AT THE STATE OF THE EXISTING ROADS AND REPAIR THEM
IT WOULD BE A MAJOR IMPACT ON THE LEVELS OF TRAFFIC WHICH USE THE NORTHERN PERIMETER
RD REDUCE A CONSIDERABLE AMOUNT OF TRAFFIC THAT IS CURRENTLY USING THIS RD BE A LOT
SAFER ENVIRONMENTALLY ADVANTAGIOUS FOR RESIDENTS A MUCH NEEDED CALMER AND LESS
NOISEY SOLUTION GREAT!
A GLOSSY LEAFLET SEEMS AN AWFUL WASTE OF MONEY
I WOULD LIKE A LOT MORE DETAIL OF ACCESS & EXITS TO ALL THE JUNCTIONS AND THE CONTROL OF
ACCESS TO EXIT THE LINK RD  I WOULD STRONGLY OPPOSE THE SO CALLED CALMING MEASURES AS
I FEEL THAT THEY CAUSE OBSTRUCTIONS DAMAGE THE SMOOTH FLOW OF TRAFFIC.  I HOPE THAT
THE PEOPLE WHO PRODUCED THE ISSUE NO 5 ARE NOT INVOLVED IN THE DESIGN OF THE LINK RD
ITS ACCESS POINTS & EXITS AS THEY CANNOT PRODUCE A PROPER FINISHED DOC SEE "WHY DO
WE NEED THE LINK" LAST LINE "REDUCE THE AMOUNT OF RAT RUNNING THROUGH THE" UNFINISHED
WILL THE LINK RD BE THE SAME
THE SOONER THE BETTER
NOT BEFORE TIME
I AM IN FULL AGREEMENT OF THE PROPOSAL AS LONG AS IT DOES NOT HAVE A NEGATIVE EFFECT ON
THE FARMERS AND THEIR PROPERTY THAT THE PROPOSED LINK MAY DESTROY
THIS PROPOSED LINK RD CAN NOT COME SOON ENOUGH FOR THE PEOPLE OF THORNTON
NEW ROAD WILL HELP REDUCE POLLUTION HELP CONSERVE FUEL SOME WASTING VALUABLE TIME
ON TRAVEL ACCESS TO LOCAL RESIDENTS HOMES MADE EASIER AVOID DANGEROUS BEND PRIOR TO
CEMETERY
THIS IS LONG OVERTDUE AND IT IS TIME THIS PROJECT FINALLY WENT AHEAD
THE MAJOR PROBEM IS THAT MORE GREEN BELT IS BEING ERODED.  SEFTON SHOULD PROTECT
THE GREEN BELT LAND.  MORE ROADS ONLY MEAN FURTHER INCREASE IN TRAFFIC.  THE ONLY
GOOD THING IS IT WOULD BE A SINGLE CARRIAGeway
COULD CONSIDERATION FOR THE LEVEL OF TRAFFIC NOW RACING THROUGH INCE BLUNDELL
VILLAGE BE CONSIDERED PLEASE.  PERHAPS A RESTRICTION ON LORRIES AND VANS EXCEPT FOR
DELIVERIES COULD BE PUT IN PLACE THE NEW SLEEPING POLICEMEN? NOW CAUSE SUCH A
CRASHING LOUD NOISE WITH THESE VEHICLES AS THEY TOO SPEED THROUGH THE VILLAGE
CONCERN OVER THE ENVIRONMENTAL IMPACT LOSS OF COUNTRYSIDE AND HABITATS
IT'S A MUST THE SOONER THE BETTER
HOW MANY MORE YEARS HAVE WE TO GET THIS ROAD IT LONG OVERTDUE
THIS PROPOSED LINK RD IS LONG OVERTDUE AND IS A MUCH NEEDED LINK
NO
IT IS ABOUT TIME THIS RD WENT AHEAD IT HAS ONLY BEEN TALKED ABOUT FOR 74 YRS
YES - NO
I'M VERY MUCH IN FAVOUR
I WAS BORN AND BROUGHT UP IN CROSBY AND LIVE 3/4 MILE FROM GREEN LANE.  BUT I THINK THE
COUNCIL IS VERY SHORT SIGHTED AND THIS SCHEME WOULD BY A TEMP MEASURE.  SINCE I WAS A
BOY OVER 70 YRS THERE WAS ALWAYS TALK OF SOUTHPORT RD BOOTLE JOINING THE FORMBY BY
PASS A565S SO THERE WOULD BE A DUAL CARRIAGE WAY THE FULL LENGTH.  THE INCREASE IN
TRAFFIC OVER THE YEARS CALLS FOR A DUAL CARRIAGeway NOT A SINGLE ONE.  WHY THE
COUNCIL CANT SEE FURTHER THAN THERE NOSES AND DO THE JOB RIGHT FOR ONCE SAVING
FURTHER EXPENSE IN FUTURE YRS GOD KNOWS WE HAVE WAITED OVER 60 YRS
NOT BEFORE TIME THE CONGESTION IS TERRIBLE PLUS POLLUTION TO ADJOINING HOUSING
ESTATES
WOULD THIS SCHEME INCREASE TRAFFIC IN COPY LANE. REQUIRING THE RD TO WIDENED TO
ASSIST THE TRAFFIC FLOW AWAITING TO TURN RIGHT.
NO
WHY IS THE NEW RD SO CLOSE TO THE HOUSES ALONG TH SOUTHPORT RD WE GET ENOUGH
EXHAUST FUMES NOW SO WITH THE RD TAKING MORE VEHICLES W WILL GET A LOT MORE
THE PROPOSALS FOR A SINGLE CARRIAGEWAY ARE TOTALLY INADEQUATE WE SHOULD BE LOOKING AT A DUAL CARRIAGEWAY AS PROPOSED SOME YEARS AGO GE RED ROUTE BLUE ROUTE YELLOW ROUTE ETC. THE ROAD DOES NOT BY PASS THE RESIDENTS OF SOUTHPORT RD THORNTON IT SHOULD JOIN THE RD THROUGH INCE WOODS BETWEEN JOSPICE AND THE WHITE HOUSE AS LONG IT NOT NEAR THE JOSPICE THE SOONER THE BETTER THE TRAFFIC IS A NIGHTMARE THE LINK IS AN ESSENTIAL PIECE OF INFRASTRUCTURE. IT IS NEEDED TO REDUCE CONGESTION FROM THE A59/COPY LANE THROUGH TO THORNTON. THE LINK WILL IMPROVE ACCESS TO EMPLOYMENT, IMPROVE ACCESS FOR VISITORS TO THE SEFTON COAST AND REMOVE POTENTIAL FOR ACCIDENTS ON DUNNINGS BRIDGE RD THIS IS A LONG NEEDED SOLUTION TO AN EVER INCREASING TRAFFIC PROBLEM THE SOONER THIS NEW LINK RD IS BUILT THE BETTER IT WILL BE FOR PEOPLE WHO LIVE ALONG LYDIATE LANE AND GREEN LANE IT CAN'T HAPPEN SOON ENOUGH A DUAL CARRIAGEWAY WOULD BE BETTER UNLESS THERE IS LESS CHANCE OF THE PROPOSAL BEING STOPPED THIS LINK RD IS LONG NEEDED AND LONG AWAITED. MYSELF AND MANY FRIENDS & FAMILY DESPERATELY NEED THIS LINK TO CUT DOWN TH ELONG HOURS SPENT IN TRAFFIC WHILE COMMUTING. IT WOULD HELP CUT JOURNEY TIME TO AND FROM SOUTHPORT DRastically. NOT ONLY COMMUTERS WOULD BENEFIT - THE TOURIST INDUSTRY IS SOUTHPORT'S LIFEBLOOD, AND THE TRAFFIC JAMS DURING THE SUMMER DO NOTHING TO MAKE THE RESORT APPEALING FOR A FAMILY DAY OUT. PLEASE APPROVE THE LINK RD PLEASE START ASAP IT WOULD BE BENEFICIAL FOR SCHOOL CHILDREN AD OTHER RESIDENTS IN CROSBY I MADE MY COMMENTS IN THE LAST PRESENTATION AT LEAST 5-6 YRS AGO - JUST HOW LONG DOES IT TAKE TO IMPLEMENT? YES WE SOULD LIKE TO KNOW WHATS BEEN GOING ON FOR THE PAST 30 YRS RE THIS SUBJECT? I THE LATE 70'S THERE WERE PROPOSALS FOR BLUE ROUTES GREEN ROUTES ALL COLOURS AND RDS BY PASSING THORNTON (BEFORE NETHERTON AREAS WAS EVEN BUILDT ONTO FORMBY BYPASS FROM THE END OF THE M57. THIS HAS GONE ON FOR 3 DECADES AND WE ARE STILL BEING ASKED QUESTIONS SUCH AS THOSE ON THIS FORM AFTER ALL THESE YRS OF TALK ABOUT A LINK RD SURELY YOU HAVE DETAILED PLANS OF AL ASPECTS FO THIS ROAD SO WHY HAVE MORE TO BE MADE IS IT TO WASTE OUR COUNCIL TAXES? YES THE LINK RD SHOULD JOIN ONTO FORMBY BYPASS, COMPLETELY BYPASSING INCE WOODS WE HAVE WAITED 30+ YRS SINCE WE MOVE TO THORNTON FOR THIS RD MY MUM COULD HOPEFULLY BE ABLE TO CROSS EDGE LANE SAFELY THIS SHOULD HAVE BEEN DONE MANY YRS AGO AND NOW WORK ON THE LINK RD SHOULD PROCEED WITH ALL POSSIBLE SPEED. TE TIME FOR PROCRASTINATION HAS LONG SINCE PASSED. IT WOULD APPEAR THAT THIS WILL RELIEVE THE CONGESTION PROBLEMS BUT THE PROPOSAL WILL BE ANOTHER RACE TRACK WITH THE POSSIBLITY THAT AT A FUTURE DATE IT WILL BE USED AS A MOTORWAY EXTENSION WE ARE DESPERATE FOR THE LINK RD I PROPOSE TO MONITOR AND THEN TAKE APPROPRIATE ACTION WHAT TRAFFIC FLOWS ONCE THE LINK IS IN PLACE SOONER THE BETTER MAKE IT HAPPEN PLEASE. STOP DEVELOPMENT OF GREENBELT AT ALL COSTS WE CAN NEVER GET IT BACK. WOULD AGREE WITH JOINING NORTHERN PERIMETER WITH SWITCH ISLAND AS IT CAUSES MINIMAL DESTRUCTION OF GREEN FIELDS I TRAVEL TO WORK AND AM PREPARED TO QUEUE TO SAVE GREENBELT NO I THOUGHT THAT IN THE LIGHT OF GLOBAL WARMING WE SHOULD BE INVESTING MORE IN PUBLIC TRANSPORT NOT ENCOURAGING THE USE OF POLLUTING CARS. IF THE LINK RD IS APPROVED WHICH I HOPE IS NOT THE CASE THEN IT SHOULD BE THE OTHER SIDE OF ORCHARD HOUSE MAKING USE OF EXISTING ALBEIT SMALL RDS AND SIMILARLY EXTENDING THE SUE OF NORTHERN PERIMETER RD LIVING CLOSE TO THE NORTHERN PERIMETER RD A CLOSE AND CONVENIENT ACCESS TO THE NEW RD IS PARAMOUNT TO LOCAL RESIDENTS. HOPEFULLY THE NEW RD WILL EASE THE CONGESTION O NOUR RD LUNT RD THE SPEEDING TRAFFIC IS UNBELIVABLE EVEN THOUGH WE HAD ROAD HUMPS THEY AR NOT HIGH ENOUGH TO SLOW TRAFFIC DOWN SPEED CAMERAS WOULD HELP OF COURSE BUT WE FEEL THIS RD IS BEING IGNORED. WE FEEL THORNTON SHOULD BE INCORPORATED INTO GT CROSBY AS SOON AS POSSIBLE
THORNTON FROM A COUNCIL POINT OF VIEW IS A NON
HURRY UP 2010 IS NOT QUICK ENOUGH
IT WILL RUIN THE ADJOINING COUNTRYSIDE
NO
SEFTON COUNCILS TRAFFIC CALMING MEASURES USUALLY CONSIST OF SILENT POLICEMEN (BUMPS I
THE RD ALL THIS ACHIEVES IS MORE NOISE AND POLLUTION CARS BRAKE BEFORE BUMP AND THEN
REV UP AFTER BUMP. DO YOU THINK YOU COULD DO SOMETHING ABOUT THE RAT RUN YOU HAVE
CREATED IN MOORLAND AVE CROSBY WHICH IS ALSO A FREE PARKING ZONE FOR CROSBY VILLAGE.

THIS IS A LONG-awaited project that is required URGENTLY. IT WILL HELP OVERCOME
SERIOUS TRAFFIC CONGESTION IN THE AREA.

WHY A SINGLE CARRIAGE WAY WHEN EVERYBODY SAYS TRAFFIC WILL INCREASE IN YRS TO COME IE
THELWALL VIADUCT HAD TO HAVE AN EXTRA LANE RECENTLY

ITS REALLY ABOUT TIME THAT SOMETHING WAS DONE ABOUT THE NUMBER OF CARS ON THE RD.
NOT ONLY ARE THEY THE CAUSE OF GLOBAL WARMING, THEY ARE EXTREMELY STRESSFUL TO
PEDESTRIANS ITS NO PLEASURE TO WALK OUT NOW BECAUSE OF THE CONSTANT NOISE OF TRAFFIC
AND IT IS NERVE RACKING CROSSING RDS. I F You LIVE IN AN AREA WITH BUSES & TRAINS YOU
DON'T NEED A CAR ITS AS SIMPLE AS THAT. INSTEAD OF BUILDING NEW RDS YOU SHOULD BE
CLOSING SOME TO CARS.

JUST BUILD THIS LINK RD ASAP ITS COMMON SENSE THERE IS ALWAYS POLITICS AND RED TAPE THAT
STOPS PROGRESS.

RD SURFACES SHOULD BE COLOUR CODED

DUAL CARRIAGEWAY WOULD BE AN EVEN BETTER OPTION.

IN 1989 THE COUNCIL CONSULTED THE PUBLIC BY ASKING WHICH OF 3 WORKS THEY SHOULD
CHOOSE FOR A NEW RD CONNECTING THE NORTHERN PERIMTER RD WITH THE A565 THE COUNCIL
CHOSE TO IGNORE PUBLIC OPINION WILL THE COUNCIL IGNORE OUR VIEWS AGAIN?????

THE SOONER THE BETTER ITS BEEN OVER 30 YRS IN THE OFFING AND NOW NEEDED MORE THAN
EVER

I FULLY AGREE WITH THE PROPOSED LINK RD ALTHOUGH I STRONGLY RECOMMEND A RE THINK
ABOUT THE JUNCTION PROPOSED FOR BRICKWALL LAEN, THIS WILL GENERATE EXTRA TRAFFIC
THROUGH MAGHULL ESPECIALLY DOWN SEFTON LANE IT MAYBE MORE PRACTICAL TO HAVE EXITS
ONLY ON THE PROPOSED JUNCTION.

TO CARRY OUT ASAP TO MAKE SURE A THROUGH TRAFFIC LANE CARRIAGEWAY GOES THROUGH
SWITCH ISLAND. DO NOT WANT ANY CONGESTION BUILDING UP AT SWITCH ISLAND

LET'S GET ON WITH IT ASAP

THE LAY OUT OF SWITCH ISLAND IT NOT VERY CLEAR. HOW MUCH MORE DELAYS WILL THIS
CONNECTION CASUE AT SWITCH ISLAND THIS POINT DOES NOT SEEM TO BE MENTIONED BUT TO
MOST MAGHULL RESIDENTS IT IS PROBABLY MORE IMPORTANT THAN THE BRICKWALL LANE
JUNCTION

IT LOOKS GOOD TO ME AND I HOPE THAT IT GOES THROUGH ASAP

I LIVE JUST OFF THE NORTHERN PERIMTER RD AND I WOULD BE VERY HAPPY TO SEE THE
REDUCTION OF TRAFFIC ON THIS RD THE PROPOSED ROUTE IS NOTHING NEW AND HAS BEEN
TALKED ABOUT TIME IT HAPPENED. THIS ROUTE WOULD BENEFIT ME MORE THAN MOST BECAUSE I
DRIVE A CAB FOR DELTA.

THE WHOLE POINT OF THE LINK RD SO FAR AS THORNTON RESIDENTS ARE CONCERNED IS TO TAKE
THROUGH TRAFFIC AWAY FROM LYDAITE LANE WHICH IS BASICALLY A COUNTRY RD NOT DESIGNED
TO TAKE THE WEIGHT OF TRAFFIC PRESENTLY USING IT. HAVING BEEN DISAPPOINTED SO MANY
TIMES IN THE PAST WE CAN ONLY HOPE THAT THIS TIME THINGS ARE BEGINNING TO MOVE IN THE
RIGHT DIRECTION.

I FEEL THAT THE IMPLEMENTATION OF A SINGLE CARRIAGEWAY RD IS EXTREMELY SHORTSIGHTED
AND A FEW YRS DOWN THE RD IT WILL NEED TO BE WIDENED TRAFFIC WILL BE COMING OFF TWO SIX
LANE MOTORWAYS AND BOTTLENECK INTO THE PROPOSED NEW LINK RD IF THE NEW RD WAS DUAL
CARRIAGEWAY AND EXTENDED TO THE FORMBY BYPASS IT WOULD MAKE FOR A MUCH SPEEDIER
FLOW AND WOULD HANDLE THE EXPECTED INCREASED TRAFFIC NUMBERS MUCH BETTER. THIS
WOULD ALSO BENEFIT ALL THE EMERGENCY AND BREAKDOWN SERVICES AS AN ACCIDENT ON THE
LINK RD WOULD GRIDLOCK IT COMPLETELY AND MAKE IT DIFFICULT FOR THEM TO ATTEND.

YOU MADE A GOOD JOB OF THE NEW SWITCH ISLAND - DO A SIMILAR JOB HERE

SHORT-SIGHTEDNESS AS ALWAYS IN THIS COUNTRY! WHEN WILL WE LEARN FROM OUR ALLIES LIKE
THE USA? YOU SHOULD CONSTRUCT A DUAL CARRIAGEWAY THAT WILL ACCOMMODATE TRAFFIC
REQUIREMENTS FOR THE NEXT 100 YRS RATHER THAN SINGLE LANE THAT WILL PROVE INSUFFICIENT
AFTER 10 YRS!! YOU SHOULD, AT VERY LEAST ENSURE JUNCTIONS SPLIT SINGLE LANE INTO 2 OR 3 EXIT LANES.

OVERALL OK BUT CONCERNS ABOUT HOW TH ED TAIL OF THE PLAN WILL AFFECT SOUTHPORT RD HOMES ACTUAL LOCATIONS O F R/ABOUT AND DISTANCE FROM HOMES ON S/PORT RD POINT AT WHICH NEW RD WILL JOIN A565 SOUTHPORT RD ACCESS TO HOMES ON SOUTHPORT RD WILL THIS BE PREVENTED FROM BECOMING A RAT RUN WHAT LANDSCAPING ETC WILL BE DONE BETW HOMES ON S/PORT RD AND THE NEW RD TO REDUCE EFFECT OF TRAFFIC ON HOMES WHAT WILL HAPPEN TO THE UNUSED SECTION OF A565 BETW THE JUNC WITH THE NEW RD AT THE JUNC WITH PARK VIEW.

I FULL ACCEPT TH REQUIREMENT FOR A RELIEF RD FOR THE MASSES OF TRAFFIC ON OUR RD SYSTEM TODAY. WE HAVE TOO MANY VEHICLES ON OUR RDS TODAY AS A RESIDENT OF LUNT VILLAGE I WOULD BE INTERESTED TO KNOW HOW ACCESS TO THORNTON & CROSBY WILL BE MADE I AM TOTALLY IN FAVOUR OF A SINGLE LANE CARRIAGeway.

I THINK THAT THE NEW RD IS WELL OVERDUE. THE PRESENT RESTRICTIONS ON PERIMETER RD & LYTIAE LANE ARE ADEQUATE WE DO NOT NEED ANY MORE BMPS IN ANY RODS THANK YOU. an EARLIER START TO THE NEW RD WOULD BE A RELIEF

THE LINK RD SHOULP HAVE BEEN PLACED YRS AGO. THE TRAFFIC CALMING IS NOT NEEDED IF INTRODUCED IT MEANS THE ROUTES OUT ARE ALL CALMED - EFFECTIVELY BOSING US IN PLEASE DO NOT INTRODUCE ANY MORE TRAFFIC CALMING MEASURES.

DUE TO THE CONGESTION CAUSED AT PEAK HOURS, THIS PROJECT SHOULD BE ACCOMPLISHED WITHOUT FURTHER DELAY AS IT IS LONG OVERDUE.

I HOPE THIS WILL COME TO FRUITION IT IS RIDICULOUS TH EAMOUNT OF TIME TRYING TO GET OUT OF MY RD INTO THE NORTHERN PERIMETER BECAUSE OF THROUGH TRAFFIC COMING OFF MOTORWAY HEADINGS TOWARDS SOUTHPORT & VICE VERSA. WITH THE TILLY OF TRAFFIC ON YRS FOR THIS OVERDUE PROJECT TO HAPPEN.

YES IT SHOULD HAVE BEEN DONE YRS AGO THEN WE WOULDN'T HAVE ALL THIS CONGESTION ON EDGE LANE AND GREEN LANE.

THESE PROPOSED LINK RD HAS BEEN NEEDED FOR MANY YRS IT WILL EASE A LOT OF CONGESTION ALONG MOOR LANE AND THE VILLAGE OF CROSBY. WE DO HOPE THIS GETS THE GO AHEAD

SHOULD HAVE BEEN CONSTRUCTED YEARS AGO

YES WHEN WILL THE COUNCIL OFFER A SOLUTION FOR TRAFFIC TO BYPASS MOOR LANE & LINK WITH SWITCH ISLAND OR DUNNINGS BRIDGE RD?

MY ONLY COMMENT IS THE SOONER THIS LINK RD IS COMPLETED THE BETTER IT WILL BE FOR TH RESIDENTS IN THE AREA.

THIS LINK RD WAS CONSIDERED FIFTY YRS AGO PLEASE GET ON WITH IT UNFORTUNATELY IT WILL NOT ALLEVIATE THE TRAFFIC ON MOOR LANE. IT IS STILL DANGEROUS CROSSING THE RD AT THE PARK/ESPLEN AVENUES BUS STOP

THE LINK RD WILL BE VERY WELCOME FOR MANY REASONS.

I THINK IT'S A GOOD IDEA.

CONSIDERING THE PROPOSED START DATE IS 2010 - 2011 WITH THE INCREASES IN TRAFFIC THINK SERIOUS CONSIDERATION OF THE PROPOSED SINGLE CARRIAGEWAY RD SHOULD BE UPGRADED TO DUAL CARRIAGEWAY IT IS INEVITABLE THAT UPGRADE WORK WILL NEED T BE DONE IN A FEW YRS AFTER COMPLETION TO ACCOMMODATE INCREASES IN TRAFFIC. SO IT MIGHT AS WELL BE ADDRESSED NOW

EXCELLENT

IT MIGHT BE A GOOD IDEA IF THE MONEY COULD BE RAISED TO MAKE IT A DUAL CARRIAGEWAY FIRST OFF RATHER THAN IDSCOVER IN FUTURE THAT A SINGLE CARRIAGEWAY IS INADEQUATE. ONCE THIS RD IS BUILT THERE WILL BE GREAT TEMPTATION TO JOIN IT TO SEAORTH VIA RIMROSE VALLEY WHICH WOULD BE A GREAT SHAME.

THE PLANS ARE LATE IN COMING BUT STILL WELCOMEING BUT I WONDER WILL THIS BE SUFFICIENT TO MEET THE NEEDS OF THE TRAFFIC VOLUME IN THE FUTURE OR WILL THE WHOLE PROCESS HAVE TO GO THROUGH AGAIN IN ANOTHER 10 YRS WOULD IT NOT HAVE BEEN BETTER TO HAVE PURSUED THE PLANS OF SOME YRS AGO AND HAVE DONE A PROPER 4 LANE DUAL CARRIAGE WAY FROM SWITCH ISLAND TO THE FORMBY BYPASS SECTION OF THE A565 THIS WOULD HAVE BEEN IN USE NOW.

PERIMETER RD IS A MAIN AMBULANCE & POLICE ROUTE CROSBY/LITHERLAND/FORMBY TO AINTREE HOSPITAL ANY TRAFFIC CALMING SHOULD CONSIDER THIS.

IS THERE NO WAY IT CAN BE COMPLETED BEFORE 2010?

NO

THIS RD IS BADLY NEEDED TO EASE TRAFFIC IT SHOULD HAVE BEEN BUILT LONG AGO.

STRONGLY AGREE WITH THE PROPOSED ROUTE.
AS A PENSIONER ON A FIXED INCOME, I WOULD LIKE TO KNOW HOW MUCH OUR COUNCIL TAX WILL INCREASE TO PAY FOR THIS NEW RD LINK.
SCHEME ABSolutely NECESSARY
NONE
THE SOONER THE BETTER
IT IS A GREAT PITY THAT THERE ARE NO PLANS TO EXTEND THE RD TO TOTALLY BYPASS INCE WOODS.
HOW LONG HAVE WE BEEN WAITING FOR THIS LINK? WILL IT EVER TAKE PLACE?
THIS PLAN IS LONG OVERDUE AND I WELCOME IT IT SEEMS A PITY THAT IT WILL TAKE ANOTHER 10 YRS I HAVE LIVED IN CROSBY FOR 21 YRS AND IN ALL THAT TIME I HAVE THOUGHT THAT A BYPASS WOULD HAVE BEEN A PRIORITY. A SINGLE CARRIAGEWAY IS BETTER THAN NOTHING. DESPITE THE GOVERNMENT CALLING FOR US TO REDUCE CAR USAGE I FEEL THAT BY THE TIME THIS ROAD IS BUILT IT WILL NOT BE SUITABLE I WOULD HAVE THOUGHT A DUAL CARRIAGEWAY WOULD BE BETTER.
I THINK THE COUNCIL IS RIGHT, TRYING TO SOLVE THIS 30 YR OLD TRAFFIC PROBLEM
HOPE THERE WILL BE NO ADVERSE EFFECTS ON SEFTON CHURCH AND SURROUNDINGS. THE RD APPEARS TO GO THROUGH TWO FARMS AND CUST OFF ONE OR TWO HOUSES SUCH AS ORCHARD HOUSE WHAT PROVISIONS WILL BE MADE FOR THE OWNERS?
THORNTON HAS BEEN WAITING FOR A RELIEF RD FOR TOO LONG
WILL THE GREEN BELT REMAIN THE SAME OR WILL THORNTON/NETHERTON BE ALLOWED TO ENGULF SOME OF IT?
ITS AN EXCELLENT IDEA AND A LONG TIME IN COMING TO FRUITION.
THERE IS CLEARLY A PRESSING NEED TO RELIEVE TRAFFIC CONGESTION IN GREEN LANE AND LYDIATE LANE. IT IS TIME TO END THE DISCUSSION AND PUT THE SCHEME INTO OPERATION. THERE HAS BEEN ENOUGH TALK, LET US DEE SOME ACTION!
MY ONLY COMMENT IS THE PROPOSAL TO HAVE A SINGLE CARRIAGEWAY IS IT REALLY GOING TO BE SUFFICIENT FOR NOW OR THE FUTURE. AT THE END OF THE M57 WE HAVE THE DUAL CARRIAGED KNOWSLEY EXPRESSWAY GIVEN THE VOLUME OF TRAFFIC THAT THIS RD HAS AT PEAK TIMES ESPECIALLY. I BELIEVE THAT RDS CUSSESS IS DOWN TO THE DUAL LANES, AS IS THE ESAST LANCS. FOR A SINGLE CARRIAGEWAY LINK RD. I SEE MORE PEOPLE FEELING THE NEED TO USE LYDIATE LANE. NORTHERN PERIMETER RD ETC. BUT WITH A DUAL CARRAIGEWAY I FEEL LESS NEED TO RESTRICT LEVELS OF TRAFFIC AND TRAFFIC SPEEDS ON THE EXISTING ROUTE.
IT HAS BEEN ONGOING FOR SUCH A LONG TIME HOPEFULLY SOON SOMETHING POSITIVE WILL BE DONE TO TAKE THE TRAFFIC AWAY FROM MOOR LANE AND EASE THE CONGESTION IN THORNTON. YES - GET ON WITH IT! OIL WILL RUN OUT BEFORE WE GET TO DRIVE ON IT.
WHilst THE LINK RD IS LONG OVERDUE SOMETHING NEEDS TO BE DONE ABOUT THE VEHICLES EXISTING FROM TOTAL FITNESS THE DRIVERS ARE LOOKING RIGHT AND STILL MOVING WHilst TURNING LEFT, A FEW TIMES I HAVE HAD TO GET BACK ON THE PAVEMENT TO AVOID BEING KNOCKED DOWN. THERE IS FOOTPATH LEADING FROM NORTH PERIMETER ROAD TO DUNNINGS BRIDGE ROAD, USED A LOT BY PEDESTRIANS.
I RECOGNISE THE ADVANTAGE OF THIS SCHEME FOR MOTORISTS AND RISED CUTS OF THORNTON & NETHERTON BUT WORRY THAT THE MORE EFFICIENT RD SYSTEM WILL ENCOURAGE EVEN HIGHER SPEEDS THROUGH INCE WOODS - WHY NOT EXTEND THE BYPASS TO THE DUAL CARRIAGEWAY BEYOND INCE BLUNDELL?
IF HAVING A MAIN JUNC AT BRICKWALL LANE CREATES MORE TRAFFIC USING SEFTON LANE TO ACCESS THE NEW LINK RD THEN THE PEAK PERIOD TRAFFIC UP A& DOWN SEFTON LANE COULD BECOME WORSE THAN IT ALREADY IS. SPEED LIMITS SHOULD BE LOOKED AT IN BRICKWALL LANE/SEFTON LANE AT PRESENT THEY GO FROM 40 TO 30 TO 60 TO 30 MPH IN RELATIVELY SHORT DISTANCES CAUSING RIVERS WHO ADHERE TO THE SPPED LIMTS BEING TAILGATED OVERTAKEN HONKED ETC RESULTING IN DANGEROUS SITUATIONS.
I THINK IT IS A VERY GOOD PROPOSAL ALL ROUND. I THINK IT IS NEEDED TO RELIEVE THE ALL ROUND CONGESTION.
ADEQUATE SOUND PROOFING SURROUNDING THIS NEW RD WOULD BE NEEDED TO AFFORD LOCAL RESIDENTS SOME PROTECTION FROM TRAFFIC NOISE & POLLUTION.
SHOULD HAVE BEEN DONE YEARS AGO
I HOPE IT WILL ALSO HELP WITH THE TRAFFIC ON EDGE LANE, AS CARS ARE CUTTING THROUGH THE EDGE LANE ESTATE & DOWN EDGEMOOR DRIVE, SOME DRIVE VERY FAST.
I HOPE THAT IT WILL EASE TRAFFIC ON MOOR LANE ALSO THIS SCHEME IS LONG OVERDUE FIRST.
**PROPOSAL 1939 (SOUTHPORT RD TO CABBAGE INN)**

**TO DELAY IS TO CREATE GREATER PROBLEMS**

**LONG OVERDUE**

HAS A FILTER FOR TRAFFIC TURNING RIGHT FROM LYDIATE LANE INTO BUCKLEY HILL EVER BEEN CONSIDERED? WOULDN’T THIS HELP THE FLOW OF TRAFFIC THROUGH LYDIATE LANE & NORTHERN PERIMETER ROAD?

WE DO HOPE THE RESTRICTIONS LEVELS ON LYDIATE LANE AND THE NORTHERN PERIMETER RD ARE SPEED CAMERAS AND NOT SPEED BYMPS, AS WE BELIEVE SPEED BUMPS LOWER THE TONE OF THE AREA.

I BELIEVE THAT THIS PROPOSAL IS A BRILLIANT IDEA

THE LINK RD SHOULD BE GIVEN PRIORITY IT SI TO BE WELCOMED GREATLY THE TRAFFIC ON THE A565 THROUGH CROSBY AND WATERLOO SHOULD HAVE ITS SPEED MORE STRICTLY CONTROLLED, TOO MANY VEHICLES ARE EXCEEDING THE SPEED LIMITS BY TOO GREAT A MARGIN

THE SOONER THE BETTER

IT SHOULD HAVE BEEN DONE YRS AGO ITS JUST BEEN NEGLECTED ITS SO BAD PEOPLE LIVING IN NEIGHBOURING ESTATES TAKE 10 MINUTES TO CROSS THE ROAD.

THIS NEEDS TO BE DONE ASAP LYDIATE LANE IS BECOMING CONGESTED

NON COMMENT COS ITS LONG OVERDUE

NO TO THE JUNCTION AT BRICKWALL LANE

NOT BEFORE TIME! HOWEVER, THE LINK TO SWITCH ISLAND SHOULD BE FROM THE A565 AT THE FORMBY BYPASS

IT IS ESSENTIAL AND SHOULD HAVE BEEN BUILT 10 YRS AGO. IT CANNOT COME SOON ENOUGH. THE CONGESTION IN MORNINGS AND EVENINGS MUST BE REDUCED THROUGH THORNTON

FIRSTLY, A SINGLE CARRIGEWAY RD MIGHT HAVE BEEN ACCEPTABLE IN 2003 BUT BY THE TIME IT IS BUILT THE TRAFFIC WILL HAVE INCREASED TO WARRANT A DUAL CARRIAGEWAY. A BIT OF FWD THINKING IS NEEDED AS IT IS CLEARLY GOING TO BE TOO LITTLE TOO LATE BY THE TIME ITS BUILT SECONDLY WHAT IS THE POINT OF DIVERTING ALL THE TRAFFIC ONTO THE NEW RD BY USING TRAFFIC CALMING ON THE NORTHERN PERIMETER RD YOU ARE JUST MOVING THE PROBLEM ONTO ANOTHER SINGLE CARRIAGEWAY RD BETTER OPTION WOULD BE 2 LANES OF ONE WAY TRAFFIC ON THE NORTHERN PERIMETER RD ABD 2 LANES GOING THE OTHER WAY ON T NEW ROAD WHAT WOULD ESSENTIALLY BE A DUAL CARRIAGEWAY. THIS COULD HAVE BEEN DONE YRS AGO ALLEVIATING SOME OF THE NEED FOR TH SWITCH ISLAND IMPROVEMENTS WHICH ALTHOUGH NOW COMPLETE WERE LONG OVERDUE.

WOULD LIKE TO KNOW IF THE RELIEF RD IS GOING TO BENEFIT EDGE LANE AS THIS RD IS JUST AS BAD AS LYDIATE LANE. ALSO WHAT MEASURES WILL YOU TAKE TO STOP TRAFFIC SHORTCUTTING THROUGH THE LARCHFIELD RD ST WILLIAMS RD AND EDGEMOOR DR ESTATE TO GET FROM EDGE LANE TO MOOR LANE.

THIS WILL REPLACE A BOTTLENECK WITH A BOTTLENECK. THE LINK NEEDS TO BE FROM SWITCH ISLAND TO THE DUAL CARRIAGEWAY FORMBY BYPASS, AVOIDING THE DEADLY RD THROUGH INCE WOODS IT S VITAL TO THE ECONOMIC FUTURE OF NTH MERSEYSIDE.

THE SOONER ITS DONE THE BETTER FOR EVERYONE

THE SOONER THE BETTER FOR EVERYONE AND FOR THE ECONOMY OF THIS AREA SOUTHPORT WOULD BECOME SO MUCH MORE ACCESSIBLE AND TOURISM WOULD IMMEDIATELY IMPROVE.

THE AREA NEEDS LINKING UP TO MOTORWAY ACCESS

I FEEL THAT THE JUNC WITH THE A565 AT THE WESTERN END OF THE PROPOSED LINK AND THE JUNC WHERE THE PROPOSED LINK CROSSES THE B5422 SHOULD BOTH BE ROUNDABOUTS THERE SHOULD BE NO TRAFFIC SIGNAL JUNC. MY VIEW IS THAT ROUNDABOUTS PRODUCE A BETTER FLOW OF TRAFFIC

ITS NOT JUST LYDIATE LANE/GREEN LA REA THAT WILL BENEFIT, BUT EDGE LANE SLO WHICH IN TURN WILL BENEFIT TRAFFIC TRAVELLING FROM FORD/LITHERLAND WAY. THIS SCHEME HAS BEEN TALKED ABOUT ON AND OFF FOR YRS NOW. IT WILL BE A HUGE DISAPPOINTMENT TO ALL WHO LIVE IN THE AFFECTED AREAS IF ONECE AGAIN THE PLUG IS PULLED

THE SOONER THE BETTER

SHEER INSANITY TO MAKE THIS A SINGLE CARRIAGEWAY RD WITH TRAFFIC LIGHTS HALFWAY. DO YOU SERIOUSLY EXPECT ANYONE TO BELIEVE THAT THE RESIDENTS OF THE AREA VOTED FOR A SINGLE CARRIAGEWAY RD NOT PROPERLY LINKED WITH THE M57 STOP INSULTING OUR INTELLIGENCE

AS I LIVE ON THE NORTHERN PERIMETER RD I FIND THE PROPOSED ALIGNMENT IS V GOOD FOR ALL RESIDENTS ON THE N PERIMETER RD AND LYDIATE LANE THORNTON AS THE BYPASS WILLEND
CONGESTION & ENABLE RESIDENTS TO USE THERE LOCAL RDS MORE SAFELY, WITHOUT HAVING TO DODGE TRAFFIC WHEN IN OUR CARS OR TRYING TO CROSS THE RD AS THE SPEED LIMIT OF 30MPH IS ALWAYS EXCEEDED.

IT CAN'T COME SOON ENOUGH. GOV OUGHT TO BE ASHAMED AT DELAYING PROVINCIAL SCHEMES LIKE THIS, WHIST PROMOTING AND PAYING FOR SO MANY NEW RDS M-WAYS BYPASSES ETC IN THE SOUTH EAST WE'RE LIKE THE POOR NEIGHBOURS WITH A BEGGING BOWL

IT IS MUCH NEEDED ADDITION TO THE INFRASTRUCTURE

I WOULD LIKE TO SEE THE NEW PROPOSED LINK RD BUILT AS A DUAL CARRIAGeway AND NOT A SINGLE CARRIAGE WAY. THE NEED FOR THIS RD HAS BEEN LONG OVERDUE AND THE TRAFFIC CURRENTLY CRAWLING THROUGH THORNTON & CROSBY IS ADVERSE TO THE AREA.

GIVING THE POTENTIAL ROUTES THIS IS AN EXCELLENT COMPROMISE

WOULD IT NOT BE BETTER TO PUT ROUNDABOUTS AT THE JUNC RATHER THAN THE PLANNED TRAFFIC LIGHTS, I REALLY CANNOT SEE MANY PEDESTRIANS AROUND THOSE TWO AREAS. ITS ALSO A SHAME THAT THE RD COULD NOT GO ALL THE WAY TO THE FORMBY BYPASS AS MOST ACCIDENTS RECENTLY HAVE BEEN IN AND AROUND THE INCE WOODS AREA

THIS IS A WATERED DOWN VERSION OF WHAT IS REALLY NEEDED WHICH IS A PROPER LINK RD FROM SWITCH ISLAND THROUGH TO THE FORMBY BYPASS THIS PROPOSAL DOES NOTHING TO IMPROVE COMMUNICATIONS WITH SOUTHPORT & FORMBY AREAS

THE LINK IS LONG OVERDUE

WILL PROVISION BE MADE FOR RHT FOOTPATHS THAT CURRENTLY CROSS THE PROVISIONAL PATH FOR THE LINK RD.

I SEE THAT THE PROPOSED RD IS THROUGH GREEN BELT FARMLAND MOST OF THE WAY. THE EXCEPTION IS WHEN IT IS VERY NR THE NORTHERN PERIMETER ABOUT OPP SMETHWICK WALK. THIS IS QUITE NR MY HOUSE WHICH OVERLOOKS THE NORTHERN PERIMETER RD THE NOISE LEVELS WITH PROBABLY INCREASE & THEY ARE ALREADY CONSIDERABLE. THESE ARE 2 REASONS WHY I DISAGREE I AM PUZZLED AS TO WHY THE RD CANNOT BE FURTHER AWAY FROM THE NORTHERN PERIMETER RD AS IT IS ALREADY GOING THROUGH FARMLAND. THIS WOULD REDUCE NOISE LEVELS FOR RESIDENTS.

THE ALIGNMENT AT THE SWITCH ISLAND END NEEDS RETHINKING. THE RDWAY SHOULD COME OFF PERIMETER RD JST BEFORE THE BEND NR THE TOTAL FITNESS GYM AND MEET SWITCH ISLAND AT THE SOUTHERN END.

IT SHOULD BE STARTED ASAP THE NUMBER OF HGV'S ON LYDIATE LANE IS GETTING MORE AND MORE AND WASN'T PLANNED FOR THEM

THE RD WILL NOT RELIEVE CONGESTION S MOST OF THE PEAK TRAFFIC IS LOCAL OR WILL INCREASE TRAFFIC ON MOOR LANE/QUARRY RD TO THE NEW RD THERE IS A LOSS OF GREENBELT AND I AM SURE THAT MOST OF THE LAND TO THE SOUTH WEST OF THE RD WILL BE INFILLED WITH HOUSING DEVELOPMENT UP TO THE RD THE SO CALLED IMPROVEMENTS TO EDGE LANE WHICH HAVE INCREASED CONGESTION AT ALL TIMES DO NOT INSPIRE CONFIDENCE IN SEFTON TO MANAGE THINGS PROPERLY

ONLY THAT IT SHOULD BE A DURAL CARRIAGEWAY TO HAVE A SINGLE CARRIAGEWAY IS SHORTSIGHTED PREDICT THAT IT WILL BE UPGRADED TO A DUAL IN DUE TIME AND THEREFORE END UP COSTING MORE THAN BUILDING A DUAL CARRIAGEWAY AT THIS TIME

TRAFFIC HEADING EST FROM GREEN LANE LIGHTS PAST THE GRAPES ARE SPEEDING WHEN THEY APPROACH THE BEND AT ROTHWELLS LANE I BELIEVE BECAUSE THERE IS NO SPEED INDICATION SIGNS IN THAT LOCATION. I AM CONCERNED THAT IF LEFT UNCHECKED THIS MIGHT ENCOURAGE INDIVIDUALS TO USE THIS STRETCH TO SPEED. I BELIEVE SOME RESTRICTIONS SHOULD BE IN PLACE NOW.

A DUAL CARRIAGEWAY WOULD BE MUCH BETTER. MORE RESTRICTIONS ARE NEEDED ON LYDIATE LANE NOW AS BY 2011 TRAFFIC IF WILL BE MUCH WORSE.

THIS LINK PROPOSAL HAS BEEN RECOMMENDED FOR THE LAST 20 YRS AND HAS NEVER MATERIALISED. THE COST HAS PROBABLY ESCALATED IN THAT TIME, SO WHY NOT USE CHEAP LABOUR? WE HAVE 3 PRISONS IN THIS AREA AND ANOTHER PROPOSED INSTEAD OF INMATES SITTING AROUND ALL DAY WITH VERY LITTLE EXERCISE WHY DON'T WE INTRODUCE CHAIN GANGS WORKING ON THE ROADS AS IN THE USA.

PLEASE GET IT DONE WE HAVE ONLY BEEN WAITING 20 YRS FOR IT.

GOOD LUCK!

I USED TO LIVE DOWN LYDIATE PARK WITH THE BACK OF THE HOUSE BACKING ONTO LYDIATE LANE THE LORRIES SUED TO GO PAST @ 5.00A.M THEY WERE SO LOUD AND USED TO WAKE US UP AWFUL LIVING THERE!
THE SOONER IT BECOMES REALITY THE BETTER. I LIVE IN CROSBY SO I AM HOPING TRAFFIC CONGESTION WILL BE EASED AT PEAK TIMES.

HOPE THE RD ISN'T TOO NR THE HOUSES IN HOLGATE AS THIS IS SUCH A QUIET SPOT.

I LIVE IN HOLGATE AND ONE THINKG I DO NOT WANT TO SEE IS AN ENTRY INTO HOLGATE FORM THE NEW LINK RD THIS WOULD BE TOTALLY STUPID AS IT WOULD IMMEDIATELY BECOME A RAT RUN FROM THE NEW LINK RD THROUGH TO REIDENTS OF GREEN LANE AND LYDIATE LANE. PLEASE CONSIDER THIS CAREFULLY AS HOLGATE IS ALREADY SINGLE TRACK AND ANY INCREASE OF TRAFFIC HERE WOULD CAUSE MAJOR PROBLEMS

WHAT TRAFFIC WILL BE COMING ALONG SEFTON LANE & BRICKWALL LANE WHEN THE LINK COMES IN AS THE TRAFFIC EVEN NOW IS HEAVY AT PEAK TIMES ALSO AT WEEKEND WITH THE GARDEN CENTRE AND TIP

IT'S BEEN GOING ON FOR OVER 35 YRS SO MY INTEREST IN IT IS DISOLVING

A MAJOR LINK TO SOUTHPORT FROM SWITCH ISLAND NEEDS TO BE ESTABLISHED A SINGLE CARRIAGEWAY IS SHORT SIGHTED AND A THROUGH DOUBLE CARRIAGEWAY WOULD REALLY HELP TRAFFIC & CUT POLLUTION

THIS LINK SHOULD BE A DUAL CARRIAGEWAY TO LINK WITH THE FORMBY BYPASS AT INCE BLUNDELL WHY HAVE ALL THE EQUIPMENT AVAILABLE AND ONLY BUILD A SINGEL RD WHEN YRS LATER THIS SAME RD WILL HAVE TO BE ENLARGED BUT THE COST WILL BE TEN TIMES HIGHER!

I THINK IT SHOULD BE A DUAL CARRIAGEWAY WHERE IS THE JUNCTION FOR MOOR LANE & SOUTHPORT RD?

THIS LINK IS VERY MUCH OVERDUE, ESPECIALLY WITH REGARD TO THE INCREASE IN TRAFFIC. I DO HOPE IT COMES TO FRUITITION AND NOT REJECTED AS HAPPENED PREVIOUSLY A NUMBER OF YRS AGO.

NO

ONLY THAT IT IS ABOUT TIME!

YES IT SHOULD HAE HAPPENED 10 YRS AGO AND THINK OF THE BENEFIT TO THE OZONE AND YOU SHOULD HAVE SUPPORT FROM THE GREEN PARTY LESS POLLUTION

DISAGREE THAT COUNCIL HAVE TO PAY ANYTHING TOWARDS ITS COST. ESPECIALLY AS IT WILL MEAN LOSS OF COUNTRYSIDE TO ITS RESIDENTS AND FREE PASSAGE FOR THOSE PASSING THROUGH AND POLLUTING OUR AREA. SURLEY IT WILL HIGHER COUNCIL TAXES AND LESS MONEY AVIALABLE FOR IMPROTANT AND ESSENTIAL SERVICES.

WILL THE LINK REDUCE TH AMOUNT OF TRAFFIC USING MOOR LANE. WE HAVE SEEN THIS INCREASE TEN FOLD SINCE MOVING TO CROSBY IN 1994

WHAT ABOUT MOOR LANE? THE NEW PEDESTRIAN CROSSING HAS MADE THINGS WORSE!!

None

Q1 - this link road is long overdue. Q2 I cannot need to restrict traffic on these roads if the propsed link goes ahead. I also think the 40mph speed limit on the Northern Perimiter Road is ridiculous

Long overdue, hopefully the 'Detailed Business' case is accepted and work can commence as soon as possible. Congestion getting worse by the day. Any proposals will be beneficial to residents in the aeras affected.

I have lived at my present address since 1988. When I first come to live here received a proposal for the link road red, green or blue route whkch one would we like to choose. It is now 2006 and I don’t think that I will ever see the start, let alone the finish of a linke road in my lifetime.

As a driver of 35,000 miles per year around the country, I don’t believe the plan merits the cost, disruption of farmlaland and wildlife for the benefit of motorists for a couple of hours per day.

None

The sooner the better.

NONE/

None

I can not understand why the traffic junction at the intersection of Park View and the New Road is further East and connects with Southport Road further North at Jospice. This would help to save more traffic noise for the residents. As per diagram.

Get on with it! Longer the delay - more of my money

It's been long winded, over 30 years to get this far. Lets hope it works this time.

I wait a good ten minutes to get out of Holgate Road in the car, and If I am walking It's like dead race to 2000. To get across the road at Green lane.

Good idea.

As soon as possible please before someone else is killed.

None
For many years the Copy Lane/Dunnings Bridge Road junction has been horrendous at peak times. This proposal has to be the answer. I cannot see any benefit of a junction at Brickwall Lane. The vast majority of traffic using the new road will come off at Southport Road. Traffic for Brickwall Lane can still use the existing route, as an alternative for Maghull.

Please do something urgently about the junc of Lydiate Lane/Northern Perimeter Rd/Brickwall Lane/Buckley Hill Lane. It is a disgrace that Sefton have done nothing to re-design this dangerous junc! Let's have action now! About this we have waited far too long for action to sort this out no more excuses please!

The connecting junc at Switch Island looks to simply be an additional exit, I would've thought a flyover straight from M57 onto the new rd would service traffic levels better.

It is long overdue and local people's needs should be put before anything else you take your life in your hands just to get across to cemetery from bus stop.

I strongly resist any attempt to build a new rd from Brickwall Lane to Southport road, why build perimeter rd in the first place is there a need to replace it? If the rd from Brickwall to Southport rd is build what measures will be implemented to reduce noise and street light disturbance will they plant trees to reduce the effect, what environmental effect will it cause at the moment there is a lot of wildlife and wild plant life.

Why not a dual carriageway? It would make more sense for the future. Excellent solution to traffic congestions in the area it should go ahead asap.

The quicker this is completed the better for all residents.

Lydiate lane and the northern perimeter rd should be left as they are. The traffic lights at Green LA should be removed and replaced with a proper traffic island to ensure the traffic to Crosby keeps flowing.

Financing costs of building projects usually increase by a substantial amount towards the end completion of work. Realistic assessments of costs should be vigorous considered before passing on additional charges to council tax payers.

Hope it is started soon.

What happened to the 1990 proposal for a dual carriageway from the Formby bypass to switch island? All that ratepayer's money spent for nothing will this be the same?? Knowsley got there extension to the M57 - but not Sefton who got the brown envelopes?

I have lived in the area for years and the traffic volume is no more greater than worse.

We are always being told of the impact of the car on the environment and now you want a new road bad idea - I have a car.

It is such a pity this could this could have been constructed when first considered the sooner the better.

My only query relates to the impact on the Barn Owl population at the Thornton end of the road contact Peter Taylor 524 1905 RSPB (Crosby)

Great idea, I live on Liverpool rd south which has very high levels of traffic not only buses but HGV's and vans etc. So any help would be grateful.

Would have liked to see a flyover at switch island similar to southern end of Knowsley Express Way. Speed limit on link max 50mph speed limit on Lydaite lane and northern perimeter rd max 30mph to other surrounding roads Sefton lane etc.

As a resident of Liverpool rd south Maghull it should make for less traffic and pollution and danger from wagons/cars. Its been long overdue and most welcome.

I hope this link rd will be built asap as living nr the Thornton junc is a nightmare particularly in the mornings and evenings. Moor LA is a bottleneck all the day long. A lot of motorists are using the Thornton Crescent rd as a way to avoid the lights and at times is very dangerous for shoppers.

Why doesn't Sefton council just get on and begin the works without further delay.

I would like to see project abandoned more cars o al local roads.
PLEASE START WORK ASAP

I AM NOT CONVINCED THAT THIS PROPOSAL WILL ALLEVIATE CONGESTION ON GREEN LANE. THIS ROUTE COULD STILL BE USED AS THE QUICKEST RATHER THAN NORTHWAY. THERE IS A POSSIBILITY THAT CONGESTION AT THE TRAFFIC LIGHTS AT THE JUNC OF LIVERPOOL RD SOUTH AND NORTHWAY, WHICH IS VERY BAD BETW 08.00 AND 09.00 HRS COULD BECOME MUCH WORSE AS INDIVIDUALS USE THIS ROUTE RATHER THAN NORTHWAY.

AS WE LIVE CLOSE TO THE BUSY MOOR LANE A565 THROUGH RD FROM SOUTHPORT - LIVERPOOL WE ARE INTERESTED TO KNOW WHAT IMPACT THERE WOULD BE ON FURTHER VOLUMES OF TRAFFIC THROUGH TO THE DOCKS. AS MOOR LANE LIVERPOOL RD CROSBY RD NORTH AND SOUTH ARE VERY CONGESTED AT TIMES, AND WITH ALL THE SCHOOLS & CHILDREN CROSSING THESE RD'S THAT IS QUITE A CONCERN

SO MANY PROBLEMS WITH SWITCH ISLAND LINK THIS PROPOSAL MAY RESOLVE THEM

THE SOONER THE BETTER GOOD LUCK WITH YOUR EFFORTS!!

THIS ROAD IS LONG OVERDUE AND VITAL TO THE RESIDENTS AND ROAD USERS OF THE PRESENT SYSTEM

JUST WISH YOU'D GET ON WITH IT!

THE NEW LINK RD IS WELL OVER DUE AND SHOULD BE BUILT ASAP

I'D LIKE TO KNOW MORE ABOUT RESTRICTIONS OF LEVELS OF TRAFFIC

I HAVE RESERVATIONS ABOUT CONTROLLING THE ACCESS ONLY TRAFFIC TO CHAPEL LANE AND COPY LANE

PLEASE DO NOT LOSE THIS OPPORTUNITY TO RELIEVE THE TRAFFIC AT THE TOP OF MOOR LANE. PREVIOUS PLANS HAVE BEEN LOST THROUGH DELAYS CAUSED BY ENDLESS DISPUTES. THIS MUST NOT HAPPEN AGAIN

EXCELLENT! SO LONG AS CONGESTION AT SWITCH ISLAND ISNT RE INSTATED WITH LARGER VOLUMES OF TRAFFIC USING RETURN RD FROM THORNTON TO SWITCH ISLAND

I THINK THAT SOMETHING SHOULD BE LOOKED AT TO REDUCE HEAVY TRAFFIC THROUGH LITTLE CROSBY. SINCE CLOSING MANOR AV & ILFORD AVE & MILLER AVE TO THROUGH TRAFFIC THERE IS A Growing Tendency of Too Fast Traffic Past St Mary's Playing Field. The Oaklands Ave Little Crosby Road Rat Run is Of Growing Concern.

NO HOPE THE PROPOSED RD WILL TAKE SOME TRAFFIC OFF FLEETWOOD LA/ALMOND TURN/BUCKLEY HILL AS ITS LIKE A RACE TRACK OF A NIGHT IT NEEDS SPEED RESTRICTIONS TO SLOW CARS DOWN

WE'VE JUST HAD MONTHS OF CHAOS WHILE SWITCH ISLAND WAS RE MODELLED AND I DON'T THINK MOTORISTS WILL BE VERY PLEASED IT THEY HAVE TO GO THROUGH IT ALL OVER AGAIN APRAT FROM WHICH WHERE IT IS PROPOSED TO JOIN SOUTHPORT ROAD THORNTON IS BAD ENOUGH IN PEAK HR - IMAGINE WHAT IT WILL BE LIKE WHEN BUILDING JUNCTION (SAME APPLIES TO BRICKWALL LANE)

GOOD

THE SOONER THIS IS DONE THE BETTER ANYTHING TO EASE THE CONGESTION ON THE COPY LANE AREA

THE NORTHERN PERIMETER RD WA CREATED TO ALLEVIATE TRAFFIC CONGESTION DUE TO THE IMPROVEMENT THIS RD CREATED IT ENCOURAGED HIGHER LEVELS OF USE. THE TRAFFIC LEVELS INCREASED BRINGING US TO OUR PRESENT DAY. A NEW RD WOULD INITIALLY CURE PRESENT PROBLEM OF CONGESTION BUT AS PEOPLE DISCOVERED THE NEW RD IT WOULD ENCOURAGE GREATER USE BRINGING US BACK TO THE PRESENT SITUATION WHICH WOULD IN TURN BRING ABOUT NEW PROPOSALS FOR AN EVEN BIGGER RD. WHERE DO WE STOP! EVENTUALLY ALL THE GREENBELT AREA WILL DISAPPEAR STOP AND GO NO FURTHER I FEEL VERY STRONGLY ABOUT THIS.

I LIVE IN HOLGATE AND FOR THE LIFE OF ME, I CANT UNDERSTAND WHY THE PROPOSED RD IS BEING PUT WHERE IT IS WHY NOT TAKE THE RD BEHIND ORCHID COTTAGE INSTEAD OF IN FRONT AND SQUASHED BETW THE LAST HOUSE IN ROTHWELLS LANE AND THE ORCHID COTTAGE THESE SO CALLED MINOR JUNC AT HOLGATE AND CHAPEL LANE WILL MAKE A GREATER RAT RUN THAN IT ALREADY IS

THERE NEEDS TO BE AN ENVIRONMENTAL STUDY OF THE AREA WITH A VIEW TO ESTABLISHING THE EFFECT ON WILDLIFE.

THE SOONER THE RD IS COMPLETED THE BETTER. EVERYONE IN THE AREA WILL BENEFIT. LESS TRAFFIC LESS FUMES, LESS TRAFFIC JAMS.

COUNCIL'S PROPOSALS FOR THORNTON - SWITCH ISLAND LINK WILL BE BENEFICIAL TO AREAS NOW AFFECTED BY HGV'S WHICH WILL BE HEAVIER BY PROPOSED STARTING BUILDING DATE.

ONLY THAT IS SHOULD BE STARTED ASAP AS WE HAVE WAITED LONG ENOUGH

WHY HAS IT TAKEN SO LONG?
| ITS ABOUT TIME! WE HAVE WAITED FOR THIS RD FOR OVER 30 YRS |
| JUST GET ON WITH IT ASAP |
| IF THIS PROPOSAL IS SUCCESSFUL WHY NOT DO IT PROPERLY AND CONSTRUCT A FLYOVER OVER SEFTON LANE WITH ON & OFF RAMPS AND DIRECT ACCESS ONTO THE M57? WE WILL HAVE TO DO THIS IN THE FUTURE WHY NOT NOW |
| COULD IT NOT BE EXTENDED TO JOIN WITH THE DUAL CARRIAGEWAY BEYOND INCE WOODS |
| I SUPPORT THE COUNCIL’S PROPOSALS FOR THIS LINK RD |
| GO FOR IT! THAT’S ALL I CAN SAY ITS NEEDED TO BE DONE FOR YEARS! |
| WE NEED TO RESTRICT THE LEVEL & SPEED OF TRAFFIC ON LYDIATE & NORTHERN PERIMETER BUT NOT IF IT MEANS SPEED HUMPS PLEASE NO SPEED HUMPS!! |
| AS A RESIDENT OF QUARRY RD I AM LEAST LIKELY TO BENEFIT FRO THE LINK RD AS I FEEL TRAFFIC SEEKING ACCESS TO THE NEW RD FROM CROSBY WILL ACTUALLY INCREASE. HOWEVER THERE IS NO DOUBT THAT THE RD WILL BE OF BEFIFIT TO THORNTON AS A WHOLE. IT IS ESSENTIAL THA THE RD PLANNERS TAKE A SYMPATHETIC VIEW TO THOSE MOST AFFECTED TY THE SCHEME. |
| I AM 100% IN FAVOUR OF THE RD. HOWEVER, I CANNOT BELIEVE THAT YOU ARE SERIOUSLY CONSIDERING A SINGLE CARRIAGEWAY RD WHICH WONT EVEN PROVIDE A SHORT-TERM IMPROVEMENT. THE VERY LEAST THAT IS NEEDED IS A DUAL CARRIAGEWAY AND POSSIBLY IN THE LONG ERM THREE LANES. AND SURELY INCE WOODS WILL BECOME A BOTTLENECK? |
| SPIN SPIN SPIN ’TALK TALK TALK AFTER OVER FIFTY YRS STILL NO LINK RD ALL TALK AND NO ACTION ITS ABOUT TIME YOU DONE SOME WORK |
| LONG OVERDUE SHOULD BE A DUAL CARRIAGEWAY |
| IT IS IMPORTANT THAT TRAFFIC LEVELS THROUGH THE RESIDENTIAL ROADS OF MOOR LANE QUARRY RD EDGE LANE VIRGINS LANE ARE ALSO REDUCED BY THESE PROPOSALS THEREFORE THE BRICKWALL LANE ACCESS TO THE PROPOSED LINK RD IS ESSENTIAL |
| ABOUT TIME THIS GOT GOING |
| I THINK IT IS A GOOD IDEA AS YOU CANT WALK DOWWN NORTHERN PERIMETER RD SAFELY AND TRAFFIC IS ALWAYS BUSY. |
| I AM AGAINST ANY NEW RD. IT WOULD USE SCARCE VALUABLE AGRICULTURAL LAND EXTEND POLLUTION AND WOULD BE SURPLUS APART FRO SHORT RUSH HOURS. TRAFFIC OF COURSE EXPANDS TO THE SPACE AVILABLE AND JAMS WOULD ONLY BE MOVED SOMEWHERE ELSE. CONGESTION MEANS LESS DANGEROUS RDS BECAUSE DRIVERS CANNOT SPEED AND PEDESTRIANS CAN CORSS RDS AT LESS RISK. ENourage IMPROVEMENT IN PUBLIC TRANSPORT AND CYCLING FACILITIES. TOLLS AT PEAK HRS WOULD THIN OUT TRAFFIC. |
| IT SHOULD BE STARTED BEFORE 2010 - 2011 AS IT IS URGENTLY REQUIRED! |
| IT IS ABOUT TIME THIS IS GETTING DONE AS THE RESIDENTS LIVING IN WESTBOURNE AVE, MOORLANDS RD AND NORTHWICH CLOSE WILL BE ABLE GET OUT ON TO LYDIATE LANE AS THERE IS ALSWAY S A VOLUME OF TRAFFIC THERE. |
| THE ORIGINAL ROUTE OVERWHELMINGLY VOTED FOR WAS I THINK CALLED THE BLUE ROUTE THIS TOOK THE RD BEHIND INCE BLUNDELL. WHY WAS THIS IGNORED? THE COST WAS ALREADY KNOWN BEFORE THE VOTE! THE NEW PROPOSAL SHOULD JOIN UP WITH SOUTHPORT RD AT THE EXISTING JUNC AT LONG LANE/JOSPICE, WHICH INCIDENTALLY IS VERY DANGEROUS FOR PEOPLE TURNING LEFT OR RIGHT. ALSO THE BLUE ROUTE WOULD HAVE AVOIDED THE RED SQUIRRELS HABITAT. |
| IT HAS BEEN ON THE BOOKS FOR TOO MANY YRS IT IS ABOUT TIME TO REDUCE TRAFFIC LOAD ON THORNTON/CROSBY/WATERLOO FOR HEAVY TRAFFIC WISHING TO GET TO MOTORWAY CAUSING TRAFFIC CHAOS AT BUSY TIMES EARLY AM/15.00HRS TO 18.00HRS |
| SHOULD HAVE BEEN DONE IN 2003 |
| SOUTHPORT RD IS A SERIOUS CONCERN. THE CONNECTING LINK SHOULD BE AT EDGE LANE/INCE ROAD JUNC VHEICLES SPEEDS ARE PROBLEMATIC IAT THE BEST OF TIMES AND RESIENTS OF THE INCE RD ESTATE MAY BE SERIOUSLY DISADVANTAGED WITH INGRESS/EGRESS TO THEIR HOMES. I FEEL THAT THE COUNCIL WILL DISIMPLY DISPLACE THE PROBLEM FROM GREEN LANE/LYDIATE LANE TO SOUTHPORT RD BUT OF COURSE NONE OF THE COUNCILLORS OR SNR OFFICERS IN THE COUNCIL WILL BE EFFECTED! AS THEY LIVE ELSEWHERE. |
| THE SOONER IT HAPPENS THE BETTER |
| IT WOULD APPEAR THAT ONE OR TWO PROPERTIES AR BEING CUT OFF BY THIS PROPOSED ROUTE. IF THE ROUTE WAS MOVED A FEW HUNDRED YARDS THIS WOULD NOT BE THE CASE. I HOPE THIS IS NOT THE SAME FARCE AS WE HAD WHEN THE COUNCIL ORIGNALLY PROPOSED THE DIFFERENCT COLOURED ROUTES! |
| SOME YRS AGO MY HUSBAND AND I LIVED IN GREENSBIDGE LANE TARBOCK. WE FOLLOWED WITH INTEREST AND ATTENDED THE MEETINGS AND PUBLIC EXHIBITIONS REGARDING THE NOW |
KNOWSLEY EXPRESS WAY. THIS PROPOSED NEW RD AT SWITCH ISLAND CAN ONLY BE TO THE BENEFIT OF THE COMMUNITY AS KNOWSLEY EXPRESS IS.

I STRONGLY DISAGREE WITH ANY FURTHER EXITS FROM SWITCH ISLAND. THE RECENT CHANGES INVOLVING SWITCH ISLAND ARE A DANGEROUS DISGRACE ANY FURTHER CHANGES SUCH AS PROPOSED WOULD BE A DISASTER. THE PLANNING AND RD MARKINGS THAT ALREADY EXIST WOULD BE LAUGHABLE IF IT WASN'T SO VERY DANGEROUS.

V GOO IDEA - JUST GET ON WITH IT IT WILL BENEFIT EVERYONE IN THE THORNTON CROSBY AREA.

Very long standing problem. Glad it is being publically discussed. Look forward to using new link road in the next 10 years!

Living in Thornton can only improve the traffic congestion which I feel is all day every day not just rush hour.

I am 73 years old, will I see the Link Road open whilst I am still driving?

Switch Island is now greatly improved since the recent work carried out. I use switch island at least 40 times per week, mosly at rush hour and is is now a lot easier to get through either way to Bootle or Aintree. There is no need to wreck Thornton and disturb people and wildlife. If this goes through what a waste of taxpayers money, leave it alone.

I have lived in the immediate area for 55 years the increase use of cars and the congested nature of the road system have impacted greatly on the area's quality of life. There has been a dramatic and noticeable increase in standing traffic, increased congestion and pollution, noise, excess speeds along rat runs to gain minimum advantage creating danger for children/pedestrians, restricted access for residents, etc. Traffic congestion in the immediate area affects the area from early morning throughout the day to late evening 7 days. A relief road scheme is long overdue and I strongly support the proposed route alignment.

This will relieve some traffic on Switch Island trying to get through to Formby and Southport. The congestion at peak times is very annoying to be caught in when trying to get to Maghull so this link is very welcome. It has been needed for at least 5 years.

The sooner the better!

The sooner the better. There has been too much traffic on these roads for too long. I hope it goes ahead.

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I think the Crosby relief rd fro the roundabout by the Red Lion Seaforth across Rimrose Valley Park to link up with the new switch island to Thornton link should also be built to relieve Crosbys congestion.

We do not agree the proposed junc at Brickwall Lane, there is the point in creating a new rd through to switch island and then block up roads through Maghull as all cars/vehicles will take short cut that is an obvious factor - think again please!

No but I would be interested to receive informatin about the proposed link rd to Maghull how will it affect Brickwall Lane Sefton Lane & Liverpool rd.

No public enquiry - it will only delay matters. It is still a very slow process with the government only receiving the business plan in 2007. If the council receives the go ahead, then there is an urgency for the environmental assessment. Land acquisition & planning consent to be dealt with speedily no dealys allowed. The rd should be completed by 2009. We have waited 40 yrs for this rd. I hope this time with a great deal of effort it will materialise, but on the council past record I am not optimistic won't let this oppotunity slip.

About time!

As we all know this plan is overdue long term the new rd should be wider with double white lines and a spped of 40mph please allow space for emergency and breakdown etc don't forget the cyclists.

Changing from 1 single carriageway to another single carriageway will do little to alleviate congestion it will only move it surely a dual carriageway is more appropriate the only benefit is to quality of life along the existing route.

No a dual carriageway instead of a single one would speed up the volume of traffic. In the event of vehicle breakdown, it would allow traffic to keep flowing. Possibly traffic lights at the junc of link rd and southport rd junction!
I think it's about time something was done about the traffic on Green Lane Junction. Waste of time & money. The effect of noise pollution from increased traffic to local residents should be strongly considered. 25 years overdue.

It's about time.

I understand that things take time, but the traffic is horrendous on the northern perimeter now. If things could be hurried along this would be a bonus.

The new link will reduce the amount of traffic through Thornton and Crosby and will improve journey times/congestion for the entire area. (Sooner the better) Long overdue.

Get on with it; it's been to long coming.

A speed restriction notices - as in Ince Wood - are preferable to money marking speed cameras. Restrict traffic speed in question 2 above but not levels of traffic should have been done a long time ago. Better late than never Long overdue.

I think the proposal for switch island would be better for the residents of Copy Lane and surrounding area. I hope it will relieve the traffic jams and also the car fumes and enable us to get out of our drives we all hope.

Only that it can't come soon enough.

The link Rd with a single lane will not be able to cope with future traffic build ups. This is long overdue as residents are gridlocked over weekends and peak hrs. It would improve living conditions and attract more develop.ent & investment to Sefton.

I agree that once implemented the new Rd should ease traffic congestion in Thornton and Netherton. My concern is that the switch island Junc will become a total traffic nightmare again as it has in the past.

I wish you the best of luck.

The Thornton bypass will make it much easier (safer) for cyclists. It could be that more people will be encouraged to cycle.

What is the proposal for through traffic at Brickwall Alne? Will it be traffic lights, roundabout or over-pass what will be the access to Chapel Lane?

Nil hope it gets agreed.

Should be a dual carriageway concern about traffic along Sefton Lane.

Pity it was not to take place before 2010/11. It is long overdue and will be wonderful. The sooner this project is started the better. Anyone living along the northern perimeter Rd and Lydiate Lane has problems with the traffic, not only in rush hr, but all day. The build up of traffic at Dunnings Bridge Rd and copy Lane at rush hr is a nightmare. I live in one of the houses that will be nearest to this project but still look forward to it happening.

This road is long overdue.

I feel that the Rd should come out at the other end of the woods past the weld Blundell and straight on to the Formby bypass as there are too many crashes and speeding cars etc coming though the woods from both ways.

The proposed Rd cuts across two ancient paths which the council maintain they have no jurisdiction over. These paths are at the bottom of Rothwells Lane and are used continuously by walkers.

It can't happen fast enough for me! Would traffic calming measures such as those in Little Crosby Village and no entry signs on the northern Rd (Crosby) be removed when the link Rd is opened?

Yes it should have been done yrs ago.

To implement changes ASAP.

The sooner its started the better.

Suggest the placing of speed cameras along Lydiate Lane & perimeter Rd as with the advert of new bypass traffic along this route will invidently have greater freedom to speed.

The timescale for the work to be done should be made available sooner as the problem has been with us for yrs already.

Just build the Rd ASAP we have been waiting far to long.

Should have built yrs ago.

I agree with councils proposals and not before time and also make sure cars can get.
OUT OF SIDE ROADS ON THE NORTHERN PERIMETER RD.
I HOPE THIS CHANGE WILL MEAN AN INCREASE IN PUBLIC TRANSPORT NOT A DECREASE. WE HAVE ONE BUS NOW IF POSS A RETURN TO THE THREE WE HAD A 53/30 AND 55. WE ARE CUT OFF UP HERE NOT ALL OF US HAVE CARS OR MONEY FOR TAXIS.

THE PROPOSED LINK ONTO SOUTHPORT OPP PARK DR IS SOMETHING I WOULD OPPOSE. SURELY IT WOULD MAKE SENSE TO LINK THE RD AT A TRAFFIC ISLAND AT THE JUNC WITH INCE RD/SOUTHPORT RD & LONG LANE. AT PRESENT VEHICLES TRAVELLING SOUTH WISHING TO TURN RIGHT INTO INCE RD FACE A VERY HAZARDOUS MANOEUVRE. AN ISLAND WOULD REGULATE TURNING MANOEUVRES AND MITIGATE THE NUMBEROUS COLLISIONS AND NR MISSES POSED BY ONCOMING TRAFFIC AND VEHICLES UNABLE JUDGE SPEED AND DISTANCE OF OPPOSING VEHICLES

THE LAST THING THE MOTORISTS IN THIS AREA NEED IS ANOTHER SET OF TRAFFIC LIGHTS AT BRICKWALL LANE WHY CANT A FLYOVER BE BUILT AT BOTH SWITCH ISLAND AND BRICKWALL ALEN IN LINE WITH THIS ORIGINAL PROPOSAL IN THE 1970'S THIS SCHEME IS 30 YRS TOO LATE!

HAS THI NOT BEEN DONE BEFORE, THEN CANCELLED DUE TO PEOPLE OBJECTING TO IT? I AM ALL FOR A BYLAW BUT WE NEED TO PUT FWD THE IMPORTANCE THAT PEOPLE LIVING IN THORNTON ARE MORE IMPORTANT THAN TREES OR SQUIRRELS. THIS BYLAW IS ESSENTIAL FOR THE HEALTH OF THE PEOPLE WHO HAVE TO ENDURE TRAFFIC WITH ALL ITS POLLUTION & NOISE 24/7

WHY HAS IT TAKEN SO LONG?

SOONER THE BETTER

HOPEFULLY THIS LINK RD WILL ALSO HELP TO REDUCE TRAFFIC CONGESTION ALONG COPY LANE (OLD ROAN) - CAN COPY LANE BE CONSIDERED FOR TRAFFIC MANAGEMENT MEASURES ALSO I SINCERELY HOPE THIS LINK RD GOES AHEAD.

YES PHILLIPS CLOSE THORNTON WILL BENEFIT FROM LESS POLLUTION FROM SURROUNDING RDS EXHAUST FUMES LIE HEAVELY ON THIS ELDERLY COMMUNITY HERE AND IT MAY EASE THE SHORT CUTTING BY TRAFFIC FROM GREEN LANE - WATER STREET - HALIFAX CR INTO PHILLIPS CLOSE INTO EDGE LANE

THE SOONER THE BETTER

I THINK THE PROPOSALS WILL SIGNIFICANTLY REDUCE TRAFFIC THROUGH CROSBY & THORNTON LOCAL RDS. THE SOONER THE BETTER I BELIEVE.

THE EXISTING TRAFFIC CONGESTION ON GREEN LANE, LYDIATE LANE AND NORTHERN PERIMETER RD IS NO WORSE THAN OTHER LOCAL ROUTES SUCH AS EDGE LANE THORNTON. THE A565 THROUGH CROSBY IS FAR WORSE WITH THIS RESIDENTIAL AREA SUFFERING DREADFUL TRAFFIC CONGESTION MORNING AND EVENING. THE PROPOSED LINK RD WILL DO NOTHERING TO ALLEVIATE THIS CONGESTION AS MOST TRAFFIC IS AIMING FOR LIVERPOOL CITY CENTRE NOT THE ALREADY CONGESTED SWITCH ISLAND. THIS LINK RD WILL ONLY SERVE TRAFFIC REQUIRING THE M57/58 MOTORWAYS AND IS NOT WORTH SPENDING £12M OF TAX PAYERS MONEY ON!

THIS BYPASS IS LONG OVERDUE IT WILL TAKE ALL THE TRAFFIC AWAY FROM SEFTON ESTATE AND MADE IT A LOT SAFER. CAN YOU STOP FOOTBALL PARKING ON SATURDAY & SUNDAYS?

I AGREE WITH THE PROPOSAL FOR LINK RD I HAVE LIVED HERE FOR OVER 53 YRS AND IT IS NEEDED BADLY ALL THE TRAFFIC CHANGES ARE AL TO THE GOOD.

THE PROPOSED SINGLE CARRIAGEWAY WOULD BE A LOST OPPORTUNITY TO MOVE A LARGER VOLUME OF TRAFFIC, QUICKER BY WAY OF A DUAL CARRIAGeway. THIS COULD REDUCE TO SINGLE WHERE IT MEETS SOUTHPORT RD, AS IT DOES WHERE THE FORMBY BYPASS ENTERS INCE WOODS. TRAFFIC FLOW/SPEEDS ON NORTHERN PERIMETER RD SHOULD BE RESTRICTED BY WAY OF SINGLE VEHICLE WIDTH CHICANES NOT SPEED HUMPS WHICH DO NOT SLOW THOSE INTENT ON EXCEEDING THE SPEED LIMIT.

THE SOONER THE BETTER GET ON WITH IT!

THE SOONER THE RD IS BUILT THE BETTER IT WILL BE FOR EVERYONE CONCERNED.

ABOUT TIME, THIS IS LONG OVERDUE.

THE SCHEME IS LONG OVERDUE AND SHOULD BE COMMENCEURED URGENTLY ASAP

JUST GET ON WITH IT

THE SOONER THE BETTER

MAKE IT SOON

SOMETHING TO PREVENT HEAVY GOODS - CAR TRASNSSPORTERS ETC TAKING A SHORT CUT UP INCE RD HEADING FOR THE MOTORWAY.

IT IS DECADES SINCE THIS RD WAS PROPOSED TO MY PERSONAL KNOWLEDGE. MY OPINION JUST GET STARTED - TOMORROW IS NOT TOO SOON

I THINK THIS RD IS WELL OVERDUE MY ELDERLY MOTHER LIVES IN CROSBY AND I HAVE TO TAKE HER TO DOCTORS/CLINICS/HOSPITAL ETC. AN EARLY MORNING APPOINTMENT CAUSES GREAT CONCERN
APPENDIX B

WITH VOLUMES OF TRAFFIC.
30 YRS LATE!
YES I DO SURELY YOU CAN START BEFORE AEND OF 2010 COME ON NOW EXTRACT THE DIGIT GET A MOVE ON PLEASE.
I WAS BORN IN HOLGATE THORNTON IN 1921 BUT I'VE NEVER OVER THE YRS ANY EMPROVEMENT IN GETTING THIS RD ON ITS WAY. PERHAPS ITS CHANGE OF COUNCIL'S WE ALL HAD A VOTE MANY YRS AGO MOST OF THE PEOPLE OF THORNTON VOTED FOR THE BLUE ROUTE THROUGH THE WOODS WHICH WE ALL THOUGHT WAS BEST. TURNED DOWN BY YOUR COUNCIL TO A DIFFERENT WAY, SO ARE VIEWS ARE NOT MUCH USE.
IT MUST BE MADE INCONVENIENT TO CUT THRU THORNTON & NETHERTON T APPRECIATE THE FULL BENEFITS OF A BYPASS BUT ACCESS FOR THE RESIDENTS SHOULD ALSO BE A CONSIDERATION. SHOULD BE A DUAL CARRIAGEWAY IF POSS, IT WILL ALLOW GREATER VOLUMES AND REDUCE ACCIDENTS AND ALSO ALLOW RECOVERY FROM ACCIDENTS MORE EFFICIENCY.
WHEN THIS WORK STARTS I HOPE THE NORTHERN PERIMETER RD WILL BE PAVED.
I DON'T BELIEVE THAT THE NEW RD WILL HAVE THE CAPACITY TO COPE WITH EXISTING AND FUTURE TRAFFIC VOLUMES. A MINIMUM SHOULD BE A DUAL CARRIAGEWAY.
GOOD IDEA
GOOD IDEA LONG OVERDUE ITS SUCCESS WILL DEPEND UPON THE EASE AT WHICH TRAFFIC CAN CLEAR THE SWITCH ISLAND LINK.
I THINK THAT YOU ARE JUST MOVING THE PROBLEM ALONG. THE NEW RD IS VERY EXPENSIVE AND IT SEEMS TO BE ONLY A HALF MEASURE, WHY NOT TAKE THE RD AND EXTEND IT TO MEET THE DUAL CARRIAGEWAY THAT WAY YOU WILL NOT JUST BE MOVING THE PROBLEM FROM CROSBY TO THE EDGE OF THORNTON AND CAUSING MORE PROBLEMS THROUGH THE WOODS.
CHAPEL LANE JUNC SHOULD BE AN UNDERPASS DO NOT INTERFERE WITH COPY LANE OR PERIMETER RD UNTIL THE EFFECTS OF THE NEW RD ARE STUDIED.
THE PROPOSAL IS MOST URGENTLY REQUIRED TO RELIEVE TRAFFIC ON RESIDENTIAL ROADS, PARTICULARLY GREEN LANE, LYDIATE LANE AND OVERFLOW ON INCE RD TO JUNC WITH QUARRY RD.
THIS LINK IS LONG OVERDUE AND SHOULD BE GIVEN TOP PRIORITY TO THIS AREA.
BETTER NOW THAN LATER.
MORE CYCLE FRIENDLY ROUTES WILL HAVE TO BE CONSIDERED.
THE IDEA OF THE LINK RD TO SWITCH ISLAND WILL DO NOTHING TO LESSEN TRAFFIC IN THE CROSBY WATERLOO BOOTELE CORRIDOR. ALSO BY RESTRICTING TRAFFIC FLOW ON THE LINK WITH SIGNALLED CORSSING POINTS AT HOLGATE BRICKWALL LANE AND CAHPEL LAANE DOES NOTHING FO RTHE THRU FLOW OF TRAFFIC. CYCLISTS COMING FROM INCE WOODS ON THE A565 TO THORNTON/CROSBY WILL ALSO BE PUT IN EXTREME DANGER AT THE ROUNDABOUT.
I THINK THE TRAFFIC LIGHTS AT GREEN LANE AND QUARRY RD SHOULD BE TURNED INTO A ROUNDABOUT BECAUSE THE TRAFFIC ON THESE ROADS INS VERY DANGEROUS WAGONS THAT TURN FROM PARK VIEW ARE ALWAYS GOING INTO THE SIDEWALK TO GET AROUND THE CORNER THERE HAS BEEN A LOT OF ACCIDENTS THERE AND THERE WILL BE A FATALITY IF IT IS NOT DONE AS THEY TURN INTO GREEN LANE GO RIGHT OVER SO THEY CAN TURN THE TRAFIC STANDING AT THE LIGHT IN GREEN LANE HAVE TO SWERVE OVER IT HAS TO BE LOOKED AT BEFORE 2010.
ANY NEW LINK RD WILL NOT DIVERT TRAFFIC GOING TOWARDS CROSBY ESPECIALLY DURING SCHOOL TERMS, OR WORKPLACES. SWITCH ISLAND HAS BEEN A BLACKSPOT FOR 30 YRS DEFYING NUMEROUS ATTEMPTS TO IMPROVE TRAFFIC FLOW. THE PERIMETER RD SHOULD HAVE BEEN DUALLED AND BUILT FURTHER AWAY FROM NETHERTON VILLAGE TO BEGIN WITH.
I AM CONCERNED THAT THE RD WILL START IN CLOSE PROXIMITY TO THE HOUSES N SOUTHPORT RD THRONTON THEREFORE INCREASING NOISE VOLUME. THIS SHOULD BE A DUAL CARRIAGEWAY AS THE COUNCIL WILL REGRET THEY DID NOT USE THE OPPORTUNITY A THE VOLUME OF TRAFFIC WILL INCREASE OVER THE YRS.
THIS AREA IS IN DESPERATE NEED OF THIS LINK RD.
A POOR 2ND BEST TO THE 1989/90 SCHEME FOR A DUAL CARRIAGEWAY TO FORMBY BYPASS
LONG OVERDUE AN ESENTIAL REQUIREMENT. THE PLANNED DEVELOPMENT AT THE DOCKS SHOULD NOT GO AHEAD UNTIL THE LINK RD IS BUILT - THE ADDED CONGESTION WOULD BE HORRENDOUS.
AT THE CROSSING AT BRICKWAL LANE IS THIS GOING TO BE A FLYOVER OTHERWISE THE TRAFFIC TO COUNCIL AND INDUSTRIAL SITES WILL BE WORST ANOTHER SET OF TRAFFIC LIGHTS IS NOT THE ANSWER BUT WILL ONLY CONGEST IT. ALSO THIS PROBLEM WILL BE WORSE WHEN YOU COME TO DUNNINGS BRIDGE RD AT THE POINT OF REACHING SWITHC ISLAND ITSELF, I YOU DON'T GO OVER OR UNDER EXISTING TRAFFIC GOING TO MAGHULL AND ENTERING ON TO BOTH MOTORWAYS YOU AR GOING TO HAVE BIG PROBLEMS. IS THIS BEING BUILT FOR THE PEOPLE OF FORMBY AND
SOUTHPORT?
SHOULD HAVE BEEN DONE WHEN NEW RD WAS PUT IN IN SWITCH ISLAND OF M57
I CYCLE ALONG LYDITE LANE FREQUENTLY AND FIND IT VERY DANGEROUS AS IT IS SO NARROW. I WOULD WELCOME MEASURES TO MAKE IT MORE CYCLE & WALKER FRIENDLY.
ABOUT BLOODY TIME!
SOONER THE BETTER
HAVING LIVED ON GREEN LANE FOR 30 YRS THE VOLUME OF TRAFFIC HAS INCREASED TO AN IMPOSSIBLE SITUATION AND FOR MOST OF ANY DAY LYDIATE LANE, GREEN LANE, AND MOOR LANE ARE ALMOST IMPOSSIBLE A RELIEF RD IS ESSENTIAL AND ALSO IMMEDIATELY.
IT DOES LOOK AS IF TRAFFIC N MY RD QUARRY RD, WIL INCREASE BY A THIRD, HOWEVER THIS LINK RD HAS BEEN GOING TO BE BUILT SINCE THE THIRTIES SO I DON'T SEE IT ACTUALLY BEING BUILT IN MY LIFETIME BY THEN PETROL WILL HAVE RUN OUT ANYWAY SO IT WONT BE NEEDED.
THE SOONER THE BETTER
EXCELLENT IDEA TO CUT DOWN TRAFFIC OUTSIDE OUR HOME.
ABOUT TIME
THE ONLY COMMENT I HAVE IS THAT THE ONLY COUNTRNY WALK WE HAVE IN THIS AREA IS WHERE YOUR PROPOSING ON PUTTING THIS LINK RD, ITS GOING TO GO STRAIGHT ACROSS THE MEADOW. WE HAVE VERY LITTLE COUNTRYSIDE AS IT IS.
THIS IS THE BEST SOLUTION TO A VERY LONG STANDING PROBLEM.
OVERDUE BUT I DO NOT THINK IT WILL EASE CONGESTION THROUGH CROSBY.
AS IT'S A MAJOR LOCAL ROUTE WE FEEL THAT TRAFFIC SHOULD REMAIN FREE OF RD CALMING MEASURES. AS WE FEEL THAT IF TRAFFIC CALMING MEASURES ARE PUT INTO PLACE, LOCAL PEOPLE WILL USE THE NEW LINK WAY THIS INCREASING TRAFFIC WHICH DEFEATS THE OBJECT OF THE PROPOSED RD.
THE SOONER THE BETTER. THIS ROAD IS LONG OVERDUE. IT WAS FIRST PROPOSED SOME 50 YRS AGO!
NO
I CANT WAIT FOR IT TO HAPPEN THE SOONER THE BETTER.
LONG OVERDUE.
NO COMMENTS EXCEPT IT IS A MUCH NEEDED LINK RD TO EASE CONGESTION AROUND COY LANE/NORTHERN PERIMETER RD WHERE I LIVE.
MY VIEW IS IT IS A POSITIVE INITIATIVE. MY ONLY CONCERN RELATES TO THE TRAFFIC CALMING. AS THE SECTION MGR FOR AMBULANCE SERVICE RESPONSIBLE FOR THE AREA I WOULD REQUEST THE SPEED BYMPS ARE THE TRIPLE CUSHION ARRANGEMENT WHICH WOULD ALLOW AMBULANCES TO CONTINUE AT A REASONABLE SPEED (OBVIOUSLY USING AUDIBLE & VISUAL WARNING) AND NOT THE SINGLE SLEEPING POLICEMEN THAT COVERS THE ENTIRE WIDTO OF THE RD. AS THESE HINDER AMBULANCE RESPONSE TIMES.
WE HAVE LIVED IN THE OLD ROAN FOR 4 YRS THIS WOULD BE A VERY GOOD IDEA TO KEEP THE BULK TRAFFIC OFF THE INNER ROADS AND ONTO ONE RD THIS WOULD BE OF PARTICULAR BENEFIT OF A WEEKEND WHEN THE TRAFFIC GOING TO SOUTHPORT IS OF A VERY HIGH VOLUME.
THIS PROPOSAL HAS BEEN ONGOING SINCE THE 1980'S WHEN WE WERE ASKED TO VOTE ON THE ROUTE PLSE JUST GET ON WITH IT AS THE PERIMETER RD IS BECOMING SO BUSY THAT ITS BECOMING QUITE DANGERSOU TO PULL OUT O FTHE SIDE ROADS.
ALTHOUGH I AGREE WITH THE POINT RAISED IN Q 2, I BELIEVE THAT THE MANY RESTRICTIONS MAY LEAD TO CONGESTION ON THE PROPOSED LINK RD.
YOU HAVE MADE A PRINTING ERROR. YOU WROTE IF THE LINK GOES AHEAD, YOU SHOULD HAVE WRITTEN WHEN IT GOES AHEAD I HAVE A SPLENDID IDEA. HOW ABOUT US STARTING TO HAVE A RD FUND LICENCE AND PAYING ABOUT £100 FOR IT. THEN THAT MONEY COULD PAY FOR THE RDs. THIS WOULD MEAN THAT TONY WOULD NOT HAVE TO OPEN HIS WALLET FOR US.
SINGLE CARRIAGeway RD AS PROPOSED APPEARS BEST ROUTE.
I DISAGREED STRONGLY WITH Q2 AS THERE IS ENOUGH SPEED RESTRICTIONS RESTRICTING LEVELS OF TRAFFIC WILL ONLY CASUE TRAFFIC TO GO ANOTHER ROUTE WHICH THEN MEANS EXTRA TRAFFIC ELSEWHERE THEREFORE STARTING CONGESTION. LIFE SHOULD BE MADE EASIER FOR MOTORISTS.
WOULD PREFER DOUBLE CARRIAGeway.
URGENT ATTENTION NEEDS TO BE GIVEN TO THE DELAYS ENTERING CROSBY VIA MOOR LANE FROM THORNTON.
I DO THINK SOMETHING NEEDS TO BE DONE ABOUT THORNTON. THE TTRAFFIC LIGHTS AT EDGE LANE AND GREEN LANE ARE VERY DANGEROUS FOR CHILDREN XING TO SCHOOL & TRAFFIC AT
GREEN LA RD IS TO NARROW FOR 3 LANES IN MOOR LANE GOING INTO TWO ON OTHER SIDE OF LIGHTS.
IT IS MUCH NEEDED IN ORDER TO RELIEVE THE CONGESTION AT SWITCH ISLAND & COY LANE JUNC ESPECIALLY AT PEAK TIMES.

I STRONGLY AGREE TO A PROPOSAL FOR THE TSIL. AS A RESIDENT WHO LIVES OFF LYDIATE LANE THE TRAFFIC CONGESTION OF A WEEKEND AND DURING THE SUMMER MONTHS IS APPALLING THE TRAFFIC CAN BE QUEUED BACK AS FAR AS THE NORTHERN PERIMETER RD.
ALTHOUGH I AGREE THAT RESTRICTIONS SHOULD OCCUR RE Q2 I WOULD NOT WANT EITHER RD TO BE CLOSED.
TO TAKE AWAY GREENBELT AREA I WHINK IS ABSOLUTELY DISGUSTING BUT IT HARDLY SURPRISES ME WITH THIS COUNCIL. IF THE PUBLIC TRANSPORT WAS BETTER IN THIS ARE MAYBE MORE PEOPLE WOULD USE IT. HOPEFULLY I WILL HAVE MOVED AWAY FROM THE AREA BEFORE IT STARTS AS I CERTAINLY WILL BE PUTTING MY HOUSE ON THE MARKET.

SINGLE CARRIAGEWAY NOT ENOUGH SHOULD BE TWO CARRIAGEWAYS EACH WAY.
AS WITH ALL COUNCIL PROPOSALS. THEY ARE SET IN STONE NO MATTER WHAT SUGGESTIONS OR PROPOSALS THE PUBLIC PUT INTO THE PIPELINE HAVING LIVED IN THIS AREA WHILST MORE THAN SIX DIFFERENT SETS OF RD IMPROVEMENTS HAVE BEEN PUT IN WITH NO IMPROVEMENTS MADE TO THE RD I AM DISAPPOINTED A THAT LACK OF FORESIGHT OF THE EXPERTISE OF THE PLANNERS BUT LOOK FWD TO THE NXT SET OF PROPOSALS FOR THIS STRETCH OF RD IT SHOULD HAVE BEEN DONE YRS AGO
YES WHY HAS IT TAKEN SO LONG? A DUAL CARRIAGEWAY WOULD BE MORE IN KEEPING WITH PROGRESS.
I HOPE THAT ACCESS TO ANY OTH PUBLIC FOOTPATHS WILL NOT BE REDUCED BY THE NEW RD ALTHOUGH OF COURSE IT IS GOING TO BE AFFECTED.
NONE AT ALL THE PROPOSALS ARE JUST WHAT WE NEED, BUT ARE THEY GOING TO TAKE YRS BEFORE THE PROPOSALS ARE FINALISED AS ALL OF THIS HAS BEEN GOING ON FOR YRS.
THE COUNCIL SHOULD PURSUE THE BLDG OF THIS ROUTE WITH URGENCY AND CONVICTION AFTER YRS OF POLITICAL POSTURING AND PREVARICATION
THE SOONER SOME RELIEF IS PROVIDED FOR TRAFFIC GOING THROUGH THORNTNO THE BETTER. I CAN REMEMBER THIS BEING ON THE TABLE IN THE LATE 1930’S THEN THE TALK WAS JOINING THE TOP OF PARK VIEW THORNT.
THERE WILL BE NO COUTNYSIDE LEFT FOR FUTURE GENERATIONS. HOUSES, ROADS AND MOTORWAYS ARE TAKING OVER GREENBELT LAND. MORE RAODS JUST MEAN MORE CARS USING THEM. MORE MONEY WILL BE NEEDED TO MAINTAIN THEM.
ITS ABOUT TIME THAT WE GET ON WITH DOING THE JOB. WHY WILL IT TAKE TO 2010/2011 TO START THE WORK?
THERE IS NO NEED FOR TRAFFIC CALMING ON LYDIATE LANE & NORTHERN PERIMETER RD AS THESE AR PRIMARY ROUTES FOR EMERGENCY VEHICLES. ANY CALMING SHOULD BE NO MORE THAN TRAFFIC PILLOWS, AS SPEED TABLES SERIOUSLY AFFECT ATTENDANCE TIMES OF THE EMERGENCY SERVICES, AND IT WOULD BE THE LOCAL COMMUNITY WHICH WOULD BE DETRIMENTALLY AFFECTED.
IS THERE ANY FORECAST ABOUT ANY REDUCTION FOR THROUGH TRAFFIC IN MAGHULL ESPECIALLY LIVERPOOL RD SOUTH? WHY ONLY A SINGLE LANE AND NOT A DUAL CARRIAGEWAY? WILL THIS PROPOSAL FURHTER INCREASE THE WAITING TIME AT COPY LANE TRAFFIC LIGHTS FOR FTHROUGH TRAFFIC FROM SWITCH ISLAND HEADING TOWARDS LIVERPOOL? ARE THERE ANY PLANS FOR SPEED REDUCTION ALONG LIVERPOOL RD SOUTH.
SHOULD HAVE BEEN DONE 20 YRS AGO
HGV’S SHOULD BE RESTRICTED TO USING BRICKWALL LANE AND SEFTON LANE FROM THE NEW JUNC AT BRICKWALL LANE. BOTH RDS ARE STILL CLASSIFIED AS B HIGHWAYS.
SHOULD HAVE BEEN CONSULTED EARLIER - THIS RD SHOULD HAVE BEEN CONTRACTED AGES AGO.
STRONGLY AGREE WE NEED THIS RD IT TAKES ME ON SOME MORNINGS 30 MINS TO GET FROM ELMFIELD RD THORNTON TO START OF M57 2 MILES APPROX
I THINK THIS IS A FANTASTIC IDEA AS THE POLLUTION AND AMOUNT OF TRAFFIC THROUGH THORNTON IS NOT ACCEPTABLE. I FEEL IF THIS RD RAN FROM THE FORMBY BYPASS IT WOULD BE USED MORE.
WHAT A WASTE OF TIME & MONEY THIS IS. I MOVED INTO SEFTON IN 1940 I REMEMBER ALL THE CHEERS WHENF THE M57 OPENED A LINK TO SOUTHPORT. THIS MUST HAVE BEEN 50-55 YRS AGO. HERE WE ARE ONCE AGAIN MORE MEETINGS YET ANOTHER INQUIRY AND NOTHING A THE END OF IT. HOW THE EMERGENCY SERVICES COPE WITH MOOR LANE EDGE LANE & LYDIATE LANE IS A MIRACLE! PLEASE EITHER PUT UP OR SHUT UP. THIS IS ALL A FARCE MAKING PEOPLE BELIEVE THEY HAVE
SOME SAY IN THE MATTER
THE SOONER THE BETTER.

WASTE OF MONEY.

THIS IS A BOTCH JOB AS USUAL. 25 YRS AGO WHEN WSWITCH ISLAND WS FIRST ENVISAGED THIS ROUTE WAS TO JOIN THE BY PASS AT THE DUAL CARRIAGEWAY NTH OF THE WELD BLUNDELL ARMS. THIS BOTCH JOB USES INCE WOODS WHICH IS BECOMING POLLUTED BY ENGINE EMISSIONS. IF YOU ARE GOING TO DO THIS JOB DO IT PROPERLY - NOT THE CHEAP SKATE PROPOSITION.

THE SOONER THE BETTER!

THE SOONER THE BETTER.

THIS LINK RD IS AN ABSOLUTE MUST FOR FAR TOO LONG NOW IT HAS BEEN PROPOSED AND THEN DROPPED LOOK AT HOW MUCH GROWTH HAS GONE TO THE SPEKE/GARSTON AREA SINCE THE KNOWSLEY EXPRESSWAY WAS BUILT. THE RECENT CHANGES AT SWITCH ISLAND HAS ONLY MOVED THE TAILBACK FROM THE M57 TO THE TRAFIC JUNC AT COPY LANE POLICE STATION. THE ORIGINAL PLANS FOR THIS RD WERE DRAWN UP 40 YRS AGO TO LINK THE NEW M57 TO THE NEW FORMBY BYPASS!

THE QUICKER YOU GET THE GO AHEAD WITH IT THE BETTER. I MOVED TO THORNTON 1966 AND IT WAS BEING TALKED ABOUT THEN. I HOPE OT SEE THIS STARTED WHILE I'M IN WATER STREET AND NOT IN THE CREMATORIUM.

THIS IS A LONG AWAITED SCHEME AND SHOULD EASE SOME O FTHE DREADFUL CONGESTION THROUGH THIS AREA.

NON COMMENT

DON'T LOSE GOVERNMENT FUNDING THE SOONER THE BETTER THE PROPOSED ROUTE SEEMS PERFECT.

WHY HAVE WE T FILL IN MORE FORMS? WHEN WE HAE PREVIOUSLY FILLED THEM IN AND GIVEN THE REASONS FOR THE NEW LINK RD WE HAVE LOOKED AT PLANS OVER THE YRS BUT THE PEOPLE THAT WORK FOR THE DFT DON'T HAVE TO LIVE IN EITH SEFTON, NETHERTON LYDIATE LANE OR GREEN LANE, AND ALL THE TIME THE COST OF THE RD IS GOING UP!

LONG OVERDUE

THE TRAFFIC SIGNAL JUNC AT BRICKWALL LANE CONCERNS ME IN PEAK TRAFFIC ALL IT MAY DO IS MOVE THE QUEUING OFF LYDIATE LANE TO IT. I BELIEVE ACCESS TO BRICKWALL LANE IS DESIRABLE, BUT AN OBSTRUCTION LIKE TRAFFIC LIGHTS IS NOT. UNLIMITED FLOW IS NEEDED IN MY OPINION.

AS A RESIDENT A THE AREA SURROUNDING SWITCH ISLAND WE HAVE FOUND THAT RATHER TAN EASING TRAFFIC CONGESTION RDWORK IMPROVEMENTS WIDENING ETC HAS ONLY INCREASED THE AMOUNT OF TRAFFIC DISRUPTION WE ALSO FEEL THAT THE USE OF GREENBESLT LAND IS TOO MUCH OF A SACRIFICE TO MAKE. A POSSIBLE LINK TO THE NORTHERN PERIMETER RD AND WIDENING BOTH THE NORTHERN PERIMETER AND LYDIATE RD SLIGHTLY WOULD MAKE LESS OF AN IMPACT ON THE AREA.

SHOULD BE A FLYOVER FROM SWITCH ISLAND TO THE NEW RD WHICH SHOULD BE WIDER THAN THE SINGLE LANE PROPOSED.

NONE

WE AR DESPERATE FOR RELIEF ON LYDIATE LANE WE HAVE CAMPAIGNED FOR 20 YRS FOR THIS RD. ABSOLUTELY DELIGHTED WITH PROPOSALS.

TRAFFIC FROM DOCKS WATERLOO CROSBY WHICH IS HEADING NTH TO PRESTON OR HEYSHAM OR SCOTLAND WILL HEAD THROUGH MAGHULL FOR THE M58/M6 OVER SOME YRS THE AMOUNT OF HGV THRU MAGHULL HAS INCREASED ALARMINGLY AND OLD HABITS WILL NOT CHANGE. I SAY NO EXIT AT BRICKWAL LANE BUILD A FLYOVER AT THIS POINT IT WILL BE NEEDED IN FUTURE AND WILL BE CHEAPER IF DONE NOW.

NOT BEFORE TIME

SURELY MANY ATTEMPTS LET US HOPE THIS IS THE FINAL ROUTE SURELY THEE IS NO SIMPLER LENGTH OF RD ANYWHERE IN THE COUTNRY NO VIADUCTS BRIDGES & ALMOST FLAT LANE. THE BLDG OF THE RD MUST BE A VERY SIMPLE TASK.

SHOULD HAVE BEEN DONE 20 YRS AGO BUT ACCESS TO THORNTON CREMATORIUM SHOULD NOT BE RESTRICTED.

IT IS A GOOD IDEA TO HAVE A LINK RD BETW SWITCH ISLAND TO THORNTON IT WOULD TAKE A LOT OF TRAFFIC OFF THE NORTHERN PERIMETER RD IF THE LINK RD WENT AHEAD I LIVE ON THE SEFTON ESTATE JST OFF PERIMETER RD AND I CAN TELL YOU IT IS A BAD AT THE NIGHT TIME IT IS CONGESTED AT THE BEST OF TIME AND THE NOISE LEVEL IS TERRIBLE IT WOULD BE BETTER TO BUILD A FLYOVER THAT'S MY OPINION.

WILL THE PROPOSED LINK RD DISSUADE RAT RUNNING TO CONTINUE THROUG VILLAGE LIKE LITTLE
CROSBY AND INCE BLUNDELL. NOW ON MOOR LANE THERE ARE 5 TRAFFIC CONTROLLED SIGNALS AND TRAFFIC NOT WISHING TO TRAVEL TO THE MOTORWAY WILL STILL USE THESE RAT RUNS. ARE THERE ANY PLANS TO LIMIT TRAFFIC THROUGH THERE VILLAGES?
SOONER THE BETTER TO EASE THRU TRAFFIC CONGESTION PLUS BETTER QUALITY OF LIFE FOR LOCAL PEOPLE (RESIDENTS OF NTHRN PERIMETER RD AND LYDIATE LANE)
CROSBY RESIDENT NEED TO KNOW WHAT BENEFIT THE SCHEME WILL BRING TO TRAFFIC ALONG MOOR LANE THRU CROSBY AND LIVERPOOL RD VOLUME HAS TO BE REDUCED WHERE DOES THE EDGE LANE DUAL CARRIAGeway SCHEME COME INTO THIS SHOULD IT BE APPROVED? WHATS IT FOR? IF A5036 BECOMES A DEDICATED THRU ROUTE FOR DOCKS TRAFFIC ONLY WHAT ROUTE WILL BE EARMARKED FOR THE REST OF LIVERPOOL BOUND TRAFFIC OFF THE MOTORWAYS AND FROM DIRECTION OF MAGHULL/PRESTON
YES I AM CONCERNED ABOUT POSSIBLE CONGESTION ON THE PROPOSED JUNC LEADING TO PARK RD IN THORNTON. THE ACTUAL FORM OF THE JUNC HAS NOT BEEN STATED, UBT IF IT IS INTENDED TO BE A ROUNDABOUT OR A TRAFFIC ISLAND I THINK THAT THE TRAFFIC TO AND FROM SWITCH ISLAND WHO ARE ALREADY ON THE Bypass WILL STOP ANYBODY JOINING OR LEAVING THE Bypass FROM PARK LANE IN THORNTON THE SAME PROBLEM EXISTS ON THE A565 AT FORMBY WHERE IS IS SOMETIMES IMPOSSIBLE TO JOIN THE A565
ITS ABOUT TIME, THIS WAS DONE IT SHOULD HAVE BEEN DONE yrs AGO THE QUICKER THE BETTER ROLL ON 2010
THE LINK RD SHOULD BE SHIELDED WITH TREES AND HEDGES TO MAINTAIN THE LEVEL OF WILDLIFE IN THE AREA. THE RD NEEDS TO BE 2 LANES TRAVELLING IN EACH DIRECTION TO ENSURE TRAFFIC FLOWS EASILY OTHERWISE TRAFFIC WILL CONTINUE TO TRAVEL ALONG THE EXISTING ROUTE. THE WIDENING OF SOUTHPORT RD WILL NEED ADDRESSING AS TRAFFIC WILL BE GREATLY CONGESTED AT THE JUNC WITH PARK VIEW.
HURRY UP AND GET ON WITH IT
I THINK IT WOULD MAKE MORE SENSE TO HAVE THE RD JOIN THE FORMBY BYPASS ON THE FORMBY SIDE OF INCE WOODS WHICH IS A BOTTLE NECK IN ITSELF!
ABOUT TIME TOO. WE HAVE BEEN WAITING 10 yrs AND ALREADY. WILL WE ACTUALLY SEE IT BUILT OR WILL IT GO TO ANOTHER AREA AS BEFORE?
I'LL BELIEVE IT WHEN I SEE IT!
AT ONE END OF THE M57 THERE IS THE KNOWSLEY EXPRESSWAY AN EXCELLENT HIGHWAY. AT THE OTHER END WILL BE THE SEFTON TRAFFIC JAM TO MAKE THE RD SINGLE CARRIAGEWAY, WITH TRAFFIC LIGHTS WIL MERELY TRANSFER ANY CONGESTION FROM ONE RD TO ANOTHER. THE QUEUES WIL STILL BE THERE. THE ONLY LONG TERM SOLUTION WOULD BE TO MAKE THE NEW RD DUAL CARRIAGeway WITH A ROUNDABOUT AT THE BRICKWALL ALNE JUNC AS I SUPPOSE MONEY IS TOO TIGHT TO BUILD A FLYOVER STYLE JUNC WHICH WOULD BE THE PROPER LONG TERM SOLUTION. TREES PLANTED ALONG THE VERGES COULD OFF SET CARBON EMISSIONS FROM THE CONSTRUCTION TRAFFIC.
THE SOONER THE BETTER
ABOUT TIME
THE TRAFFIC PROBLEMS AROUND THORNTON & CROSBY ARE CRONIC IT IS UTTER MISERY ALONG MOOR LANE AT MOST TIMES OF THE DAY, SOMETHING MUST BE DONE ABOUT THE FLOW OF TRAFFIC THRU CROSBY. JUST GET ANY RELIEF RD BUILT QUICKLY WE HAVE WAITED LONG ENOUGH.
TOTAL WASTE OF MONEY YOU ARE JUST MOVING THE PROBLEM FURTHER ON. NO DOUBT COSTS WILL DOUBLE AND SEFTON WILL INCREASE COUNCIL TAX.
IF THE SCHEME IS IMPLEMENTED THEN TREES SHOULD BE PLANTED TO GIVE A VISUAL AND SOUND BARRIER FOR THE PROPERTIES IN BRICKWALL LANE. BRICKWALL LANE JUNC SHOULD HAVE A RIGHT HAND TURN FILTER WHEN PROCEEDING FROM NORTHERN PERIMETER RD TO LYDIATE LANE THE EXISTING TURN IS DANGEROUS.
HAVING LIVED AT THE JUNC OF THE A5207/A565 FOR OVER 20YRS I HAVE WITNESSED MANY ACCIDENTS AND INCIDENTS AT THE JUNC WHICH IS PRONE TO FLOODING IN HEAVY DOWNPOURS. NEITHER THE A5207 NOR THIS JUNC WERE EVER DESIGNED FOR THE TYPES OF VEHICLES USING IT. CYCLISTS USE THE PAVEMENT RATHER THAN THIS RD WHICH ALSO CAUSES CONFLICT WITH PEDESTIRANS I AM IN TOTAL SUPPORT OF THE PROPOSED CARRIAGEWAY WHICH WILL MADE IT EASIER & SAFER FOR CYCLISTS AND PEDESTIRANS
STOP TALKING & GET ON WITH IT
YES I WOULD LIKE IT TO BE MADE
A THORNTON BYPASS IS NEEDED BUT I DO NOT THINK THERE SHOULD BE RESTRICTIONS ON LYDIATE LANE OR NORTHERN PERIMETER RD APART FROM SPEED LIMITS EG NO SPEED BUMPS.
There is already a speed restriction of 30mph on the Northern Perimeter Rd and also Lydiate Lane is there any need to reduce the speed limit further?

Make Moor Lane your next job to keep the traffic moving.

Although cost is important I think it would be a mistake not to build a dual carriageway continued increase in traffic may prove the case within a short time.

If as proposed one lane each way - what provision will be made in the event of breakdowns? If none we will be back in square one with traffic holdups.

It should be dual carriageway not single it will be very well used in the yrs ahead.

It's long overdue. Sooner this is built the better. Its unfortunate that the proposal is not for a dual carriageway and that there will stil be a single carriageway section through Ince Woods.

I agree with the first part of the Rd but I feel strongly that it should not join up with Southport Rd but go behind Ince Blundell to come out somewhere along the Formby Bypass. The present suggetion is still going to cause congestion in Ince Woods.

About Time

About time 20 yrs too late!

The Junc at Brickwall Lane must be constructed in such a way that it can accommodate HGV travelling from Switch Island and turning right towards Sefton Lane Industrial Estate.

I hope that there will be no disruption to Thornton Garden of Rest behind the Crematorium as it is a really peaceful and well kept place.

Do not destroy any of the woods.

There is no doubt a link Rd is required and needs to be built asap to ease traffic in and around Copy Lane Police Station Area. I think the new proposed route is great if it ever happens.

Should have happened many yrs ago we have suffered so long with grid locked Rds and dreadful noise 24/7.

Q2 existing speed limits are adequate the link Rd will be useful and free up congestion but it must be ensured that developments are not permitted bordering this Rd like the proposed second rail station for Maghull.

Main concern is the Rd thru Ince Woods there are already many accidents on this stretch and so how will more traffic on this Rd be managed. Joining the Rd to the dual carriageway further on would seem safer. The Rd is already long overdue for the amount of traffic.

Much needed sooner the better.

Although agreeing with the proposal, I believe that if it is carried out it will almost certainly bring more congestion to an already congested Switch Island. Consideration should be given for the inclusion of a flyover across Switch Island from the new Rd to the M57.

As a resident living on the A5417 Southport Rd Lydiate I spk for many people who would like to see a link Rd built. Currently the new layout at Switch Island is sending all Southport bound traffic via the A5417 causing very heavy congestion.

Must link to Southport Bypass this would by pass part of Crosby. Switch Island much improved problem is getting to Southport & Crosby from Switch Island.

Why propose it? Do it!

It is long overdue. It will ease the volume of traffic and reduce the build up of numerous vehicles attempting to approach the copy lane right turn. This build up of cars etc often backs doewn to the switch island traffic lights alongside the sports centre. Reduce speed levels on Northern Perimeter Rd as the traffic eases to prevent it being treated as a race track.

None

Very much needed - shame only single carriageway 25 yrs too late for my commuting!

New Rds do not reduce traffic volumes they increase it!

Very urgently needed - Northern Perimeter Residents.

Have lived off the Northern Perimeter Rd for 6 yrs and it has been a nightmare, trying to get on to it from our home. There is no let up at weekends - Sunday is worse than ever. Anything that improves this situ has got to be good, what can be done in the meantime to elevate the problem for us.

I use Brickwall Lane which is often as heavily congested as Lydiate Lane, will another
| TRAFFIC LIGHT CONTROLLED JUNC MAKE THIS PROBLEM WORSE WHY NOT A BRIDGE WITH SLIP ROADS. |
| I STILL THINK A DUAL CARRIAGEWAY WOULD BE BETTER. TRAFFIC WILL INCREASE IN THE COMING YRS AND WILL COST MORE TO PUT IN A SCOND LANE AT WHOSE EXPENSE? |
| JUST HURRY UP |
| I THINK IT IS ABOUT TIME THIS HAPPENED IT IS A GOOD IDEA FOR TH RESIDENTS THAT LIVE ON QUARRY RD AND LYDIATE LANE SO IT REDUCES TRAFFIC. |
| WHY ONLY SINGLE CARRIAGEWAY? IT SHOULD BE DUAL TO COPE WITH INCREASED TRAFFIC IN FUTURE YRS TO COME. |
| THIS ROUTE IS NEEDED IT WILL ELEVATE ALL THE TRAFFIC PROBLEMS I THE AREA. |
| BEST SO FAR THE SOONER THE BETTER. |
| IT IS A PITY THE ORIGINAL PLANS WERE NOT IMPLEMENTED WHEN SWITCH ISLAND WAS BUILT INSTEAD OF THE MESS THE CONSERVATIVE CENTRAL GOVERNMENT MADE AT THE TIME! |
| LONG OVERDUE |
| RE: Q1 TRAFFIC AT SWITCH ISLAND MUST BE INCREASED UNLESS THRU TRAFFIC FROM THE MOTORWAY DO NOT ENTER SWITCH ISLAND BUT ACTUALLY TRAVEL OVER IT, TRAVELLING DIRECTLY ONTO THE NEW LINK RD. THEREFORE AS A LONG TERM STRATEGY AND ESPITE COST IT WILL GET MORE EXPENSIVE AS TIME GOES ON I STRONGLY SUGGEST AN OVERPASS |
| WE HAVE WAITED OVER 30 YRS FOR THIS SCHEME GET ON WITH IT! |
| SOONER THE BETTER |
| AS THE TRAFFIC WILL BE FLOWING FASTER BETWEEN SWITCH ISLAND AND THE FORMBY BYPASS INCE WOODS WILL BE MORE CONGESTED. IT IS NOW TIME TO STRAIGHTEN THIS OUT BEFORE THERE ARE MORE DEATHS. |
| I'LL BELIEVE IT WHEN I SEE IT |
| THE PROPOSED RD CUTS ACROSS TWO ANCIENT TRACKS WHICH THE COUNCIL ACCEPT THEY HAVE NO TITLE JURISDICTION OVER. YOUR PROPOSAL FOR THE ALIGNMENT OF THE RD JUST MOVES THE PROBLEM FROM ONE PLACE TO ANOTHER. IT WOULD BE MUCH BETTER IF YOU MOVED IT FURTHER AWAY FROM EVERYBODY AS PER OUR SUGGESTION TO YOUR REPRESENTATIVE. |
| LONG OVERDUE |
| THE SOONER THE BETTER AFTER 30 YRS ITS ABOUT TIME |
| ABOUT TIME |
| HOPEFULLY IT WILL EASE TRAFFIC ON LIVERPOOL RD SOUTH WHICH HAS ESCALETED SINCE THE IMPROVEMENT OF SWITCH ISLAND |
| SOUND PROPOSAL |
| IT WILL EASE THE TRAFFIC IN THE AREA ALSO YOU COULD PUT A LINK BETWEEN THE REAR OF SEFTON LANE IND ESTATE AND THE NEW RD EASING THE TRAFFIC ON SEFTON LANE. |
| THE LINK RD IS RUGENTLY NEEDED |
| THE CURRENT PROPOSAL SHOWS TH ELINK VERY CLOSE TO THE NORTHERN PERIMETER RD AT THE EASTERN END CAN IT NOT BE MOVED FURTHER INTO THE FIELD TO MAKE IT MORE OF A STRAIGHT LINE? OR BETTER STIL MAKE USE OF THE OLD RAILWAY LINE. MY CNOVERN IS HGV TRAFFIC COMING OFF THE RD AND INTO THE REAR OF PROPERTIES BACKING ONTO THE NORTHERN PERIMETER RD. |
| LONG OVERDUE WILL BE GLAD WHEN THE SCHEME FINALLY GOES AHEAD. |
| LONG OVERDUE |
| NO HUMPS ON LYDIATE LANE AND THE NORTHERN PERIMETER RD PLEASE! |
| ABOUT TIME |
| THIS IS A LONG OVERDUE PROPOSAL AND WILL EASE TRAFFIC CONGESTION FOR SO MANY MOTORISTS, CYCLISTS AND PEDESTRIANS, LETS HOPE WE CAN RETAIN AS MUCH GREENBELT LAND EITHER SIDE OF TH NEW RD. |
| THE SOONER THE BETTER AS A RESIDENT TRYING TO CROSS N/PERIMETER RD/COPY LANE/DUNNINGSBRIDGE RD IS A TOTAL NIGHTMARE DUE TO EXCESSIVE TRAFFIC. |
| THIS IS A VERY NEEDED RD LINK AND WILL BENEFIT ALL. |
| TE LINK RD HAS BEEN BADLY NEEDED FOR A LONG TIME AND I WOULD SAY THAT THE PROPOSED ROUTE WOULD BE IDEAL. |
| ASAP |
| CANT COME QUICK ENOUGH IT WIL MAKE A LOT OF LOCAL PEOPLE'S LIVES A LOT BETTER. |
| I'LL BELIEVE IT WHEN I SEE IT. SEFTON COUNCIL ARE NOT VERY GOOD AT PLANNIGN THEIR RECORD IS A JOKE. THE DECISION ABOUT THE COURT YARD IN LITTLE CROSBY IS LITTERED WITH PAVEMENT TABLES BUT THIS DELIGHTFUL TEN ROOM CANT HAVE THEM IN THEIR GARDEN THE IRON MEN COULD BE A MAJOR ATTRACTION WITH PROPER AMENITIES COUNCIL DECISIONS ARE RUBBISH. |
I think this is an excellent solution putting a junc in Brickwall Lane should also solve the problem of the huge blue skip wagons from Sefton Tip going left down Sefton Lane and then right along Liverpool Rd South past my house. I know they are not supposed to do this but I see them every day. Hopefully these should be a reduction in traffic past my house as well.

Unhappy that nothing has been done to alleviate traffic on Sefton Lane which is constantly blocked because of the big increase in HGV's using Sefton Lane.

This Rd is long overdue as the levels of traffic especially HGV's is getting worse daily. The Council need to arrange a public meeting and listen to the people of the area.

If public opinion agrees there is a need for the link Rd traffic levels on Lydiate Lane/Northern Perimeter should reduce significantly anyway as speeds on these Rds is 40 or 30 at present there is no need to reduce it further. Local residents and essential Rd users would be inconvenienced further.

Should have been done yrs ago

It has been needed for 10 yrs or more I realise that and I don't even drive.

Yrs overdue - do not let the tree huggers stop it this time.

Short sighted for 2010 to be thinking only in single lane road

If the new Rd had a speed limit of 50-60mph then an extension of the 30mph limit should be sufficient on the existing roads (Q2) traffic lights at Chapel Lane and outside Thornton Garden of rest would also serve to slow down traffic.

The Government policy is to restrain the number of cars on the roads the building of the new link Rd will urge people to use cars instead of public transport the area which the proposed Rd is intended to run to a very beautiful area and no doubt be spoilt by the building of this Rd

If you think that the usual collection of speed bumps chicanes and oversized refuges helps cyclists for example you are wrong leave it alone there is no need. If you are worried that not enough traffic will use the link Rd why waste money building it it is about time the Rd is constructed the sooner the better.

Long overdue cannot happen quick enough

No

I object on the alignment for lots of reasons 1. isolating properties on Chapel Lane giving no access for cars out to Perimetre Rd 2. Wildlife issues 3. Noise and pollution

The link is a brilliant idea but the gridlock on Ormskirk Rd to Switch Island will remain and the Lin may cause further problems around the Island has the Council ever considered a flyover linking the motorway to the proposed Thornton Link. The Island is large enough to accommodate such a project. Perhaps we may then see a better flow of traffic all round and an end to this too long awaiting traffic issue.

The sooner the better

It should be the initial dual carriageway proposed before but this idea is valid 100% why so long to completing?

It can't come soon enough for me and my family. We live in the estate accessed by Corwen Drive. crossing the Northern Perimeter Rd is an absolute nightmare at most time of the day. The sooner traffic is diverted off there the better.

A dual carriageway while presumably costing much more to construct, would surely be a better solution than the proposed single carriageway not only for speed allowing 70mph rather than 60mph travel but also to alleviate congestion eg to allow for vehicle breakdowns Rd repairs etc bearing in mind the Rd would be carrying HGV's therefore a lack of two lanes may still cause problems.

As a user everyday the sooner this starts the better.

Should be dual carriageway not single carriageway

This should have been done a long time ago Southport has been suffering due to poor access and the residents in Netherton/Thornton have had to endure excess traffic that could have been avoided.

Having considered traffic calming for Lydiate Lane, the Council should also include Runnells Lane for traffic calming provisions. At times this is also a rat run. It is difficult to pull out of your own drive with the speed of traffic at times.

Traffic relief in this area has been planned and discussed for at least 50 yrs. Whole careers have been based on it. It could have built many times over with the salaries
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| SPENT ON PLANNING & DESIGNING IT GET ON WITH IT! IT IS THE ONLY PLACE FOR THE SCHEME BUT IT WILL PRODUCE INCREASED CONGESTION AT SWITCH ISLAND AND BETWEEN SWITCH ISLAND AND SEAFORTH. HOWEVER, IT IS ABSOLUTELY VITAL FOR CROSBY AND WATERLOO TO REDUCE TRAFFIC ON MOOR LANE WHAT IMPROVEMENTS WOULD THERE BE FOR SOUTHPORT BOUND TRAFFIC TO GET TO SWITCH ISLAND FROM LIVERPOOL AS LIVING ON MOOR LANE CONCERNS US. WILL THE LINK AT SWITCH ISLAND BE IMPROVED IN THIS SCHEME TO ENCOURAGE LIVERPOOL T SOUTHPORT TRAFFIC TO USE THE LINK TO AND FROM SWITCH ISLAND WE WOULD BE INTERESTED IN YOUR REPLY.

THIS RD IS ESSENTIAL IN MY OPINION!

EXCELLENT IDEA ALLOWS FREE MOVEMENT OF TRAFFIC REDUCING EXHAUST FUMES WOULD BE NICE IF TREES WERE PLANTED EITHER SIDE OF RD.

ASAP

THIS LINK IS WELL OVERDUE

THE SOONER THE PROPOSED ROUTE IS FINALISED AND WORK BEGUN THE BETTER AS TO MY KNOWLEDGE THEY HAVE BEEN DISCUSSING A LINK RD OR A BYPASS AWAY FROM MOOR LANE SINCE I WAS A CHILD OVER 50 YRS AGO. DURING THAT TIME THE VOLUME OF TRAFFIC HAS INCREASED YR BY YR.

IT IS ABOUT TIME THAT SOMETHING IS DONE ABOUT THIS I CANNOT UNDERSTAND WHY IT HAS BEEN LEFT THIS LONG CONSIDERING THE HORRENDOUS VOLUME OF TRAFFIC THAT HAS TO GO THRU CROSBY AND WATERLOO.

I AGREED WITH THE PREVIOUS PROPOSAL FOR A LINK RD I LIVE ON EDGE LANE AND ANYTHING THAT CAN REDUCE TRAFFIC ON THIS RD AND LYDIATE LANE WILL BE OF BENEFIT TO THE THORNTON RESIDENTS. OUR RDS ARE USED AS SPEEDWAYS TO FORMBY AND SOUTHPORT.

IT CANT COME QUICK ENOUGH.

I PROPOSE THAT A VERY STRICT SPEED LIMIT BE IMPOSED ON THE NORTHERN PERIMETER RD "TWENTYS PLENTY" SIGNS AS USED IN GLASGOW WITH GREAT SUCCESS AND SPEED CAMERAS TO DETER THOSE WHO IGNORE THE RULES OF TH RD WOULD BE BENEFICIAL. PLESE NO MORE RD HUMPS. ENTRY ONLY FOR LOCAL TRAFFIC AND PUBLIC TRANSPORT. A PEDESTRIAN REFUGE TO ENABLE PEDESTRIANS TO CROSS THE RD TO THE FOOTPATH AT THE REAR OF TOTAL FITNESS JST BESIDE THE SMALL WOODED AREA, WHICH IS USE DBY MANY TO WALK THRU TO ASDA OR TO MAGHUL WOULD BE A GREAT IDEA.

THE SOONER THE BETTER.

ASAP

WELL OVERDUE - PROPOSALS SEEM TO BE THE BEST POSSIBLE WITHIN THE BUDGET.

I DO NOT WANT THE JUNC BETWEEN NETHERTON GREEN AND THE NORTHERN PERIMETER RD TO BE OPENED AS WAS SUGGESTED I AM ALSO CONCERNED WITH THE IMPACT ON WILDLIFE IN THE SURROUNDING AREAS WHICH ARE STARTING TO FLOURISH IE FOXES BIRDS OF PREY AND RED SQUIRRELS ALL OF WHICH I HAVE RECENTLY SEEN IN THE VICINITY OF THE PROPOSED BYPASS.

I THINK IT IS A VERY GOOD IDEA BECAUSE IT IS VERY DIFFICULT TURNING RIGHT ONTO PERIMETER RD FROM SIDE RDS DURING PEAK TIME IT WILL ALSO ALLEVIATE CONGESTION AT COPY LANE JUNC AS MOST OF THE TRAFFIC TURNS LEFT ONTO DUNNINGSBRIDGE RD THERE NEEDS TO BE MORE PEDESTRIAN CROSSINGS ALONG THE PERIMETER RD TO RESTRICT TRAFFIC LEVELS.

THE SOONER THE BETTER WE HAVE BEEN IN NEED O FTHIS FOR MANY YRS.

THE ROUTE SHOWN INTERSECTS MANY ROW AND IT IS PROPOSED TO STOP UP AT LEAST 2 OF THESE. I WILL OPPOSE THE STOPPING UP OF ANY OF THESE ROW. RE CONSIDER THE ROUTE. LYDIATE LANE AND NORTHERN PERIMETER RD ALREADY HAVE SPEED LIMITS OF 30 MPH AND 40MPH. IF THE NEW ROUTE WORKS AS DESIRED THEN THERE SHOULD BE NO NEED TO INTERFERE WITH THE PRESENT SITUATION ON LYDIATE LANE AND NORTHERN PERIMETER RD.

I THINK THE NEW RD WILL PROVIDE RESTRICTED LEVELS OF TRAFFIC . ALSO IF THE COUNCIL /TRAFFIC OFFICIALS BELIEVE THERE IS A TRAFFIC SPEED PROBLEM ON THESE RDS THEY SHOULD ACT NOW AND NOT WAIT TILL THE NEW RD IS AVAILABLE.

I DO HAVE A COMMENT YOU CAN PUT TRAFFIC LIGHTS ALONG THE NORTHERN PERIMETER RD SO THE ELDERLY AND CHILDREN CAN CROSS THE ROAD.

I FEEL THAT THIS NEW PROPOSED ROUTE WIL BENEFIT THE RESIDENTS IN THE LOCAL AREAS. YES WE MAY HAVE TO GO A LITTLE BIT OUT OF OUR WAY TO GET TO OUR HOUSES BUT THE H&S OPTION IS MORE BENEFICIAL IE LESS POLLUTION AND RESTRICTED ACCESS MUST IMPROVE THE ENVIRONMENT AS WEL AS HEALTH ISSUES.
DO THIS AS QUICKLY AS POSSIBLE I USE EDGE LANE AND LYDIATE LANE EVERY DAY AND THE TRAFFIC IS OVERWHELMING

AS I LIVE ABOUT 200 YARDS FROM LYDIATE LANE THE PLAYING FIELDS BACK ON TO THE LANE WHERE YOUNG KIDS PLAY. ALL THAT SEPARATES THE FIELD FROM THE LANE ARE METAL RAILING WHICH ARE DECREPID ALSO THE AMOUNT OF TRAFFIC ON THE LANE IS TOO MUCH. ALL IT TAKES IS FOR A LORRY TO CRASH THRU THE RAILINGS A BYPASS IS A MUST.

WHY DO WE HAVE TO WAIT SO LONG?

LONG OVERDUE.

3 YRS HAVE ELAPSED SINCE THIS PROPOSAL WAS PUT WHY IS IT ONLY NOW THAT WE ARE AGAIN BEING ASKED FOR COMMENT, AND APPEAR TO BE NO FURTHER ON. A POSSIBLE START IN 2010/11? I DOUBT I WILL LIVE TO SEE ITS COMPLETION

THE SOONER THE BETTER

THE QUICKER THE BETTER

THE SOONER THE BETTER FOR TOO MANY REASONS TO MENTION HERE.

THERE SHOULD BE A FLYOVER AT SWITCH ISLAND AND BRICKWALL LANE. ALSO THE PROPOSED RD IS SINGLE CARRIAGEWAY. PRESUMABLY MONEY IS NOT AVAILABLE TO CONSTRUCT A PROPER SOLUTION IE DUAL CARRIAGEWAY AND LINK TO THE FORMBY BYPASS. THE PROPOSAL IS GOOD IN THEORY BUT WILL ONLY MOVE CONGESTION TO THE PROPOSED NEW ROAD.

ONLY THAT WHY COULDN'T THIS HAVE BEEN PLANNED BETTER TO OCCUR WHEN SWITCH ISLAND WAS BEING REDEVELOPED EARLIER THIS YR. ANY FURTHER DEVELOPMENT WILL NOW CAUSE YET MORE DISRUPTION.

NOT BEFORE TIME.

WE NEED A BETTER BUS SERVICE WE ONLY HAVE ONE BUS SERVICE

THE LIKELIHOOD IS THAT IT WILL CAUSE AN INCREASE IN TRAFFIC ALONG MOOR LANE BY TAKING TRAFFIC AWAY FROM NETHERTON. MOOR LANE IS CNOGESTED ENOUGH.

WE AR VERY MUCH IN FAVOUR OF THE PROPOSAL,, THE NORTHERN PERIMETER RD IS A VERY DANGEROUS AND BUSY THOROUGHFARE, AND MANY CHILDREN ATTEMPT TO CROSS IT TO THE FIELDS. IT IS VERY RARE THAT TRAFFIC ADHERE TO THE CURRENT SPEED REGULATIONS. ONCE TRAFFIC MGMT IS IN PLACE I WOULD LIKE TO SEE THE LOCAL AUTHORITY DEVELOP THE FIELDS ADJACENT TO NORTHERN PERIMETER RD INTO A SUITABLE PLAY AREA, WITH SWINGS AND SLIDES ETC.

WHY NOT TRAFFIC SIGNAL JUNC ALSO AT QUARRY RD/SOUTHPORT RD? THE £1.2M TO BE FOUND BY SEFTON COUNCIL COULD BE AVAILABLE IF THE IRON MEN AT CROSBY WERE SENT PACKING.

A TOTALLY ILL FOUNDED PROPOSAL WITH AN OPEN ENDED COST TO SEFTON MBC TO APPEASE A COMPARATIVELY SMALL NUMBER OF RESIDENTS CURRENTLY AFFECTED BY TRAFFIC PROBLEMS. THE DESSOILATION OF GREENFIELDS IS AS EQUALLY OBSCENE AS THE OPEN ENDED BUDGET AND IF THE PROPOSAL IS IMPLEMENTED WILL NOT SOLVE THE TRAFFIC PROBLEMS BUT MERELY MOVE IT TO A DIFFERENT LOCATION.

MUST PROTECT SEFTON LANE/BRIDGE LANE FROM RAT RUN TRAFFIC CALMERS/PROHIBITION ON HGV'S

A DUAL CARRIAGEWAY WOULD BE SAFER QUICKER AND WOULD BE ABLE TO TAKE AN INCREASE IN FUTURE TRAFFIC. I HOPE THAT THE NEW RD WILL BE NATIONAL SPEED LIMIT. ALSO CAN WE HAVE BOX JUNC MARKINGS AT THE JUNC OF CHESTERFIELD RD AND MOOR LANE? TRAFFIC ON THE A565 ALWAYS QUEUES ACROSS THE JUNCTION.

ONLY THAT THIS LINK HAS BEEN ON HOLD SINCE THE 1960'S AND IS NOW LONG OVERDUE. PLESE HURRY UP AND COMPLETE THIS LINK TO REMOVE ALL THIS TRAFFIC AWAY FROM RESIDENTS HOMES.

I THINK THAT THE PROPOSALS SHOULD BE INSTIGATED AT THE Earliest Opportunity TRAFFIC CONGESTION CONTIUES TO WORSEN BY THE WEEK. THIS AFFECTS THE WHOLE AREA AND IS EVIDENT THROUHGOUT THE DAY DURING THE WORKING WEEK WITH VERY LITTLE EASING AT THE WEEKEND. ALL JOURNEYS (FOR WORK, SOCIAL) ARE TAKING LONGER AND LONGER.

IT IS POSSIBLE TO HAVE SOME PEDESTRIAN CROSSINGS OR FOOT BRIDGES?

I THINK IT IS VERY NECESSARY AS TRAFFIC IS BUMPER TO BUMPER ON NORTHERN PERIMETER RD. LIVING ON THE NORTHERN PERIMETER RD ITS VERY NOISY PARTICULARLY LORRIES. WHEN ITS NOT RUSH HR ITS DANGERSOU TRYING TO CROSS THE RD FOR THE BUS OR TRY TO CYCLE BECAUSE THE TRAFFIC IS ALSYS BREAKING THE SPEED LIMIT AND TRAVELLING VERY FAST. I AM CONCERNED WITH HEALTH ISSUES FOR ME AND MY FAMILY WITH POLLUTION.

HOPEFULLY IT WILL EASE CONGESTION DURING PEAK HOURS AND THEN MAYBE PUBLIC TRANSPORT WILL BE ABLE TO STICK TO THEIR TIMES.

AS A 7 YR OLD IN 1936 ASKING WHAT THE PILE OF STONES AT THE CORNER OF PARK VIEW AND
| SOUTHPORT RD AND BEING TOLD BY MY FATHER THEY ARE GOING TO BUILD A RD ACROSS THE FIELDS TO MEET DUNNINGS BRIDGE RD SINCE THEN WE HAVE HAD THE BLUE ROUTE AND YELLOW ROUTE SO I WONT HOLD MY BREATH SEEMS LIKE ANOTHER EFFORT TO ENSURE THAT THE RICHER PARTS OF THE BOROUGH SUCH AS FORMBY & SOUTHPORT HAVE IMPROVED MOTORWAY ACCESS AS SUUAL AT THE EXPENSE OF THE POORER PARTS OF THE BOROUGH SUCH AS NETHERTON. THE LOCAL AUTHORITY ARE ALWAYS GOING ON ABOUT THE NEED TO LOOK AFTER THE ENVIRONMENT HOW IS YET ANOTHER RD GOING TO HELP THE SITU BY DESTROYING MORE GREEN BELT LAND. I WOULD ALSO LIKE TO SEE A RESTRICTION OF TRAFFIC ESPECIALLY HGV'S ALONG BRICKWALL LANE AND SEFTON LANE POSSIBLY THIS COULD ALSO BE TAKEN INTO CONSIDERATION. I THINK IT WILL BE OF MUCH BENEFIT TO THE PEOPLE OF CROSBY & AREAS AND WILL SURELY TAKE THE PRESSURE OFF DUNNINGS BRIDGE RD. AS QUICK AS YOU LIKE PLEASE WE AGREE WITH THE COUNCIL'S PROPOSALS TO THE LINK RD, BUT AT CHAPEL LANE ACCESS MUST BE MAINTAINED TO THE TRANS PENNINE CYCLE LINK WHICH WILL BE CORSSSED BY THE NEW PROPOSAL THE VERY LONG OVERDUE LINK TO THORNTON IS A GOOD IDEA, THE MORNING TRAFFIC TO THE NORTHERN PERIMETER RD IS VERY HEAVY AS IS THE RETURNING TRAFFIC, THE PROBLEM MAY BE THE TRAFFIC COMING TOWARD SWITCH ISLAND WILL AD TO THE HEAVY EXISTING TRAFFIC ALSO THE TRAFFIC RETURNING ALONG THE A5036 A MIGHTY PROBLEM A PITY PAST COUNCILS DIDN'T ADDRESS THIS OBVIOUS PROBLEM. MANY YRS AGO WOULD LIKE TO SEE SOME FORM OF ACCOUSTIC/NOISE REDUCING TREATMENT BETWEEN WELD RD AND PROPERTIES ON NORTHERN PERIMETER RD WHERE THEY ALMOST TOUCH DURING PERIODS OF HEAVY TRAFFIC BOISE CAN BE HEARD EVEN FROM TRAFFIC ON DUNNINGS BRIDGE RD/SWITCH ISLAND I HOPE VERY MUCH THAT THE LINK RD CAN BE BUILT IN A REALISTIC TIMESCALE I FEAR WE STILL MAY BE MANY YRS AWAY FROM IT. IF DUAL CARRIAGEWAY NOT POSSIBLE AT THIS STAGE ALLOW SPACE FOR UPGRADE AT LATER DATE. LANDSCAPE SIDE OF RD WHICH IN TIME WILL MAKE RD MORE PLEASING TO THE EYE. IF LIGHTING IS DEEMED NECESSARY ENSURE IT MEETS WITH FUTURE ENVIRONMENTAL CONSIDERATION WHY NOT MAKE NORTHERN PERIMETER RD 4 LANES THEN CONSTRUCT NEW RD FROM BRICKWALL TO SOUTHPORT RD YOU WOULD SAVE MONEY AND TIME AS YOU WOULD USE THE PRESENT RD THIS SCHEME IS LONG OVERDUE RE Q2 NO RESTRICTIONS INITIALLY BUT CAREFULLY MONITOR. PERIMETER RD COULD HAVE A PAVEMENT TO ENCOURAGE WALKING A LAYBY FOR THE SCHOOL BUS AT REAR OF SCHOOL OR DISCOURAGE TRAFFIC FROM COPY LANE. THE CONGESTION OF TRAFFIC CONTINUES TO ESCALATE AND THE PROPOSAL IS VERY MUCH NEEDED. THE SOONER THE BETTER FOR EVERYONE WHO LIVES AROUND HERE IT'S A NIGHTMARE TRYING TO CROSS THE RD YOU TAKE YOUR LIFE IN YOUR OWN HANDS DUAL CARRIAGEWAY WOULD BE PREFERABLE FROM A SAFETY POINT OF VIEW. SINGLE CARRIAGEWAY IS DANGEROUS AS REGARDS OVERTAKING. AS A FORMER RESIDENT FROM SHEFFIELD THE A616 WAS BUILT AS A SINGLE CARRIAGEWAY AND IT GAINED THE REPUTATION OF THE MOST DANGEROUS RD IN BRITAIN UNTIL AVERAGE SPEED CONTROL WAS INTRODUCED. CANT BE SOONER WILL ALL PUBLIC ROW REMAIN UNRESTRICTED.? SINCE I'VE RETIRED I'M NOT INVOLVED IN COMMUNITY TO WORK ANYMORE SO THE PROPOSAL IS NOT SOMETHING I FEEL REALLY STRONGLY ABOUT. HOWEVER, SINCE ITS OBVIOUS THAT SOMETHING MUST BE DONE THIS SEEMS TO BE THE BEST SOLUTION. CAN ONLY BENEFIT THE AREA. LONG OVERDUE. IT IS IMPROTANT THAT NOISE LEVELS OF THE NEW ROUTE ARE DESIGNED TO BE AS LOW AS POSSIBLE. TRAFFIC RESTRICTIONS ON THE NORTHERN PERIMETER RD SHOULD BE APPLIED WE HAVE WAITED A LONG TIME FOR THIS ROAD. THIS TIME LET'S HOPE IT HAPPENS! SOONER RATHER THAN LATER. THIS ROUTE MAKES SENSE BECAUSE THE BUILD UP OF TRAFFIC CAN ONLY GET WORSE AS THE YRS TICK BY. IT ALSO KEEPS POLLUTION AWAY AND DANGER FROM RESIDENTIAL AREAS. THE RD SHOULD BA A DUAL CARRIAGeway THE LINK IS 60 YRS LATE! THE SOONER THIS NEW RD IS BUILT THE BETTER IT WILL BE FOR ALL MOTORISTS. BUILDING YET ANOTHER RD ACROSS GREEBELT WHICH IS VERY PRECIOUS IS NOT IN MY OPINION A WAY AHEAD FOR THIS AREA. THE TRAFFIC BUILD UP IS ONLY DURING PEAK TIMES AND DRIVERS |
SHOULD PLAN AND ACCOUNT FOR THIS DELAY WHICH IS ADMITTEDLY IRRITATING. BUILDING MORE RDS IS NOT A SOLUTION.

TRAFFIC LIGHTS ARE NEEDED AT PRESENT ON THE NORTHERN PERIMETER RD.

SEFTON HAVE CONSISTENTLY FAILED TO DELIVER THE M57 - A565 LINK (REMEMEBER THE RED & BLUE ROUTE FIASCO) WHO HAS ANY FAITH THIS SCHEME WILL BE DELIVERED?

I FEEL THE NEW LINK RD SHOULD HAVE AS LITTLE AN IMPACT VISUALLY ON THE LANDSCAPE, AS THERE IS LITTLE OPEN GREEN SPACES LEFT LOCALLY IN THIS AREA. HOW IS THE COUNCIL PLANNING TO DO THIS? ARE THERE PLANS FOR PLANTING TREES AND SHRUBS ALONG THE NEW LINK RD TO HELP REDUCE NOISE AND AIR POLLUTION WHILST ACTING AS ADDITIONAL HABITAT FOR WILDLIFE?

EDGE LANE IS EXTREMELY BUSY ALREADY I AM CONCERNED THAT RSETRICIONS ON LYDIATE LANE AND GREEN LANE WOULD CAUSE AN INCREASE AND CONGESTION ON EDGE LANE. THERE IS CONGESTION CAUSED BY TRAFFIC GOING TO THE TIP AND THIS COULD BE MADE WORSE BY THE BRICKWAL LANE JUNC WITH THE LINK.

I LIVE OFF THE NORTHERN PERIMETER RD AND WOULD WELCOME ANY PLAN TO REDUCE TRAFFIC ON THIS RD ITS FAR TOO BUSY SCHOOL TIMES AND BANK HOLIDAYS.

FULLY IN FAVOUR - SHOULD HAVE BEEN DONE AT THE TIME OF ORIGINAL SWITCH ISLAND PROJECT. WHERE IS THE 10% COST OF AT LEAST 12M COMING FROM? COUNCIL TAX INCREASES ONCE AGAIN NO DOUBT.

THIS RD SHOULD HAVE BEEN MADE YRS AGO WITH THE BLUE RD SOME PEOPLE SAY IT WAS TOO NR THE HOSPICE BUT HEAVY TRAFFIC HAS BEEN PASSING THE HOSPICE A LONG TIME AND A LOT OF ACCIDENTS HAVE HAPPENED ON THIS RD BECAUSE OF THE HOLDUP OF A SUITABLE RD IN THIS AREA TO SOUTHPORT & A LOT OF PEOPLE AGREE I THINK THE PEOPLE THAT PLAN THE RD SHOULD REALISE TH EAMOUNT OF TRAFFIC & THE DANGER TO CHDRN & OLDER PEOPLE.

IF THIS PROPOSAL HAD BEEN IN EUROPE 10 YRS AGO WE WOULD HAVE AD A SENSIBLE TRAFFIC ROUTE. I HAD ACADEMIC PEOPLE OVER FROM GERMANY AND THEY SEEMED QUITE AMUSED THAT VEHICLES COMING FROM A MOTORWAY HAD TO DO A MASSIVE HORSESHOE DRIVE TO GET ONTO A REASONABLE ROUTE. SHAME ON SEFTON FOR LIVING IN THE PAST YOU ARE A LAUGHING STOCK IN THE EYES O FOUR EUROPEAN PARTNERS!

DON'T PROCRASTINATE JUST DO IT.

why a single lane in both directions? Traffic will travel faster along this new rd consideration of safety of passengers/vehicles that have broken down.

NONE

NO

YES CAN YOU PLSE HURRY UP AND START WORK TRAFFIC IS NON STOP AND CANNOT BE ANY GOOD FOR RESIDENTS LIVING ALONGSIDE THE ROADS CURRENTLY BEING USED.

KEEP UP THE GOOD WORK

I LIKE THE PLANS FOR THE PROPOSED LINK RD BUT I THINK A FLYOVER - SLIP ROAD WERE IT CROSSES BRICKWALL LANE WOULD BE A GOOD IDEA.,

ABOUT TIME.

ANYTHING THAT MAKES IT EASIER FOR US TO GET OUT ONTO THE NORTHERN PERIMETER RD IS A GOOD IDEA IT CAN TAKE US AS LONG TO GET OUT ONTO THE NORTHERN PERIMETER RD AS IT TAKES TO GET TO THE MARIAN SQUARE.

THIS PROBLEM SHOULD HAVE BEEN RESOLVED YRS AGO.

WHAT MEASURES DO YOU PROPOSE HAVING ON NORTHERN PERIMETER RD? THERE ARE ALREADY EXCESSIVE TRAFFIC CALMING HUMPS IN THIS VICINITY. I DO SEE WHAT VALUE ADDED YOU WILL BRING AFTER THE LINK RD IS OPENED AS IF YOU NEED TRAFFIC CALMING MEASURES TRAFFIC SPEED CONTROL SURELY THEY SHOULD ALREADY BE IN SITU.

TRAFFIC WILL BE MASSIVELY DECREASED O THE PERIMETER RD AND LYDIATE LANE SO THERE SHOULD BE NO NEED FOR ANY RSETRICIONS.

YES IT IS ABOUT TIME SOMETHING WAS DONE.

IT WILL REDUCE TRAFFIC ON LYDIATE LANE AND NORTHERN PERIMETER RD BUT THEREFORE WILL CREATE BUILD UP OF TRAFFIC AT SWITCH ISLAND AND IMMEDIATE SURROUNDING ROADS AND SO HAS ADVERSE AFFECT ON RESIDENTS IN IMMEDIATE AREA.

HURRY UP AND BUILD IT WHY DON'T YOU BUILD A DUAL CARRIAGEWAY YOU WILL NEED IT IN THE FUTURE. WHY DON'T YOU BUILD A FLYOVER AT SWITCH ISLAND.

IN 1936 WHEN I WAS 10 YRS OLD THE COUNCIL WERE TALKING AOBUT THE BYPASS, I HAVE RECENTLY HAD MY 80TH BIRTHDAY AND YOU ARE STIL TALKING I THINK 18T IS ABOUT TIME SOME GOT A SPADE OUT OF THE SHED AND MADE A START.
I WOULD PREFER A FLYOVER AT BRICKWALL LANE TO IMPROVE AIR QUALITY.

do it asap

I just wonder why it has taken 28 yrs for this to be brough back into the limelight and why Edge Lane, which is bumper to bumper at peak times. Will what you are proposing ease the traffic on Edge Lane?

just the sooner the better to ease the amount of traffic in Maghull as well as the other problems you have mentioned.

HAVE BEEN VERY CONCERNED ABOUT LEVEL OF TRAFFIC BUILDING UP BETWEEN SEFTON LANE TO SWITCH ISLAND. INCLUDING SEFTON IND ESTATE SPECIALLY AT PEAK TIMES.

WE TOTALLY AGREE THAT THIS LINK RD NEEDS TO BE BUILT AND IS LONG OVERDUE. LIVING ON LIVERPOOL RD SOUTH MAGHULL WE FEEL IT WILL REDUCE TRAFFIC ALONG OUR RD AND MAKE LIFE MORE BEARABLE.

HOW DO YOU PROPOSE TO ENABLE PEOPLE TO GET TO THE BUS STOP ON SOUTHPORT RD ITS BAD ENOUGH CROSSING IT NOW.

GET ON WITH IT.

I DON’T THINK LINK RD WILL WORK AS ALL OF THE TRAFFIC IS CAUSED BY THE VAST AMOUNT OF SCHOOLS IN THE CROSBY AREA. DURING SCHOOL HOLS THERE IS NO CONGESTION AT ALL.

THE SOONER THE NEW LINK GOES AHEAD THE BETTER.

AT PRESENT IT IS FAR TOO DANGEROUS TO CYCLE ALONG LYDIATE LANE. AS TRAFFIC VOLUME DECREASES WE MIGHT BE ABLE TO DO SO IF HOWEVER ANY RESTRICTIONS TO OTHER TRAFFIC WERE TOO THE CONGESTION WOULD MERELY BE TRANSFERRRED TO THE NEW RD. MAYBE BY 2010 THE URGENCY TO SUPPORT A GOOD PUBLIC TRANSPORT SYSTEM WILL BE MORE APPARENT. GIVE MORE PRIORITY TO BUS SERVICE AND CYCLE LANES ON THE SMALLER RD.

SINCE THE VOLUME OF TRAFFIC INCREASES EACH YR I BELIEVE ANY IMPROVEMENT NEEDS TO ENSURE THAT PERHAPS THE FUTURE TH ERD WILL NEED WIDENING.

NEED TO REDUCE EDGE LANE TRAFFIC ASAP

BEING A RESIDENT ON COPY LANE/NORTHERN PERIMETER RD IT WILL BE MOST WELCOME AND WOULD ALSO LIKE TO SEE LESS TRAFFIC ON DUNNINGSBRIDGE RD BECAUSE NO PROPER PELICAN CROSSING ON COPY LANE JUNCTION.

WHY WASN’T A FLYOVER CONSIDERED AT SWITCH ISLAND FROM THE M57 OR FROM A59 ORMSKIRK RD?

I THINK IT A GOOD IDEA BUT IT SHOULD HAVE BEEN DONE YRS AGO WHEN THE M57 WAS BUILT.

THERE HAVE BEEN SEVERAL PEOPLE KNOCKED DOWN TRYING TO GET TO THE OTHER SIDE FOR BUSES. THE LINK RD IS GOOD BUT THERE ARE CONCERNS OVE RTHE BUS ROUTES.

LONG OVERDUE

MARVELLOUS IDEA

THE SOONER THE BETTER.

THE FORMBY BYPASS IS TWO LANE DUAL CARRIAGeway CONSIDERATION SHOULD BE GIVEN TO CONTINUING THIS THRU INCE WOODS AS FAR AS THE JUNC WITH CROSBY (PARK VIEW)

THE ORIGINAL PROPOSAL OF JOINING THE NEW RD INTO THE MAIN FORMBY BY PASS DUAL CARRIAGeway AWAY FROM THE VERY ACCIDENT PRONE INCE WOODS WOULD BE TH EOBVIOUS SOLUTION. THE NEW PROPOSAL WILL INCREASE THE TRAFFIC THRU INCE WOODS. HOW MANY MORE ACCIDENTS O THIS RD WILL IT TAKE TO PROVE THIS PROPOSED SCHEME IS NOT A GOOD AS THE ORIGINAL PROPOSAL.

SPEED RESTRICTIONS ALREADY EXIST THEY AR JUST NOT ADHEREDA TO RESTRICTION ON LEVELS OF TRAFFIC WOULD BE IMPOSSIBLE WITHOUT BLOCKING PART OF THE RD AND THE NEW RD WOULD NOT THEN RELIEVE TRAFFIC BUT RESTRICT THE FLOW ACCESS TO BOTH RD FOR THE FULL LENGTH IS THE ONLY WAY TO NATURALLY REDUCE TRAFFIC USE.

SHOULD BE A DUAL CARRIAGeway

THE SOONER THE BETTER!

I AM NOW GOING TO HAVE A MAJOR RD TO CROSS TO GET TOMY CHURCH ALSO MOST IMPROTANT IT WILL DO NOTHING TO ALEVATE THE CONGESTION ON SEFTON ROAD GORSEY LANE AT EITHER AM OR PM PEAK HRS, THE ONLY PEOPLE WHO WILL BENEFIT ARE THE MOANING PEOPLE WHO KIVE IN CROSBY EDGE LANE/LYDIATE LANE.

IF THE COUNCIL THINKS THAT IF THE TRAFFIC IS HEAVY CONGESTED ON THE NEW RD THAT PEOPLE WONT US THE NORTHERN PERIMETER AS A FSHORT CUT ARE EVEN MORE SHORT SIGHTED WITH THIS PLAN.

WE THINK THE JUNC AT BRICKWALL LANE IS A MUST.

HOPEFULLY THIS RD WILL NOT MAKE TRAFFIC WORSE IN MOOR LANE AS SOMETIMES IT CAN TAKE 1/2
IT IS ABOUT TIME THAT SUCH A DEVELOPMENT TAKES PLACE. IT CAN TAKE MY WIFE UP TO 20 MINS OF A MORNING TO GET FROM COPY LANE ONTO DUNNINGSBRIDGE RD. WE HAVE A BABY WHO WILL SOON BE AT SCHOOL AGE AND THIS WILL INCREASE THE INCONVENIENCE AS WE WILL HAVE TO CROSS DUNNINGSBRIDGE RD TO GET TO HER SCHOOL IN AINTREE AND WITHOUT THE CONGESTION IT WOULD MAKE LIFE EASIER.

THIS IS BETTER THAN NO ACTION BUT THIS WILL NOT RELIEVE THE CONGESTION THRU MOOR LANE INTO CROSBY AND WATERLOO. AS A WHOLE I THINK THE PEOPLE IN THORNTON WILL BENEFIT MOST WITH A SLIGHT IMPROVEMENT THRU CROSBY.

LONG OVERDUE IS THEIR ANY CHANGE THAT IT WILL HAPPEN THIS TIME? HOPE PEOPLE WHO LIVE CLOSER ARE HAPPY WITH PROPOSALS.

I DO HPE THAT AT LAST THE LINK THRU THORNTON WILL AT LAST HAPPEN AND I FSO A NEW RD TO BOOTLE DOCKS FROM SWITCH ISLAND.

I STRONGLY BELIEVE AFTER SOME 40 YRS OF DEBATE THAT THE LINK SHOULD PROCEED AT THE EARLIEST OPPORTUNITY.

THE SOONER THE BETTER.

AT THE LAST PUBLIC CONSULTATION, I WAS TOLD THAT CONSIDERATION WOULD BE GIVEN TO PROBLEMS WHICH WOULD BE CAUSED BY MORE QUEUEING TRAFFIC AT THE NEW SOUTHPORT RD JUNCTION RAT RUNNING ALONG LINCE RD, BROOK RD AND VIRGINS LANE. IT IS WORRYING THAT THERE IS NO MENTION OF A SOLUTION IN THE NEWSLETTER, NARROW FOOTPATHS IN VIRGINS LANE ARE ALREADY A HAZARD TO THE CHDRN AT HOLY FAMILY HIGH SCHOOL AND WITH INCREASED TRAFFIC, INJURY IS INEVITABLE. IT IS ALREADY DIFFICULT TO LEAVE HOME IN INCE RD AT PEAK TIMES.

THE PROPOSAL IS NOT RADICAL ENOUGH IT DOES NOT ADDRESS THE ISSUE OF TRAFFIC VOLUME ETC BETWEEN THORNTON AND THE END OF THE DUAL CARRIAGEWAY LINK IS STILL REQUIRED.

AN EXCELLENT PROPOSAL.

IT IS NEEDED BUT HAVE CONCERNS ABOUT TRAFFIC FLOW AROUND NEW ROUNDBABOUT - SEEMS TO BE JUST MOVING THE PROBLEM FROM GREEN LANE JUNCTION.

IT IS LONG OVERDUE. TRAFFIC CONGESTION IN THIS AREA IS HORRENDOUS AND WILL ONLY GET WORSE.

I AM GENERALLY PLEASED WITH THE SCHEME PARTICULARLY THE PROPOSAL FOR A 2 CARRIAGE RD OTHERWISE, AS NOTED ON THENOTICE BOARDS ON DISPLAY THE PROBLEM WOULD BE THAT TRAFFIC LEVELS COULD INCREASE & JUST CONGEST THE NEW RD.

TRAFFIC RESTRICTION ON LYDIATE LANE/NORTHERN PERIMETER RD DEPENDENT ON PROPOSED SPEED LIMIT - SHOULD LINK RD LIMIT PROVIDE SUITABLE TIMED ADVANTAGE OVER EXISTING ROUTE. I FEEL THAT SHOULD BE USED AS A SELLING POINT FOR LINK RD RATHER THAN USING TRAFFIC RESTRICTIONS AS A DIVERSIONARY TOOL.

EVERY EFFORT SHOULD BE MADE TO WIDEN THE RD FROM THORNTON TO THE DUAL CARRIAGEWAY AT INCE BLUNDELL EITHER THRU THE WOODS OR BY DIVERTING ACROSS THE MOSS, OTHERWISE I CAN SEE A TREMENDOUS BOTTLE NECK AT PEAK HOURS.

GET ON WITH IT!

I THINK THIS PROPOSAL ROUTE GIVES THE GREATEST BENEFITS WITH THE FEWEST DRAWBACKS WITH THE PROPOSED JUNC GIVING THE OPTION NOT TO DRIVE THRU RESIDENTIAL AREAS TO GET TO OR FROM SWITCH ISLAND.

IT IS VERY DIFFICULT FOR THE ELDERLY TO CROSS THE NORTHERN PERIMETER RD AT COPY LANE END. THE SPEED RESTRICTION SHOULD BE DROPPED TO 30MPH ALONG THE WHOLE OF THE LENGTH OF THE RD. THE VOLUME OF TRAFFIC IS ALSO A PROBLEM PERHAPS A PEDESTRIAN CROSSING WOULD ENABLE PEOPLE TO GET ACROSS THE RD TO THE FOOTPATH Thru THE WOODS BY TOTAL FITNESS FOR THOSE WALKING TO ASDA.

AN EXTREMELY GOOD IDEA TO KEEP NORTHERN TRAFFIC MOVING PREVENT FURTHER JAMS ON SWITCH ISLAND AND TO PROTECT RESIDENTS IN NETHERTON AND THORNTON.

DO NOT SET UP ANY ARTIFICIAL RESTRICTIONS TO ENTRY AND EXITS AT PARK VIEW JUNC. ON LYDIATE LANE AND N/P RD RESTRICT TO 30MPH THROUGHOUT AND ENFORCE WITH CAMRAS IF NEC BUT DO NOT PUT IN PLACE ANY OTHER RESTRICTIONS INCLUDING PINCH POINTS AND ISLANDS IN THE RDS THEY CREATE DANGER FOR CYCLISTS.

CONCERNED AT LEVELS OF TRAFFIC CUTTING THRU COPY LANE TO GET ONTO DUNNINGSBRIDGE RD AND TURNING RIGHT TOWARDS MAGHULL AND PROPOSED LINK RD. AT PEAK HRS YOU CANNOT GET.
OUT OF NETHERTON GRANGE ONTO COPY LANE, HOW WILL NEW LINK RD ALLEVIATE THIS?

30 YRS TOO LATE

CONCERNED IT'S ONLY A SINGLE CARRIAGeway WHICH COULD BECOME BLOCKED IF THERE WAS A SERIOUS ACCIDENT. THE LINK RD SHOULD BE ROUTED FURTHER INTO THE COUNTRY SO THAT IT IS NOT TOO CLOSE TO HOUSES IN THORNTON

SCHEME WOULD BE BETTER WITHOUT ANY JUNCTIONS ALONG THE LINK IF TRAFFIC LIGHTS AT THE BRICKWALL LANE JUNC WILL CAUSE CONGESTION AND TAILBACKS ARE JUST AS LIKELY AS THEY ARE NOW AT GREEN LANE AND LYDIATE LANE JUNC. PRIORITY SHOULD BE TO GET TRAFFIC FROM SWITCH ISLAND TO SOUTHPORT QUICKLY.

THE PROPOSALS DO NOT SOLVE THE TRAFFIC PROBLEMS IN MOOR LANE/SOUTHPORT RD THEY MERELY MOVE THE GREEN LANE CONGESTION TO ANOTHER LOCATION.

WE OBJECT TO THE CLOSENESS OF THE PROPOSED LINK RD TO THE DUNNINGSBRIDGE RD. IF TRAFFIC INCREASES SO WILL NOISE AND POLLUTION.

COMPLETE WASTE OF TIME AND MONEY. THE PROPOSED LINK CUTS STRAIGHT THRU OPEN GREEN SPACES AND HAS A NEGATIVE IMPACT ON THE QUALITY OF LIFE OF THE LOCAL RESIDENTS THRU BOTH NOISE AND EMISSION POLLUTION.

THE ROUTE SHOULD BE NEARER TO THE EXISTING ROUTE WHERE IT CAN BE, EG CROSSING THE RD TO SEFTON VILLAGE. I NOTICE THAT THE CONSULTATION AREA HAS BEEN EXTENDED TO OTHER AREAS AS FAR AWAY FROM THE LINK ROAD AS MAGHULL. WHAT ABOUT ASKING THE PEOPLE OF CROSBY, CERTAINLY EAST OF THE NORTHERN RD AND POSSIBLY WATERLOO? ONCE AGAIN SEFTON HAS IGNORED THIS AREA WHICH AS PAID THE MOST IN TAX FOR THE LOWEST RETURN IN THE LAST 30 YRS, PFI INITIATIVE SUCH AS THE GERRY BUILT HALF SIZE BATHS & SOME HAREBRAINED SCHEME FOR THE MARINA WHICH WON'T SUCCEED IN THE UNLIKELY EVENT IT COMES TO FRUITIION. ALSO HOW IS IT ENVISIONED THAT TRAFFIC ON THE A565 WILL BE AFFECTED? (IE FROM NORTH OF THORNTON TO LIVERPOOL) AR ANY OTHER IMPROVEMENT PLANNED FOR DUNNINGS BRIDGE RD OR THE A59 IN TO LIVERPOOL?

THE NEWS UPDATE ISSUE 5 IS THE FIRST TIME I'VE RECEIVED ANY WRITTEN INFO ABOUT THIS PROPOSED IMPROVEMENT. A LINK TO SWITCH ISLAND WOULD HAVE BEEN BUILT YRS AGO BUT FOR SEFTON'S DETERMINATION TO FORCE THRU A ROUTE WHICH WAS AGAINST THE WISHES OF THE MAJORITY OF ITS OWN ELECTORATE. THE TIMESCALES FOR THIS NEW LINK ARE FAR TOO LONG.

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THERE ARE ALREADY SPEED LIMITS OF 30 AND 40MPH ON LYDIATE LANE AND THE NORTHERN PERIMETER RD WHAT IS THE JUSTIFICATION FOR FURTHER SPEED LIMITS AND RESTRICTIONS ON TRAFFIC. WHAT CONTINGENCY WILL BE PROVIDED IN THE EVENT OF A SERIOUS ACCIDENT ON THE LINK RD FOR EMERGENCY SERVICES?. WILL THERE BE A HARD SHOULDER? WILL CRASH BARRIERS AND LIGHTING BE PROVIDED ALONG THE ROUTE? IN THE EVENT OF A SERIOUS ACCIDENT WILL THERE BE MESSAGE BOARDS GIVING WARNINGS AND INDICATING ALTERNATIVE ROUTES.

IT IS INTERESTING THAT THERE IS MONEY FOR ROAD BUILDING WHEN YOU CONSIDER THE PATHETIC INVESTMENT IN CYCLE LANES IN THE BOROUGH. WHEN THIS RD IS BUILT IT WILL BE IMPOSSIBLE FOR PEOPLE TO GET OUT OF LONG LANE AS THE TRAFFIC WILL NOT HAVE TO STOP/Wait AT THE END OF PARK VIEW AS IT QUEUES TO TURN INTO GREEN LANE. ANY THOUGHTS ON THAT BIG PROBLEM FOR THOSE OF US WHO LIVE IN HOMER GREEN?

THIS IS A MUST ITEM FOR SEFTONS ECONOMY TO GROW.

THIS LINK IS KEY TO SEFTONS ECONOMY GOING FORWARD

INCREASED CAPACITY WILL ONLY STIMULATE DEMAND THIS IS ONLY A TEMPORARY FIX TO THE CONGESTION PROBLEM. IF THE BYPASS IS TO BE CONSTRUCTED THEN THE EXISTING LYDIATE LANE/GREEN LANE ROUTE SHOULD BE RESERVED FOR WALKING CYCLING AND PUBLIC TRANSPORT USE SO THAT THESE CATEGORIES ARE NOT SUBJECTED TO THE INEVITABLE FUTURE DANGER AND DELAY FROM CONGESTION.

DO NOT INTRODUCE SPEED RESTRICTIONS ON THE NEW HIGHWAY AS THEY ARE ON THE NORTHERN PERIMETER RD AS THE CURRENT RESTRICTIONS ARE UNNECESSARY FOR THIS CLASS OF RD AND ARE NOT ADHERED TO. IT IS FRUSTRATING WHEN A QUEUE OF TRAFFIC APPEARS BEHIND YOU WHEN YOU TRY TO KEEP TO THE LIMIT AND THE CARRY OUT DANGEROUS OVERTAKING.

YOU HAVE PUT FWD AND EXPENSIVE AND NON-SUSTAINABLE PLAN. £9M SPENT ON BETTER CYCLE LANES AND INVESTMENT INTO INTEGRATED TRANSPORT WOULD HAVE BEEN MUCH BETTER. AS STEWARDS TO THE LANE, ISN'T THAT YOU DUTY TOO? WHAT ABOUT THE PEOPLE WHO LIVE IN HOMER GREEN? HOW WILL THESE PEOPLE GET ON TO THE FASTER A565? IT WILL NOT SLOW OR STOP ON PARK VIEW AND LONG LANE WILL BECOME A DANGEROUS JUNC. ANY PLANS FOR THIS?

THE LINK RD IS CERTAINLY LONG OVERDUE AND IS VITALLY IMPORTANT FOR THE LOCAL ECONOMY

WHY WAS IT NOT PUT AS A PRIORITY A LONG TIME AGO AS THE TRAFFIC LEVELS HAVE INCREASED.
SO MUCH OVER THE PAST YEARS.
I THINK THAT THIS LINK IS ESSENTIAL IF RESIDENTS ARE TO CONTINUE TO LIVE IN A COMFORTABLE ENVIRONMENT. THE NORTHERN PERIMETER RD IS AT TIMES SO BUSY IT IS DANGEROUS FOR PEDESTRIANS AND RESIDENTS WHO ARE DRIVING AND ARE TRYING TO ENTER THE RD SYSTEM TRYING TO ENTER THE RD SYSTEM.
ON THE NORTHERN PERIMETER RD OPP THE REAR FENCE OF TOTAL FITNESS THERE IS A FOOTPATH WHICH IS USED BY MANY RESIDENTS AS AN EASY WAY TO ASDA THERE SHOULD BE AN ISLAND REFUGE IN ORDER TO PREVENT AN ACCIDENT TO PEDESTRIANS CROSSING AT THIS POINT.
I AGREE ON THE UNDERSTANDING THAT THE TRAFFIC ON COPY LANE WILL BE REDUCED. CONSIDERATION SHOULD BE GIVEN TO SPEED RESTRICTIONS ON COPY LANE BET ORMSKIRK RD AND DUNNINGS BRIDGE RD. AT PRESENT THE VOLUME OF TRAFFIC RESTRICTS SPEEDS ON THIS STRETCH OF RD. THE REDUCTION OF TRAFFIC COULD TURN THIS INTO A RACE TRACK IF SOME SORT OF RESTRICTION IS NOT INTRODUCED.
VERY GOOD FOR ALL CONCERNED.
THE CHANCES OF COUNCIL OBTAINING MONEY FROM THE DfT IS NIL. THERE IS NO NEED FOR THIS Q2 THE ISSUE IS WHETHER THE COUNCIL HAS THE MONEY TO CARRY OUT THE LINK RD. NO IMPROVEMENT HAS BEEN DONE FOR THE LYDIATE LANE JUNC WITH BRICKWALL LANE. IT IS BEYOND THE CAPABILITY OF THE COUNCIL ENGINEERS TO THINK OF A SOLUTION THE WIDEN THIS JUNC. THE TSIL SCHEME HAS BEEN ON THE DRWG BOARD SINCE 1976 AND NOTHING HAS HAPPENED EXCEPT THE HA IMPROVED THE SWITCH ISLAND. PLEASE DON'T WASTE EVERYBODY'S TIME. SUGGESTIONS ARE 1 TO CONNECT NORTHERN PERIMETER RD WHERE IT SHARPLY BENDS TO THE SWITCH ISLAND 2. IMPROVE THE JUNC AT LYDIATE LANE/BUCKLEY HILL LANE/BRICKWALL LANE EH COUNCIL OWN THE PLAYING FIELD WHICH CAN BE USED TO IMPROVE THIS JUNC. 3. THE PREVIOUS 2 IMPROVEMENTS WOULD IMPROVE TRAFFIC FLOW AND COST A LOT LESS.
THE DECISION IS LONG OVERDUE.
I FEEL VERY STRONGLY THAT THE LINK RD SHOULD GO AHEAD ASAP DUE TO THE HORRENDOUS TRAFFIC ON MOOR LANE.
THE RD ALIGNMENT SEVERS SEVERAL FOOTPATHS THAT LEAD TO SOME NICE RURAL AREAS. THERE MUST BE PROVISION IN THE DESIGN TO CONTINUE TO ALLOW PEOPLE TO ENJOY THESE FACILITIES. I SUE THESE AND THE RD'S ON A REGULAR BASIS FOR QUIET WALKS AND BIKE RIDES.
WHEN THE PROPOSED RD ACTUALLY REACHES SWITCH ISLAND TO EASE MORE CONGESTION WHY NOT BUILD FLYOVERS TO REACH BOTH MOTORWAYS M57/M58 IT'S A GOOD IDEA COSTING LESS IN THE LONG RUN.
THINK NEW RD SHOULD BE DUAL CARRIAGEWAY AND JOIN THE PRESENT DUAL CARRIAGEWAY ON THE SOUTHPORT SIDE OF INCE WOODS.
I SINCERELY HOPE THAT THIS TIME THE LINK RD WILL BE BUILT. WE HAVE ATTENDED ALL THE MTGS VOTED FOR THE ROUTE OF THE ORIGINAL PLANS ONLY TO HAVE IT ALL SQUASHED. WITH THE NEW SYSTEM AT SWITCH ISLAND, THIS LINK RD WILL FIT IN VERY WELL.
CONCERNED ABOUT SAFETY AT JUNCTION OF SOUTHPORT RD AND LONG LANE, THORNTON THE SOONER THIS PLAN IS COMPLETED THE BETTER. LYDIATE LANE, NORTHERN PERIMETER RD WILL THEY BE USED ONLY FOR LOCAL TRAFFIC AND CURRENT SPEED LIMITS ETC WILL BE IDEAL FOR THE TRAFFIC THEN USING THE ROADS.
EXCELLENT PROPOSALS
THE SONNER THE BETTER
THE LINK IS LONG OVERDUE. EXISTING TRAFFIC CALMING MEASURES SHOULD BE ADEQUATE ONCE THE LINK IS OPEN.
IT SHOULD BE A DUAL CARRIAGEWAY JOINING THE FORMBY BYPASS WE LIVE ON SOUTHPORT RD AND WILL HAVE A LARGE NEW ROUNDABOUT OPP OUR HOUSE. TRAFFIC WILL BE SLOWING DOWN AND SPEEDING UP AGAIN ALL DAY AND THIS WILL BE A REAL NUISANCE, ESPECIALLY AS IT IS SO CLOSE. WE WOULD BE FAR HAPPIER IF THE NEW RD WAS FURTHER AWAY. THE NEW RD WILL REMOVE THE PROBLEM FROM GREEN LANE AND BRING IT RIGHT TO OUR DOOR. THE CONGESTION ON GREEN LANE IS ONLY A NUISANCE IN RUSH HOUR, THE RD IS FAIRLY QUIET FOR THE REST OF THE DAY. I DO NOT WANT A NEW RD BUT IF IT IS TO GO AHEAD I WOULD LIKE TO SEE IT FURTHER OUT ACROSS THE FIELD. ALSO I WORRY THAT HOUSES MAY BE BUILT ON THE SPARE PATCH OF LANE BETWEEN SOUTHPORT RD AND THE NEW RD. THIS WOULD BE DREADFUL.
CONSIDERING THE NUMBER OF SCHEMES PUT FORWARD OVER MANY YEARS. I FEEL THAT THIS IS A CASE OF TOO LITTLE TOO LATE BUT CERTAINLY BETTER THAN THE OTHER OPTION OF DOING NOTHING.
THORNTON WAS A COUNTRY PLACE NOW ALL ONE THINKS ABOUT IS WHAT IS GOOD FOR CARS WE
DON'T WANT MORE CARS WE WANT LESS
I AM CONCERNED THAT IT IS PROPOSED TO CLOSE THE FOOTPATH FROM SEFTON CHURCH AND THE NR BY PUNCH BOWL PUBLIC HSE PROCEEDING IN A SOUTH WESTERLY DIRECTION TO NETHERTON LANE, WHICH WOULD RESULT IN THE CONNECTING FOOTPATH RUNNING IN A SW DIRECTIO TO JOIN THE TRANS PENNINE TRAIL/CHESHIRE LINES PATH ALSO BEING CLOSED. FOR THE LAST 80 YRS I HAVE USED THESE FOOTPATHS, INITIALLY WITH MY PARENTS. TODAY THIS FOOTPATH IS MORE ESSENTIAL WITH THE LARGE INCREASE IN TRAFFIC. THE MORE RDS BUILT THE MORE FOOTPATHS ARE NECESSARY. I WOULD SUGGEST THAT PEDESTRIAN LIGHTS AS ARE PROPOSED FOR THE TRANS PENNINE XING OF THE LINK RD SHOULD BE INSTALLED AND THE FOOTPATH KEPT OPEN. IT SHOULD BE NOTED THAT THE PEDESTRIAN LIGHTS RECENTLY INSTALLED ON THE A59 JST NRTH OF SWITCH ISLAND DO NOT DELAY THE FLOW OF TRAFFIC.

THIS SCHEME HAS BEEN OFF AND ON FOR MANY YRS DUE TO FUNDING PROBLEMS. MAGHULL & LYDIATE WILL BENEFIT ALSO FROM THE PROPOSED LINK AND LARGE VOLUME OF TRAFFIC SOUTHPORT BOUND WILL BE INCLINED TO USE THE NEW LINK EASING CONGESTION ON SEFTON LANE, LIVERPOOL RD SOUTH & NRTH. SEFTON LANE STILL HAS THE PROBLEM OF THE 32 TONNE MAKING SHORT CUTS TO THE DOCKS AND MOTORWAYS INSTEAD OF USING THE A59 THE NOISE AND VIBRATION THRU THE PROPERTY, IS DREADFUL, SADLY RESIDENTS OBJECTIONS FALL ON DEAF EARS.

WITHIN 10 YRS A SINGLE CARRIAGEWAY RD WILL BE INADEQUATE - PLAN FOR A THREE LANE RD IF POSSIBLE. I AM MOST CONCERNED ABOUT THE INCREASE IN TRAFFIC THRU THE VILLAGE. IT IS ALREADY VERY HIGH, AND LIFE WILL BE INTEOLERABLE IF IT IS ENCOURAGED TO BECOME HEAVIER DUE TO THE RAT RUN MENTALITY OF MANY DRIVERS.

LONG OVERDUE THIS SHOULD HAE BEEN DONE YRS AGO. THE SOONER THE BETTER. NOT BEFORE ITS TIME SHOULD HAVE BEEN DONE MANY YRS AGO. IT IS WELL OVERDUE AND HOPE IT IS SPEEDILY IMPLEMENTED. WHAT MEASURES WILL BE TAKEN TO RESTRICT TRAFFIC ON BUCKLEY HILL LANE WHICH IS BUSY ENOUGH NOW. TO STOP TRAFFIC CUTTING THRU FROM THE DOCKS EG HGV'S. WHICH WAY WILL THE TRAFFIC BE DIVERTED TO IF THERE IS AN ACCIDENT ON THE NEW RD. NEEDS TO BE CLEAR TRAFFIC SIGNS WELL BEFORE THE NEW JUNCTIONS TO AVOID CONFUSTION AND ENSURE SMOOTH TRAFFIC FLOW.

MY CONCERN WOULD BE THAT THIS FASTER FLOW OF CONTINOUS TRAFFIC ENTERING CROSBY VILLAGE ROUNDABOUT FROM THE NEW LINK RD. NOT HAVING HAD TO PASS THRU AS MANY SETS OF TRAFFIC LIGHTS AS PREVIOUS WOULD NOW CONTAIN LITTLE OR NO NATURAL BREAKS IN THE TRAFFIC FLOW THUS MAKING IT DIFFICULT FOR DRIVERS TO JOIN THE TRAFFIC ON THE A565 FROM ADJOINING SIDE ROADS.

STRONGLY AGREE THAT THE SPEED RESTRICTIONS ALONG NORTHERN PERIMETER AND LYDIATE LANE SHOULD BE RETAINED AT PRESENT LEVEL. AND AGREE WITH THE PLANS FOR THE LINK RD YOU HAVE SUGGESTED THE COST WILL BE AROUND £12M WITH THE COUNCIL NEEDING TO FIND 10% PLUS ANY INCREASE? I HAVE LOOKED AT MANY RELIEF RDS AND THEY ARE MORE THAN DOUBLE IT WOULD BE DIFFICULT TO CREATE A SINGLE CARRIAGeway FOR THIS PRICE IT WOULD BE INTERESTING TO FIND OUT THE REAL PRICE AND WHO IS RESPONSIBLE FOR THIS PERSUASION? YES IT SHOULDN'T COST THE COUNCIL TAX PAYERS ANYMORE MONEY.

I CAN REMEMBER PROPOSALS FOR A LINK RD IN THIS AREA WHEN BARBARA CASTLE WAS MINISTER FRO TRANSPORT. IS THE RD THRU INCE WOODS TO MATCH THE DUAL CARRIAGeway TO FORMBY? IF NOT, THEY WHY NOT?

I HAVE 2 MAIN CONCERNS ABOUT THE PROPOSED LINK RD 1. ACCESS TO BUS STOP NR JOSPICE ON BOTH SIDES OF THE A565 2. THE POINT AT WHICH THE NEW RD FORMS THE EXISTING A565. I FEEL THAT IT WOULD BE BETTER SITED TO JOIN WITH AN ISLAND AT THE JUNCTION OF INCE RD AND LONG LANE. THIS WOULD ALLOW LOCAL RESIDENTS FROM PARK VIEW, SEFTON DRIVE BREnda CREs. SOUTHPORT ROAD TO JOIN AN EXIT MORE SMOOTHLY WHEN TRAVELLING TO SOUTHPORT ETC.

I REALISE THAT THERE ARE INFANCIAL CONSTRAINTS, BUT I WOULD HAVE PREFERRED TO SEE A DUAL CARRIAGeway OR THE RD CONTINUED NRTH TO JOIN UP WITH THE DUAL CARRIAGeway TO THE NRTH. I REALISE THAT THIS WOULD CAUSE THE LITTLE ANIMALS LOBBY TO TRY TO PREVENT THIS AND AGAIN DELAY THE RD.

WILL REDUCE TRAFFIC ON NORTHERN PERIMETER MAJOR DIFFICULTY XING THE LINK FROM COPY LANE TO JOIN DUNNINGS BRIDGE WILL REDUCE MAJOR JAMS ON LYDIATE LANE BOTH TO AND FROM THORNTON.
THE SOONER THE BETTER.

EVERY INDICATOR SUGGESTS THAT THE VOLUME OF TRAFFIC ON UK ROADS WILL INCREASE YR ON YR. I BELIEVE THAT SEFTON ARE BEING SHORT-SIGHTED IN NOT TAKING THIS OPPORTUNITY TO PROPOSE AND CONSTRUCT A DUAL CARRIAGEWAY LINK TO SWITCH ISLAND.

THE PRESENT SPEED RESTRICTIONS ARE MORE THAN ADEQUATE, ESPECIALLY ON NORTHERN PERIMETER RD.

I FEEL THAT, IF POSS, A WIDER BUFFER STRIP BETWEEN THE LINK RD AT ITS EXTREME EASTERN END AND THE NORTHERN PERIMETER RD, AS FAR AS CHAPEL LANE, IN ORDER TO MINIMISE NOISE DISRUPTION TO THE RESIDENTS AREAS. I FEEL THAT THE BUCKLEY HILL LANE/LYDIATE LANE/BICKWALL LANE JUNC WILL NEED TO BE GREATLY IMPROVED TO COINCIDE WITH THE LINK RD CONSTRUCTION.

I THINK THAT A DUAL CARRIAGEWAY RD WOULD BE BETTER LINKING SWITCH ISLAND TO THE DUAL CARRIAGEWAY AT INCE BLUNDELL.

I WOULD WELCOME CHECKS ON WHETHER THE NEW RD WOULD REDUCE TRAFFIC THRU CORBY. THIS IS I THINK A SERIOUS PROBLEM.

WHY CANT THE END OF LYDIATE LANE AFTER THE GARDEN OF REST BE USED AND WIDENED ALSO CONTINUE ONTO THE NORTHERN PERIMETER RD ALSO WIDENED IE DUAL CARRIAGEWAY THEN LINKING UP WITH SWITCH ISLAND BEHIND THE SPORTS CENTRE AS ORIGINAL FORM MANY YRS AGO THIS WOULD AVOID WASTING MORE FARM LAND AND UTILISE THE EXISTING ROADS.

LONG OVERDUE SHOULD PROVIDE BETTER ACCESS FOR COMMUTERS FROM LIVERPOOL AND SOUTHPORT, AS WELL AS LESSENING HIGH LEVELS OF TRAFFIC THRU CROSBY & WATERLOO WHICH ARE PROBLEMATIC.

YES TAKING TRAFFIC DIRECTLY TO SWITCH ISLAND & AVOIDING THE COPY LANE JUNC IS A VERY GOOD IDEA BUT WHAT IS GOING TO HAPPEN ABOUT THE CONGESTION ON THE A565 IN BOTH DIRECTIONS IE SOUTHPORT & THORNTON WHICH IS PROBABLY GOING TO GET EVEN WORSE THATN IT IS NOW.

AT 85 I FORGET QUITE A LOT SO I WILL LEAVE IT TO THE PEOPLE WHO WILL USE THE ROADS.

AS A MEMBER OF THE RAMBLING CLUB I FEEL WALKERS ARE NOT CONSIDERED. ACCESS TO FORESTRY COMMISSION LAND EAST OF GREEN LANE/LYDIATE LANE WILL BE MADE MORE DIFFICULT IN AS MUCH HAVING TO CROSS A BUSY 50MPH RD ALSO FOR PONY TREKKING AS THERE ARE QUITE A FEW HORSE RIDERS IN THE AREA.

THE LINE OF THE ALTERED FROM MANOR FARM TO SWITCH ISLAND TO ALLOW FOR NEW DOCK LINK. ALSO SHOULD BE AWAY FROM THE JUNC NEARER TO SEFTO CHURCH. IN OTHER WORDS A STRAIGHT LINE FROM MANOR FARM TO THE BEN NR BANK LANE. THIS WOULD ALLOW AN EASY RUN FOR HEAVY EQUIPMENT AND AVOID CAUSING HAVOC TO THE TRAFFIC WHILST CONSTRUCTION A BRIDGE OVER BRICKWALL LANE SHOULD BE CONSIDERED.

Q2 ASSUMES AGREEMENT WITH THE PROPOSAL TO ANSWER & ASSUMING THE PROPOSALS IS GOING AHEAD, THEREFORE I DO NOT FEEL I CAN ANSWER IT. WITH REGARD TO THE PROPERTIES DIRECTLY AFFECTED ON CHAPEL LANE IT WOULD BE INTERESTING TO KNOW HOW THESE PROPERTIES WILL BE AFFECTED WHAT COMPENSATION IS IN PLACE. ALSO WHAT WILL HAPPEN TO THE LAND WHICH THE PROPOSAL CUTS ACROSS. IT IS CURRENTLY USED FOR AGRICULTURE, PRESUMABLY THIS WILL NOT BE FEASIBLE IF THE PROPOSAL GOES AHEAD, HOW WILL THIS SURPLUS LAND BE USED PARTICULARLY THE SMALLER TRIANGLE SECTION NR TO NORTHERN PERIMETER RD

THE NEED FOR A LINK RD IS GREAT, RESIDENTS ALONG GREEN LANE AND LYDIATE LANE ESPECIALLY HAVE TO PUT UP WITH QUEUES OF TRAFFIC OUTSIDE THEIR HOMES TWICE A DAY. TRAVELLING BETWEEN THORNTON AND SWITCH ISLAND CAN EASILY TAKE 30 MINUTES DURING PEAK TIMES - THE IMPROVEMENTS PROPOSED ARE LONG OVERDUE.

THE PROPOSED ROUTE WILL BE BUILT ON PROTECTED LAND (RE HERITAGE LANDSCAPE) WHAT THE POINT DESIGNATING THIS LAND IF IT CAN BE RIPPED UP FOR A RD WHICH WILL NOT MAKE A SIGNIFICANT IMPACT ON FREEING UP TRAFFIC.

WOULD PREFER DUAL CARRIAGEWAY SAFER LESS LIKELY TO GENERATE PONDING BACK OF VEHICLES ON NEARBY APPROACH ROADS, OR ON A565 NR NEW JUNC WOULD SPEED TRAFFIC FLOW TO HAVE DUAL CARRIAGEWAY

DISAPPOINTED THAT WE'RE STILL TINKERING WITH ASUMPTION NOT DEALING WITH THE MAIN ROBLEM OF A THRU ROUTE FROM SWITCH ISLAND TO SOUTHPORT, BU GRATEFUL THAT SOMETHING IS BEING DONE.

THIS IS THE BEST THING THAT COULD HAPPEN LOTS OF CARS USE RUNNELLS LANE AS A SHORTCUT THIS MISSES OUT ONE SET OF TRAFFIC LIGHTS. THEY SPEED DOWN HERE AT 50+ WHEN I'M GOING TO WORK I SOMETIMES SIT FOR 15 MINS WAITING TO GET ON TO EITHER EDGE LANE OR LYDIATE...
LANE, NO ONE LETS US OUT THEY PARK ACROSS THE RD AND DON’T GIVE US RESIDENTS A SECOND GLANCE.

IT WILL RELIEVE CONGESTION ON A59 NORTH GO AHEAD AS QUICK AS POSSIBLE.

IS IT NOT POSSIBLE FOR THE RD GO THE OTHERSIDE OF THE LODGE ON CHAPEL LANE AND NOT SPLIT THE MANOR AND LODGE.

WILL HELP RELIEVE CONGESTION AT OLD ROAN JUNCTION AND COPY LANE/DUNNINGS BRIDGE RD JUNCTION.
APPENDIX C

Feedback from Public Exhibitions

1.0 Introduction

1.1 This short paper outlines the key issues which arose during the public consultation exhibitions which were undertaken between Friday 17th November and Wednesday 29th November. The paper covers attendance, staffing, exit interviews and the questions and issues raised by members of the public which require further investigation.

2.0 Attendance & Questionnaires

2.1 Attendance at the exhibitions is as follows:

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<tr>
<th>Location</th>
<th>Date and opening times</th>
<th>Number of people</th>
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<tbody>
<tr>
<td>Thornton Primary School</td>
<td>Friday 17th November 3.30pm till 8.00pm</td>
<td>65</td>
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<tr>
<td>Thornton Primary School</td>
<td>Saturday 18th November 10.00am till 1.00pm</td>
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<tr>
<td>Netherton Activity Centre</td>
<td>Friday 24th November 12 noon till 8.00pm</td>
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<td>Netherton Activity Centre</td>
<td>Saturday 25th November 10.00am till 1.00pm</td>
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<tr>
<td>Royal British Legion Club, Copy Lane</td>
<td>Monday 27th November 3.00am till 6.00pm</td>
<td>18</td>
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<tr>
<td>L30 Centre, Stonyfield</td>
<td>Tuesday 28th November 10.00am till 2.00pm</td>
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<tr>
<td>Maghull Town Hall</td>
<td>Tuesday 28th November 3.00pm till 6.00pm</td>
<td>30</td>
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<tr>
<td>Raven Meols Community Centre, Formby</td>
<td>Wednesday 29th November 2.00pm till 5.00pm</td>
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2.2 Graphs which show the turnout per hour at each exhibition location per day are included at the end of the report.

2.3 As the weather may be a factor in the turn out, it was recorded. Weather on Saturday 18th November was poor, extremely windy and cold. The weather on Friday 24th November was also poor with high winds and rain in the afternoon. However the weather picked up for Saturday 25th November and it remained cool but calm.

2.4 During the exhibition at Thornton Primary School, 13 questionnaires were filled in and submitted. Over the two days at NAC only 4 questionnaires were submitted.

3.0 Questions and Issues Raised
3.1 Junction of Ince Lane / Long Lane / Southport Road

3.1.1 The junction by the hospice was mentioned on a number of occasions and the need to look at it to try to improve road safety. It was asked why the new road did not tie in with this junction and then it could all be looked at in its entirety.

3.2 Junction by Orchard House

3.2.1 There are issues of flytipping around that area and it was suggested that road to the north of Orchard House be blocked off and access only available from the proposed new road to Orchard House.

3.3 Bus Stop Access on Southport Road

3.3.1 The issue of access to the bus stop on Southport Road was raised, as it is currently difficult to access the stop from the houses on the opposite side of the road. The possibility of including a pedestrian refuge was raised.

3.4 Access and egress for the houses between Southport Road and Ince Road

3.3.1 This was mentioned frequently. The left-hand only turn onto the access road was mentioned and how this would be effected with the new proposals.

3.5 Stopping up of PROW

3.5.1 A member of the Ramblers Association raised the stopping up of the existing ROW as a serious concern. He was very concerned that one of the most useful routes is being stopped up.

3.5 Noise impact on residential properties where the proposed link road joins Switch Island.

3.5.1 A number of residents were concerned about where the road joins Switch Island. They would like to see noise reduction barriers installed along with the proposed landscaping.
Thornton Primary School

Thornton Primary School - Friday 17th November
Attendance

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Thornton Primary School - Saturday 18th November
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Netherton Activity Centre

**NAC - Friday 24th November**

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**NAC Saturday 25th November**

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Royal British Legion – Old Roan

Royal British Legion - Monday 27th November
Attendance

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<tr>
<td>4.00 - 4.59 pm</td>
<td>6</td>
</tr>
<tr>
<td>5.00 - 6.00 pm</td>
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L30 Centre, Stonyfield

L30 Centre - Tuesday 28th November
Attendance

<table>
<thead>
<tr>
<th>Time</th>
<th>Attendance</th>
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<tbody>
<tr>
<td>10.00 - 10.59 am</td>
<td>3</td>
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<tr>
<td>11.00 - 11.59 am</td>
<td>3</td>
</tr>
<tr>
<td>12.00 - 12.59 pm</td>
<td>2</td>
</tr>
<tr>
<td>1.00 - 2.00 pm</td>
<td>3</td>
</tr>
</tbody>
</table>
Maghull Town Hall - Tuesday 28th November

Attendance

- 3.00 - 3.59 pm: 16
- 4.00 - 4.59 pm: 13
- 5.00 - 6.00 pm: 1

Raven Meols Community Centre, Formby - Wednesday 29th November

Attendance

- 2.00 - 2.59 pm: 13
- 3.00 - 3.59 pm: 3
- 4.00 - 5.00 pm: 1
It would be appreciated if all residents were considered and the road moved away from their property to protect their environment and quality of life

Rothwells Lane Resident

What efforts will be made to prevent lighting from affecting wildlife - owls and bats. A relatively wild area will be ruined. God help the residents.

PPC

My concern is the increase of noise and carheadlight light levels for those living where the proposed route is closest to the Northern Perimeter. All residents there would appreciate environmental improvements e.g. more trees and maybe fences/walls to reduce these levels. I’d like to endorse the first comment about an underpass for the Transpennine Trail rather than lights. Sometime ago, there was an article in the Echo that Everton Football club were interested in the land north of the proposed route and west of Switch Island. Is the path of the proposed route with this in mind?

Resident of L30 7QQ
This new road is definitely needed in order to remove the traffic from the Northern Perimeter Rd but I am concerned about a possible increase in traffic on Buckley Hill Lane due to the new junction on Brickwall Lane.

**Resident Sefton Estate**

I am concerned about future housing development along the green belt area because once the infrastructure is in place, further development usually occurs.

**Concerned Local Resident**

I agree entirely with the comments above regarding future developments along the green belt area. I feel that the scheme itself has been well 'thought out' but safeguards must be incorporated to ensure the new road is not used to justify further development in green belt land.

**Resident - Old Roan**

This road system dearly needs improving as vehicles move especially from east to west and vice versa. This is to me, a very satisfying plan to improve the situation. The results of the environmental effects are convincing. Efforts are also made to protect heritage sites and wildlife habitats. Some disturbance of the latter is inevitable but it is a price worth paying. I welcome the plan.

**Ray Derricutt, Amenities Society, Formby Civic Society**
Exit Poll Comments

A total of 11 exit interviews were completed over the exhibitions at Thornton Primary School and NAC. The exit interviews were very favourable. All those interviewed found the staff to be very helpful and the information to be useful. Only two exit interviews found that staff only partly answered his questions.

There were two suggestions about how we could improve the exhibition as follows:

- A 3D model.
- Numbering the exhibition boards so there is a start and an end point.

One person mentioned that the delivery of local free papers was generally unreliable, therefore she only found out about it by word of mouth. In addition 5 people reported that they had not received a leaflet.
### Press Coverage Details

#### 'Have your say on Link Road' Campaign

<table>
<thead>
<tr>
<th>Date</th>
<th>Newspaper</th>
<th>Article Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>02/11/2006</td>
<td>Crosby Herald</td>
<td>Have a say on bypass</td>
</tr>
<tr>
<td>02/11/2006</td>
<td>Liverpool Echo</td>
<td>Have your say on new bypass route</td>
</tr>
<tr>
<td>06/11/2006</td>
<td>Maghull and Aintree Star</td>
<td>How to have your say on route of proposed bypass</td>
</tr>
<tr>
<td>06/11/2006</td>
<td>Daily Post</td>
<td>Have your say on new £12m link road</td>
</tr>
<tr>
<td>08/11/2006</td>
<td>Maghull Champion</td>
<td>Public to be asked views on link road</td>
</tr>
<tr>
<td>08/11/2006</td>
<td>Formby Champion</td>
<td>Have your say on link road scheme</td>
</tr>
<tr>
<td>16/11/2006</td>
<td>Maghull and Aintree Star</td>
<td>Give your views on link road plan</td>
</tr>
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</table>

#### 'Consultation Extended' Campaign

<table>
<thead>
<tr>
<th>Date</th>
<th>Newspaper</th>
<th>Article Title</th>
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<tbody>
<tr>
<td>16/11/2006</td>
<td>Formby Times</td>
<td>Have say on road project</td>
</tr>
<tr>
<td>16/11/2006</td>
<td>Liverpool Echo</td>
<td>Let's have your view on bypass</td>
</tr>
<tr>
<td>23/11/2006</td>
<td>Crosby Herald</td>
<td>Link-up</td>
</tr>
<tr>
<td>23/11/2006</td>
<td>Bootle Times</td>
<td>Views on link road</td>
</tr>
<tr>
<td>Location and date</td>
<td>Issues raised by residents</td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
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</tr>
<tr>
<td>Brook House Farm, Chapel Lane 29/09/06</td>
<td>Concerns about highway proposals due to possible effects on air quality and access to property. Need to ensure new highway is properly fenced and screened.</td>
<td></td>
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</tbody>
</table>
| The Lodge, Chapel Lane 29/09/06 | Major concerns about impact of proposed link on their property and quality of life, in terms of:  
  - Air quality and noise  
  - Vibration – especially as property has no foundations  
  - Access to property and to services and facilities in Netherton  
  - Land take, including risk to property boundary  
  - Levels of traffic – including possibility of future link to docks with increased traffic, especially freight vehicles  
  - Impacts on property, as it is a Grade II listed building  
  - Access for walking and cycling, particularly Trans Pennine Trail  
  
  Stated intention to object to proposals. |
| Manor Farm Stables, Chapel Lane 10/10/06 | Meeting with residents of No 1 and No 2. Concern about perceived lack of information/consultation about the proposals. Major concerns about impact of proposed link on their property and quality of life, in terms of:  
  - Visual impact  
  - Impact on amenity value  
  - Noise and vibration, with specific concerns because the property is a Grade II listed building  
  - Impact on property value  
  - Land take, including risk to property boundary  
  - Environmental impact on local wildlife  
  
  Would prefer previously proposed route (Option 5A). Would also oppose Option 5C due to environmental and landscape impacts. Stated intention to object to proposals. |
<p>| Orchard House, Holgate 10/10/06 | Concerned about lack of information about the proposals as had been told scheme was not going ahead. Concerns about impacts on the value of the property and the use of land currently leased from the Council. Concerned that objection would carry no weight. Interested in possibility of purchase of land currently leased. Interested in possible timescale for development of scheme. |
| Elm Farm | Have always been opposed to proposals. Major concerns |</p>
<table>
<thead>
<tr>
<th>Location and date</th>
<th>Issues raised by residents</th>
</tr>
</thead>
</table>
| Rothwells Lane    | about impact of proposed link in terms of :  
  • Noise  
  • Landscape and visual amenity – including loss of open views  
  • Impact on green belt – concern about potential for boundary of green belt to be revised  
  • Recreational access (walking, cycling, dog-walking etc.) along Holgate and associated footpaths to gain access to open countryside  
  • Access for horse riders to open countryside – as currently take horses up Holgate towards Lunt  
  • Impact of highway lighting  
  • Impacts on wildlife – specifically barn owl, little owl and bats all present at their farm |
| 10/10/06          | 1 Gamekeepers Cottage, Rothwells Lane Major concerns about impact of proposed link in terms of :  
  • Noise – including level of mitigation/screening  
  • Landscape and visual amenity – including loss of views  
  • Impact on green belt – concern about potential for green belt land to be released for development  
  • Recreational access (walking, cycling, dog-walking etc.) along Rothwells Lane and associated footpaths, including query about ownership of lane and scope for managing existing levels of access  
  • Impact of highway lighting  
  • Impacts on wildlife – specifically red squirrels  
  Questioned possibility of route being re-located to pass to the north of Orchard House, with a new junction at Long Lane/Ince Road, which would move the link further from the affected properties. |
| 10/10/06          | 2 Gamekeepers Cottage, Rothwells Lane Opposed to previous route (Blue route) mainly due to impacts on Ince Woods. Still concerned about impact of proposed link in terms of :  
  • Proximity of property to proposed link and direct impacts on property  
  • Landscape and visual amenity  
  • Impact on green belt  
  • Traffic speeds  
  • Impact of highway lighting  
  • Impacts on wildlife and habitats  
  • Access arrangements – especially in relation to Rothwells Lane and associated footpaths  
  Questioned impacts on traffic levels, speeds and safety through Ince Woods and arrangements for junction at Brickwall Lane. Also raised question about what would be |
<table>
<thead>
<tr>
<th>Location and date</th>
<th>Issues raised by residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapel Lane Cottage,</td>
<td>Accept that proposed route will provide significant benefits to property by reducing traffic on Northern Perimeter Road. Some questions about impact of proposed link in terms of:</td>
</tr>
<tr>
<td>Chapel Lane 09/11/06</td>
<td>▪ Access arrangements on Chapel Lane, including scope for people leaving vehicles in Chapel Lane when walking out into open countryside</td>
</tr>
<tr>
<td></td>
<td>▪ Potential for additional speed restrictions on Northern Perimeter Road</td>
</tr>
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<td></td>
<td>▪ Speed limit on proposed new link</td>
</tr>
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<td></td>
<td>▪ Severance and land ownership and what the residual land would be used for</td>
</tr>
<tr>
<td></td>
<td>▪ Impact on property value</td>
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<tr>
<td></td>
<td>Questioned possibility of route being re-located to pass to the north of The Lodge, which would move the link further from the affected properties.</td>
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## Summary of issues raised at meetings with local groups

<table>
<thead>
<tr>
<th>Location and date</th>
<th>Issues raised by residents</th>
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| Briefing meeting for parish councillors, Bootle Town Hall 03/10/06 (Separate, detailed meeting note was circulated following meeting) | Council officers presented the highway link proposals and details of the planned public consultation. Some questions were raised about the impact of proposed link, in terms of:  
  - Extent of the link with Highways Agency proposals for link to docks and whether Sefton scheme has only made progress because of the HA proposals being developed  
  - Noise impacts, including wider area effects, e.g. on Sefton village  
  - Confirmation that roundabout junction with Southport Road has been moved further from Southport Road  
  - Possible interaction with Environment Agency proposals for flood storage areas  
  - Arrangements for traffic continuing along A565 towards Crosby, in relation to roundabout junction  
  - Consultation with local residents, especially on Chapel Lane  
  - Junction arrangements on Chapel Lane and Holgate  
  - Assessment of impacts on junction of Long Lane, Ince Road and Southport Road, near Jospice entrance  
  - Scope for extending leaflet delivery area to parts of Maghull  
  - Impact of possible HA port access scheme on heavy vehicle movements through Maghull  
  - Impact of predicted increased traffic through Ince Woods, especially safety issues  
  - Need to see wider benefits of the scheme  
  - Ensure that consultation process and results are reported  
  - Consideration of potential for former ‘blue route’ dual carriageway proposal |
| Ince Blundell Parish Council, Ince Blundell Village Hall 14/11/06 | Council officer presented the highway link proposals and details of the planned public consultation. Some questions were raised about the impact of proposed link, in terms of:  
  - Assessment of impacts on junction of Long Lane, Ince Road and Southport Road, near Jospice entrance  
  - Impact of predicted increased traffic through Ince Woods, especially safety issues  
  - Impact of traffic on Brickwall Lane, specifically effects on existing junction and whether further improvements to junction are required. |
Letters received and responses where applicable

(Letter 1)

Dear Stuart

Re: Consultation on the Proposed Route Alignment
Thornton Switch Island Link and Ormskirk Bypass

While I know that you are very familiar with Altside Business Village, the enclosed 2 pages may be helpful to your staff.

Altside Business Village Partnership is the only organisation in the area that has been purposely established to improve the commercial prospects and to reverse the worrying economic trends in East Sefton.

The Altside Business Village stakeholders have over the years expressed major concerns about the amount of through traffic that is coming off the M58 motorway and using residential areas of Melling, Maghull and Lydiate to access Southport and Bootle. This concern is even more worrying given the fact that a large percentage of the traffic is made up of heavy goods vehicles.

The M58 motorway junction 1 linking Kirby and Maghull provides a convenient alternative route for both the traffic wishing to avoid Ormskirk when travelling to Southport and the Switch Island/Dunnings Bridge Road corridor when accessing the Liverpool Free Port in Seaforth. Not only is this having a detrimental impact on the local community, but it is also adversely effecting the local economy by making it difficult for local businesses to service their premises and by discouraging local people shopping in the area.

East Sefton has a limited commercial and retail base, and the farmers, which on the whole tend to be smallholdings, are suffering economic difficulties. The only Industrial Estate in East Sefton is located on the east side of Maghull, and the access to this estate is also through
residential areas. Whilst the regeneration programmes currently being implemented in the Bootle and Southport areas through Objective 1 grants and Single Regeneration Budgets are having positive impacts in attracting inward investment and increasing the employment rates, East Sefton is not considered a deprived area, and yet between 1998 and 2002 this area actually saw a fall of 7.2% in employment.

The Partnership has been working on a number of projects, including Canal Marinas, Hornby Visitor Attraction, Maghull Farmers' Market, Maghull Central Square Shopping Centre, Sefton Industrial Estate, to improve the economic viability and vitality of the area. Whilst the Partnership is confident of attracting the necessary interests and developers to pursue these projects, one of the major barriers are the problems stemming from continued delays in implementing the Ormskirk Bypass and the Thornton to Switch Island scheme with links to the Port.

I am therefore writing on behalf of the Altside Business Village Partnership, and as a Divisional Director responsible for the Aintree Racecourse Retail and Business Park for the Emerson Management Group to urge that the above highway schemes are implemented without any further procrastination.

In terms of the specific questions asked, I respond as follow:-

Q1 Strongly Agree with the proposed alignment for the link road between Switch Island and Thornton.

Q2 Strongly disagree with the need to restrict levels of traffic and traffic speeds on Lydiate Lane and Northern Perimeter Road once the proposed link road is open.

Should you require any further information, please do not hesitate to contact me.

Yours sincerely,

Paul Flower
Chairman
Altside Business Village Partnership
APPENDIX H

(Letter 2)

The Mersey Docks and Harbour Company
Maritime Centre, Port of Liverpool L21 1LA.
Main Tel: 0151-949 6000

ENGINEERING DEPARTMENT

Our Ref: TJB/TMC/1178
Your Ref: STPU/07/03/10/SPB

27th November 2006

Salford Council
Technical Services
Balliol House
Balliol Road
Booth
L20 3NJ

For the attention of Mr Stephen Birch

Dear Stephen,

Mersey Ports
Proposed Thornton to Switch Island Link Road
Comments on Consultation on the Proposed Route Alignment

This response is that of Mersey Ports which operates the Ports of Liverpool and Manchester. It is part of the Peel Ports Group.

Summary
Mersey Ports fully supports the construction of the Thornton to Switch Island Link Road as it will reduce congestion on the A5036 between Switch Island and Copy Lane. We believe that a number of adjustments should be made in order to provide maximum benefits now and for the future.

Detail
Mersey Ports has supported the concept of the Thornton to Switch Island Link Road for some time and we have been in correspondence with various regional agencies to express support for it. It will ease congestion at the east end of the A5036 with consequent benefits to users of that road, some of which have interests in the Port. Similarly we believe it will ease congestion in areas such as Crosby which will make peak hour car and bus travel easier for those who work in the Port.
In order to gain the best advantage for all users and local residents we believe that a number of further measures should be taken:

- The junction at Switch Island should be modified to allow free flow from between the M57 and the Link Road via a flyover. Land space is clearly available and will reduce additional traffic signal phases and traffic flows at the junction.
- The Brickwall Lane junction should be grade separated to allow free flow along the Link Road. This will also reduce the likelihood of traffic on the Link Road using the adjacent roads as 'rat runs'.

The document mentions "the possibility of a new route to the docks" with specific mention of the A5038. The Port would benefit from improvements but there would be a wide range of other beneficiaries and we would hope to see this brought out at an early stage so that an accurate impression is created. As part of the Link Road scheme there should be provision for the likely future alignment of any new road "to the docks" so that overall disruption can be minimised. Similarly, if our suggestions above are not adopted at this stage, suitable provision should be made to allow the construction of them when future improvements are implemented.

We look forward to further discussions on this subject. If you have any queries, please contact the writer.

Yours sincerely,

Tim Bownes
Chief Engineer Mersey Ports

c.c. Mr Stuart Waldron – Sefton Council
23rd December 2006

Mr. Stephen Birch
Technical Services
Sefton Council
Balliol House
Bootle
L20 3NJ

Dear Stephen,

Thornton to Switch Island Link

Further to the issue of the latest consultation document and discussion at our Board and Members Council meetings in early December, I write on behalf of the Chamber to express our strong support for the scheme and to make a number of comments.

It is clear that the main beneficiaries of the scheme will be the residents who live adjacent to the existing congested route but there will be a wider influence that will benefit Sefton residents and businesses alike.

Road access to Southport is an issue that has concerned the Chamber for some time now. The absence of the Ormskirk bypass continues to be a constraint on the prosperity of Southport and the proposed link road will provide many of those benefits. At this point I would emphasise the need to make the road as free-flowing as possible in order to maximise these benefits. To this end it is important that there is a free traffic flow between the M57 and the A565. On this basis there should, as a minimum, be a flyover provided at Brickwall Lane and Switch Island to allow traffic to flow continuously through.

In order to maximise the tendency for traffic to use this road rather than those which are currently overcrowded, we would also suggest that the road should be dual carriageway, effectively as a continuation of the M57. The Chamber and a number of its key members would be very concerned if these arrangements were not provided but as a worst case there must be provision for the subsequent improvement of the route so land acquisition and the design alignments must take account of this.
The Chamber would also like to emphasise the wider benefits of the scheme:

- Reduction of congestion in Crosby, particularly during peak hours
- Tendency to reduce ‘rat running’ along routes past schools such as Setton Road and over a wider area
- Reduction of congestion around Switch Island and Copy Lane, with consequent benefits for the Dunnings Bridge Road corridor towards Bootle, Litherland and Sefton
- The fact that the scheme can form part of a strategic plan to further improve the A5036 corridor over a longer period of time.

In summary, this link road has benefits that extend right across the borough and beyond. The Chamber believes there is a compelling case for it to go ahead as soon as possible and we look forward to making constructive comment during the development stages.

As a final comment, it is noted that the Highways Agency are undertaking a study on what has been called a “new route to the docks”. As per our comments above, it is likely that the benefits will extend over a much wider area and we look forward to constructive engagement in this debate.

Yours sincerely,

Steve Dickson
Chief Executive

cc Graham Haywood
Dear Sir/Madam

OBJECTION TO PROPOSED THORNTON/SWITCH ISLAND LINK ROAD

I refer to the report to the Cabinet Member for Technical Services dated 30th August 2006. This report advised members of the approval by the Department of Transport for the Council to progress with the submission of a Business Case for the above link road.

I have read this report and I am writing to formally express the strong objections of myself, my family and my neighbours, to the proposed alignment considered within the report.

The report states that the preferred alignment for the road is now Option B, which consists of a single carriageway linking Switch Island to A565 Southport Road and will pass directly adjacent to my home.

I am aware that my neighbours will be contacting you with their objections, all of which I share support. Further to those, I object to this route on the following grounds:

1. At no time during development planning was I consulted or informed that Option B was a realistic route.

2. When Option A was rejected I was still not informed that Option B was the preferred route even though I am one of the five families most directly affected.

3. To my knowledge, neither prior to or since the decision to proceed with Option B, has an assessment of the effects of noise, light and air pollution been carried out on my property or that of my neighbours.

4. If Option B is constructed my home will become isolated from my neighbours. I enjoy a good social relationship with my neighbours, we are all close friends. This important social link will be disrupted by the construction of Option B. I also fear that the isolation will make my family and property a target for crime.

5. The dissection of Chapel Lane will directly affect my services such as post and refuse collection.

6. The development of this link road will have a large and negative impact on the quality of life of my family. As well as myself, my husband and youngest daughter live at this property. I am concerned as to how we are going to access the local facilities such as public transport and shops.

7. I suffer from osteo-arthritis and I am in receipt of Incapacity Support. My condition necessitates me visiting the doctor and local pharmacy, in the Marion Square, on a
regular basis. The construction of Option B will have a direct effect on my access to the doctor etc.

8. As well as doctors and pharmacy, I use the shopping centre at the Marion Square at least four times a week. I also use the library at the Netherton Activity Centre on a regular basis. My access to these basic facilities will be restricted.

9. The suggestion has been made that I will be provided with a slip road onto and off the link road. The volume of traffic this road is expected to take, particularly if the Rinnova Valley link is developed could cause every attempt I make to exit or access my property a “dice with death”.

10. My daughter works in Bootle and uses public transport every day to get to and from work. I am very worried about her trying to cross this major road, on a daily basis, during the rush hour.

11. My property is a Grade II listed building which has no foundations. The windows, which are a major feature of the property, are single glazed with wooden frames. I am concerned that the ground vibration, caused by traffic passing so close to the house, will lead to structural instability of the house. The volume of noise from the traffic will easily penetrate the windows and interfere with the reasonable enjoyment of my home.

12. My neighbours properties are also Grade II listed. They have gone to great time, trouble and expense in the redevelopment of the building into the homes they now are. They have carried out the re-development giving consideration to the setting and maintaining the visual amenities of the properties. It is unacceptable that all their hard work will be devalued by the construction of Option B, which will ruin the family environment they have tried to create. The new road, just feet from their properties, will be the only view they will enjoy from the picture windows within their homes.

13. Option B will lead to Chapel Lane being dissected yet again. Living in a lane which is dissected three times will make it difficult and confusing for visitors or delivery persons to find my property.

14. I have five children, six grandchildren and one great grandchild and I am fortunate enough to receive frequent visits from my family. I am concerned that the construction of Option B will make it difficult for the family to visit, particularly the grandchildren who will have to face crossing the carriageway. For the same reasons I am concerned with regard to the safety of my neighbours children and their friends who will also need to cross this road.

15. Chapel Lane, as it is now provides popular access to footpaths and farmland which are enjoyed by many ramblers, dog walkers, cyclists and local residents. Option B will make footpaths etc inaccessible to these people and discourage their use. This would be in direct contradiction to Sefton MBC’s Community Strategy 2002 -2007 which states “...by supporting a healthier lifestyle through the development of sustainable transport policies including cycling and walking”.

16. The same strategy, as mentioned in point 14 above, also says that transport systems will be developed which will “protect the environment”. Option B cuts right through Green Belt Land in which there is a also thriving colony of bats and barn, tawny and little owls which nest and hunt in the area between my property and those of my
neighbours. I am concerned that the construction of a major roadway between the properties will have a negative effect on this wildlife and the quality of the greenbelt.

17. I am concerned that the construction of Option B will lead to further development of the farmland, in between the new road and the Northern Perimeter Road for housing, further imposing on the Green Belt and ruining the local landscape.

18. Finally, I have lived in this house for over 35 years. When I first moved in the property was on the verge of dereliction. Whilst trying to raise my five children I have scrimped and saved to make home improvement as basic as running hot water. Although there always seems to be some works needed on the house, I am now at a point where as it is at least warm and comfortable. My husband and I were looking forward to enjoying our retirement in our beautiful country cottage, I despairs on hearing that Option B is likely to be constructed. We are now faced with living next door to a major road and coping with all the problems the road will incur.

As well those mentioned in my objections listed above, I would also like to point out other contradictions of policy that the construction of Option B would involve.

Within the Government's Policy Planning Guidance notes the following is stated.

PPG 2
3.15 The visual amenity of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt. (...) might be visually detrimental by reason of their siting or design.

PPG 15
5.1 In developing policies and projects it is essential that local highways and planning authorities take full account of the wider costs of transport choices, including impact on historic environment.

5.2 Major new transport infrastructure developments can have an especially wide ranging impact on the historic environment (...) and generate new development pressures. Local highway and planning authorities (...) should take great care to avoid or minimise impacts on the various elements of the historic environment and their settings.

5.3 The Secretary of State also attaches particular importance to early consultation on traffic management schemes and associated proposals which would affect listed buildings.

5.4 When considering a new route, authorities should consider whether the need for it, and any impact on the environment can be obviated, by an alternative package of transport management.

5.5 Where ever possible, new roads should be kept away from listed buildings (...) and authorities should obtain listed building consent.

Referring to the report and in particular 2.5 of the Regional Funding Allocation I would also like to support and agree with my neighbours belief that the Business Case for Option B is seriously flawed on the following grounds.
1. Option A was proposing to use part of the existing Northern Perimeter Road. I believe that the council has reacted badly to the SII committee objections to this route and jumped to the next ‘easy option’ without carrying out further surveying and reconsideration. This is proved by the fact that the council were not even aware of the redevelopment the Manor House out-buildings into the domestic accommodation that is now the three houses, The Stables.

2. Despite reassurance from Mr Stephen Birch, I am not convinced that the area between my property and my neighbours in The Stables is wide enough to take the proposed carriageway. As mentioned the council were not aware of The Stables when originally concocting this route which leads me to believe that full and proper measurements have not been considered.

3. The cost of purchasing the land needed, constructing the new road, providing access to myself and my neighbour at Brook House Farm and the provision of safe crossing point for ramblers etc must exceed the cost of the original plan of Option A.

4. The cost to the environment and wildlife, when it is in contradiction of Central Government Guidance, and there is a clear alternative is unacceptable.

The residents of Chapel Lane and other supporters intend to object this route at every stage in the planning process. This option has not been fully considered, there has not been sufficient survey or consultation. We will lobby Councillors, Cabinet, MP’s and the Secretary of State for Transport with our strong objections to this development.

I would like this letter to be put to the Cabinet and necessary powers so that my objections may be noted and considered before any final decisions are made.

Copies of this letter have been sent to all those who I believe have influence or involvement in this development.

Yours truly,
Dear

Proposed Thornton to Switch Island Link

Thank you for your letter setting out your objections to the proposed Thornton to Switch Island link road. As indicated in my letter of the 13th November, your objection will be included in the report on the recent consultation provided to the Council’s Cabinet. In response to objections received and the motion from the Sefton East Parishes Area Committee, an alternative alignment has been considered in the Chapel Lane area. This revised alignment would pass to the north of The Lodge and a decision about whether to adopt this revised alignment will be made by Sefton’s Cabinet in March 2007.

A response to the specific points you have raised is given below.

1.&2. There was widespread consultation including leaflet delivery and public exhibitions in 2003. At that time, Option 5A was the main option being considered. Following the consultation, elected members made a decision not to accept Option 5A and requested consideration of alternative options, including Option 5B. This work was undertaken but the process for funding major transport schemes was then changed by the Government. As a result, no progress was made on the scheme proposals until the Government announcement in July 2006 about funding for transport schemes in the north-west of England. Since 2003, there had been no further consultation or any progress on the scheme.

The decision to consult about Option B was only made in September 2006. The first stage of the latest consultation process was to contact the residents most affected by the proposals and to arrange to meet with them to explain the proposals and to give them the opportunity to respond to the Council. Following a telephone call and an initial letter sent to your address, Stephen Birch and I...
met with you on the 29th September to explain the Council’s proposals and the consultation process. We then provided a further letter with the contact details of your local ward councillors.

3. Noise, light and air quality - The noise and air quality impacts of the proposals, including the effects on the properties on Chapel Lane have been incorporated into the assessment of scheme options in line with Government guidance. If the scheme is adopted and is accepted by Government, a further, more detailed noise and air quality assessment will be completed as part of a full environmental impact assessment.

4. Social links – Construction of a new road will inevitably create an element of severance and the impacts of this have to be considered in the assessment of different options. The alternative alignment being considered will considerably reduce the impact of severance on your property.

5. Services – The provisions for access to Chapel Lane should ensure that there is no effect on key services. The alternative alignment being considered will retain the same access to the Lodge as at present.

6.-8. Quality of life and access to facilities – It is acknowledged that The Lodge would be one of the properties most affected by the road proposals, hence the efforts to ensure that we met with you at an early stage. Provisions for access across the new link were included in the proposals, but the alternative alignment being considered will retain the same access to the Lodge as at present.

9. Traffic levels and access – The proposed new highway link would be a single carriageway link and would be expected to take levels of traffic similar to the existing levels on the Northern Perimeter Road. The current proposals are that no vehicle access would be provided between the southern section of Chapel Lane and the new road. A junction will be provided on the north side of the road so that access can be maintained to the properties on Chapel Lane to the north of the proposed new link (i.e. Brook House Farm). The junction would be designed to meet strict safety requirements so that the risk of accidents is reduced as much as possible. Under the alternative alignment being considered, vehicle access to The Lodge would be from the Northern Perimeter Road and on to Chapel Lane as at present. It would not be possible to turn off the new road directly to The Lodge because there will be no junction on the south side of the new road.

10. Pedestrian crossing – The new highway proposals include a signal pedestrian crossing at Chapel Lane, similar to the existing crossing on the Northern Perimeter Road. This would provide safe crossing facilities, although the alternative alignment being considered will retain the same access to the Lodge as at present and would not require crossing the new road.

11. Listed building – If the proposals are accepted by the Government, the potential impacts on your property, including any implications for its listed status, will be
assessed as part of the detailed environmental impact assessment of the proposals. A specific noise assessment will also be carried out.

12. Visual impacts – As with the impact on your property, the impacts on your neighbours’ properties will also be assessed. The alternative alignment being considered would reduce the potential impact on your neighbours’ properties.

13. Access – As indicated above, provisions have been made for access to Chapel Lane. The alternative alignment being considered will retain the same access to the Lodge as at present.

15. Footpaths - The Council recognises the importance of the Trans Pennine Trail and other footpaths and provisions for the Trans Pennine Trail have been incorporated into the scheme proposals by providing a signal crossing facility. This will be similar to the existing crossing facility on the Northern Perimeter Road.

16. Environmental impacts - The Council acknowledges that there will be some negative impacts associated with any scheme of this nature. These impacts form part of the overall assessment of the proposals, including all the positive benefits that such a scheme would provide. As part of the planning process, a full and detailed environmental impact assessment would be undertaken, which would include a consideration of all the impacts on wildlife.

17. Green Belt – The area between the new road and the Northern Perimeter Road will remain Green Belt. There are no plans to take this land out of the Green Belt or to develop it. The process of removing land from the Green Belt is a long and complex one and subject to considerable scrutiny. At present, there is no scope for the status of this land to be changed.

18. Quality of life – It is impossible to construct any scheme of this nature without having some adverse impacts on some people. The Council recognises the importance of an honest identification of those impacts as part of the overall appraisal of the proposed scheme. Ultimately, a decision about whether to proceed with the scheme will be made initially by Sefton councillors and then by the Department for Transport.

Planning policy issues – As part of the Government’s required assessment of different options for transport in this area, an analysis of how the proposals relate to Government and local policies is required. This not only identifies policies where there is a degree of conflict but also policies that are supported by the proposals. An overview of the extent to which a scheme meets the full range of Government policies has been undertaken and will be developed in greater detail if the scheme is developed further.

In response to your subsequent points:

1. Elected members made a decision not to accept Option 5A and, as a result, alternative options were considered.
2. The land concerned is wide enough to accommodate the Council's single carriageway option, although the revised alignment being considered would not pass between The Lodge and Manor Farm Stables.

3. The estimated costs of different options, including land acquisition, have been taken into account in the assessment of different options.

4. The government appraisal methodology used to compare options includes a range of environmental factors, including wildlife and landscape values.

As part of the scheme development, the Council has completed an appraisal of the options for the scheme in accordance with Government methods for transport scheme assessment.

The objection raised, together with this response, will be included in the report to the Sefton Cabinet.

If you have any further questions or queries, please contact Stephen Birch as per his details at the top of this letter.

Yours sincerely,

Mr Stuart Waldron
Assistant Director, Technical Services
Dear Mr Waldron

With reference to your letter addressed to Mr Steve Allwood of the 6th November 2006, regarding the proposed Thornton to Switch Island Link Road.

From your correspondence it appears that the choice of route is that which Merseyside Fire & Rescue Service supported during the 2003 consultation. Providing that this is the case, Merseyside Fire & Rescue Service have no objection to this scheme proceeding.

However we would expect to be formally and fully consulted when the details of the scheme are announced.

Yours faithfully

Watch Manager

Keith Dykes
Operational Planning Watch Manager

Ps Please address any further correspondence regarding this matter to Operational and Policy Manager Simon Woodward at the above address.
Dear Mr Waldron

PROPOSED THORNTON TO SWITCH ISLAND LINK ROAD

Thank you for including us in the consultation on the Thornton to Switch Island Link Road. We are happy to lend our support to the proposed link.

The link will relieve traffic flows on the local network and provide a better link from the motorway network to Crosby and Formby. However, as movements serving these towns are predominantly north-south rather than east-west, the benefits for cross border movements to and from Lancashire are likely to be modest.

Lancashire County Council continues to develop proposals for the A570 Ormskirk Bypass which will remove through traffic from Ormskirk Town Centre. It will reduce journey times from the M55 to Southport and improve access to local services including Southport and Ormskirk Hospitals.

Yours sincerely

Henry Peacock
Senior Engineer, Local Transportation Planning
Councillor Andrew Blackburn
Liberal Democratic Office
Town Hall
Lord Street
Southport
PR8 1DA

Councillor Mrs R Fenton
28 Haigh Crescent
Lydiate
Liverpool
L31 2LQ

Mr S. Waldron
Assist Director
Sefton MBC
Transport & Dev
Balbiol House
Balbiol Road
Bootle
Merseyside

1st November 2006

Dear Councillor Blackburn, Councillor Mrs Fenton
And Mr Stuart Waldron

OBJECTION TO PROPOSED LINK ROAD
THORNTON/SWITCH ISLAND LINK

I refer to the report to The Cabinet Member for Technical Services dated 30th August
2006 advising members of the approval of the Department of Transport for the
Council to progress with the submission of a Business Case for the above link.

Having read the report I write to formally object to the proposed alignment considered
within the report.

In particular I write to express my objection to Option B which is to construct a
single carriageway alignment to the rear of my property.

My reasons for the objection are listed below

1. At no time during the development, construction or land registry
Search were we informed that Option B was a realistic option, in fact
we were informed that the Council’s preferred option was Option A.

2. Sefton Council have themselves admitted that when the options were
proposed they were not aware of the new residential development and
had not re-surveyed following Option A being rejected.

3. Option B directly affects five families and denies access to neighbours. No
Assessment of the increased noise and pollution for these families and the
drop in value caused by the closeness of the road has been considered.

4. No consultation has been carried out with the families directly affected
by Option B.
5. This Option will affect the Trans Pennine Route which is not only used by walkers and hikers but is a safe walking route to Maghull for children including my own who attend Marcourt High School.

6. We have nesting bats and wildlife which will be directly affected by these works.

On reading the Report, and in particular 2.5 of the Regional Funding Allocation I believe that the Business Case for Option B is seriously flawed. As a Council Tax payer and resident I would make the following objections:

1. Option A was proposing to connect to the existing Northern Perimeter Road I believe that due to the high level of objections from the SIL Committee the Council has made a “knee jerk” reaction without re-surveying and re-evaluating the business case, having admitted that they were not aware of the residential properties in Chapel Lane North.

2. The area of land between the Lodge and The Stables does not look wide enough for a single carriageway and would not be able to accommodate any future widening schemes, and yet there is a consideration within the report for the proposed link through Rimrose Valley.

3. The cost of purchasing the land, building the new roadway, together with a New access road for my neighbour must well outweigh the cost of Option A And even Option C.

4. The cost to the environment, wildlife and using green belt and brown Belt land when there is a clear alternative is unacceptable.

The land in question has for many years been enjoyed by the local community. Children today and in the past, including myself, have been able to walk through Jubilee Woods and across the fields in safety to Sefton Church and we have had access to Maghull away from Switch Island and the increasing traffic on Sefton Lane. Our Children and other children from Netherton take this route to school, away from the danger of cars and vehicles using both the road mentioned. **Option B** cuts through this route with no pedestrian walkway.

We, as residents of Sefton Council and the Park Ward intend to lobby Councillors, Cabinet, MP’s and the Secretary of State for Transport as we feel this option has not been considered fully, nor has the necessary surveys, consultation or assessments been carried out. In addition We believe the Business Case for this option is seriously flawed.

In the Four years we have been developing the Barn, and within the eighteen months we have been resident we have never received any form of communication or contact from Sefton Council considering any of the proposals. It is with great concern that we have received the Cabinet Report and information from our local community who are willing to support us in objecting to **Option B**.
I would like to put this objection to your Cabinet and the necessary powers in order to stop this Option being considered. I expect the full support of my local Councillor and MP regarding this matter and intend to lobby the local community who have already promised support in our fight to stop Option B.

Yours sincerely

[Signature]

Cc: Councillor Dave Martin
Dear

Proposed Thornton to Switch Island Link

Thank you for your letter of the 1st November setting out your objections to the proposed Thornton to Switch Island link road. As indicated in my letter of the 8th November, your objection will be included in the report on the recent consultation provided to the Council’s Cabinet. In response to objections received and the motion from the Sefton East Parishes Area Committee, an alternative alignment has been considered in the Chapel Lane area. This revised alignment would pass to the north of The Lodge and a decision about whether to adopt this revised alignment will be made by Sefton’s Cabinet in March 2007.

A response to the specific points you have raised in your letter is given below.

1. Information about proposed new highway schemes will normally only appear on searches once a specific alignment has been adopted. The latest consultation is intended to enable the Council to adopt an alignment, which will then be notified on searches. During the consultation in 2003, Option 5A was proposed by the Council. As a result of the consultation, Councillors made a decision not to proceed with Option 5A and requested further work. This was undertaken but the process for funding major transport schemes was then changed by the Government. As a result, no further progress was made on the scheme proposals until the Government announcement in July 2006 about funding for transport schemes in the north-west of England.

2. The original option appraisal was undertaken before these properties were occupied but the latest appraisal data, as presented at the public exhibition, included the impacts on the residential development at Manor Farm.

3. Provision for access to properties has been included in the scheme proposals. Likewise the noise and air quality impacts have been incorporated into the
If the scheme is adopted and is accepted by Government, a further, more detailed noise and air quality assessment will be completed as part of a full environmental impact assessment.

4. The decision to consult about Option B was only made in September 2006. The first stage of the latest consultation process was to contact the residents most affected by the proposals and to arrange to meet with them to explain the proposals and to give them the opportunity to respond to the Council. Following an initial letter sent to your address, Stephen Birch and I met with you and your neighbour [redacted] on the 10th October to explain the Council’s proposals and the consultation process. As discussed at that meeting, we provided a further letter with the contact details of your local ward councillors.

5. Provisions for the Trans Pennine Trail have been incorporated into the scheme proposals by providing a signal crossing facility.

6. An overview assessment of potential impacts on wildlife has been undertaken but more detailed studies will form part of a full environmental impact assessment if the scheme progresses.

In response to your subsequent points:

1. Elected members made a decision not to accept Option 5A and, as a result, alternative options were considered.

2. The land concerned is wide enough to accommodate the Council’s single carriageway option, although the revised alignment being considered would not pass between The Lodge and Manor Farm Stables.

3. The estimated costs of different options, including land acquisition, have been taken into account in the assessment of different options.

4. The government appraisal methodology used to compare options includes a range of environmental factors, including wildlife and landscape values.

As part of the scheme development, the Council has completed an appraisal of the options for the scheme in accordance with Government methods for transport scheme assessment.

There was widespread consultation including leaflet delivery and public exhibitions in 2003. Since that time, during the period when the Manor Farm Stable development has been occupied, there had been no further consultation or any progress on the scheme.

The objection raised, together with this response, will be included in the report to the Sefton Cabinet.
If you have any further questions or queries, please contact Stephen Birch as per his details at the top of this letter.

Yours sincerely,

Mr Stuart Waldron
Assistant Director, Technical Services
Dear Mr. Coffey,

Last week I went to see the plans of the New Crosby by-pass and I suggested that underpasses should be installed for Holgate Back Road, Throckton, and Chapel Lane, Netherton. I was informed that it was not the strategy of road building today to incorporate underpasses as pedestrian and equestrian crossings were deemed adequate. To say nothing about Zebra, Pelican, and Toucan crossings as well! He missed the point that animals in general could use the underpass at will. An underpass would benefit so many walks of life in the slow lane to access areas whenever they want to use it without disrupting the flow of traffic—which of course is the very reason for the road to be built. When the Formby by-pass was built they hadn't realised that with the increase in traffic Hightown and Lydiate would be isolated as would Little Crosby and Homer Green. They had never considered that an underpass would have connected the communities. Are we making the same mistakes?

With this point in mind, I have never favoured Maghull as a cycling destination because there isn't a pleasant way to cross The North Perimeter Road nor Northway. The Hall Lane/Northway Traffic Light crossing is a prime example of a hazardous crossing for cyclists. The footbridge is daunting, but an underpass near to the tow path would improve the route for 'slow lane' living, or am I asking too much?

Re-opens more thought should be given to separating cyclists from fast cars. Minor roads are more comfortable to ride on, and if done by-passes over major minor roads, the motorists will have the freedom he pays for on an unrestricted roadway.

Yours sincerely,
Stuart Waldron  
General Manager Transportation & Development  
Technical Services Department  
Balliol House  
Balliol Rd  
Bootle  
L20 3NJ

12th December 2006

Dear Stuart,

Consultation on the Proposed Route Alignment  
Thornton Switch Island Link,  
and Ormskirk Bypass

The Southport Business Enterprise, a private/public sector partnership, is one of the organisations responsible for ensuring that Southport achieves its coveted Classic Resort status as recommended by the North West Regional Development. In pursuing this vital objective the Southport Partnership has been working in partnership with the local business community in Southport Town Centre and Sefton Council, to increase the retail and leisure offer, by not only improving the existing environment, but also through additional innovative projects.

Through its good office the Southport Business Enterprise has been instrumental in facilitating:-

- Refurbishment of former underground toilets into a quality wine bar
- Redevelopment of Ribble Buildings, which had been vacant for some 10 years.
- Regular Continental and Farmers’ Markets
- Long term Business Plan for the prime retail area in Southport
- Proposals to create a Design and Market Quarters, centred around the Indoor Market Hall
- Regular and comprehensive marketing campaigns during Christmas
- Development and management of an award winning Business Against Crime initiative
- Measures to attract new retail and leisure offer to Southport, and to address vacant empty premises
• Measures to attract new retail and leisure offer to Southport, and to address vacant empty premises
• Development of long term vision to link and coordinate activities and offers in town Centre, Ocean Plaza, and Central 12
• Pedestrianisation of Chapel Street, and proposal to improve Lord Street

It is widely recognised that Southport relies almost entirely on the retail and leisure sectors of the economy for its prosperity. The nature of the shopping and retail is fundamentally changing, as people become more “cash rich – time poor” and therefore more discerning on the choices they make. The Classic Resort study commissioned by the North West Development Agency acknowledged that Southport faces strong competition not only from other seaside resorts, but also from cities and towns in the UK as they begin to refocus and expand their offer. Add to this equation the relatively cheap and easy access to shopping and retail markets in Europe, and it is no wonder that the study recommended the need for Southport to achieve a Classic Resort brand.

I am pleased to report that Southport Business Enterprise, with its strong partnership working and links with the retail and leisure businesses and public sector organisations, considerable progress is being made towards achieving the Classic Resort status. However, one of the key factors affecting the decision of potential developers and businesses wishing to expand and locate in Southport is the atrocious access to Southport.

Southport is a destination point. The decision to visit or invest in Southport is influenced by a number of factors, of which the ability to get there being top of the list. For Southport not to lose all the hard work undertaken to date, and to ensure continuous high quality investment in the area, it is imperative that access to the national motorway network, in the form Ormskirk Bypass and Thornton to Switch Island scheme is implemented without any further delay.

Please contact me on 01942 246 561 should you require any further information.

Yours sincerely,

[Signature]

David Scott
Chair,
Southport Business Enterprise
Petitions

(Petition 1)

THORNTON PARISH COUNCIL

24 Quarry Road
Thornton
Liverpool
L23 4TB

9th January 2007.

Mr. R. S. Waldron
Assistant Director
Transportation and Development
Sefton Council
Balliol House
Balliol Road
Bootle L20 3NJ

Dear Stuart,

Petition re Thornton / Switch Island Link Road

I enclose for favour of your kind attention a copy of a petition with regard to the
Thornton / Switch Island Link Road. The petition is supported by Councillor Martyn Barber.

The petition, which consists of 9 pages contains 65 signatures and has been compiled
by

Pages 1 – 4 contain the signatures of local residents who are either directly affected
by the proposed route but principally by those who use the footpaths in the area on a regular
basis. The signatures on page 5 are those of patrons of the nearby Dog Training School who
exercise their dogs in the area. It will be noted that these people are from a wider area.

Pages 6 – 8 are copies of letters which indicate that at the time the letters were
written, the Council did not have any powers over the land and therefore could not put in
place measures to prevent unauthorised use of the footpaths by vehicles etc. They are
submitted to emphasise the point that when the local residents wanted action taken with
regard to the footpaths the Council was powerless. Contrast this with the present situation
wherein the Council wants to stop some paths up and divert others in connection with the
route, then the Council finds itself empowered to do that.

has used the big green map entitled ‘Detailed Layout in Holgate
Area’ for the purposes of the petition. You will be aware that a copy of this map formed part
of your public presentation programme.

I retain the original petition etc. and will make them available to you at the
appropriate time.

Thank you for your assistance in this matter,

Yours sincerely,

J.K. Hounsell
Chairman
THORNTON PARISH COUNCIL

PETITION - SWITCH ISLAND TO THORNTON LINK ROAD

"We, the undersigned, feel that the Cabinet Member, Technical Services at Sefton Council should make every effort to ensure that the preferred route of the Thornton Switch Island Link Road is adjusted so as not to affect residential properties adjacent to it. In addition we feel that more consideration should be given to the likelihood of pathways and bridleways being ‘cut in two’ by the route thus leading to the potential loss of valuable local rural amenities.

"We authorise the Chair of Thornton Parish Council to represent us in this matter.

PP. Chappell
A. Currin
O. Macdonald
O. Macdonald
A. Colgan

The Elms, Rothwells Lane
The Elms, Rothwells Lane
The Elms, Rothwells Lane
The Elms, Rothwells Lane

31 Queensbury Walkers
2, Elm cottage, Rothwell Lane
20 Ronaldsway

L. Mayhall
J. McGuigan

Earl Farm Rothwells Lane, Thornton
Lavender Gardens, Thornton
### APPENDIX I

**THORNTON PARISH COUNCIL**

**PETITION — SWITCH ISLAND TO THORNTON LINK ROAD**

"We, the undersigned, feel that the Cabinet Member, Technical Services at Selton Council should make every effort to ensure that the preferred route of the Thornton Switch Island Link Road is adjusted so as not to affect residential properties adjacent to it. In addition, we feel that more consideration should be given to the likelihood of pathways and bridleways being 'cut in two' by the route thus leading to the potential loss of valuable local rural amenities."

"We authorise the Chair of Thornton Parish Council to represent us in this matter."

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<td>C. Brown</td>
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<td>Michael carr</td>
<td>1 Holgate, Thornton, L23 1JF</td>
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<td>J. Tyrrell</td>
<td>3a Water St, L23 1TB</td>
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<td>Jon. Rimmer</td>
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<td>T. Edmonds</td>
<td>100 Colegrave Rd, L23 1QX</td>
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THORNTON PARISH COUNCIL

PETITION TO SWITCH ISLAND TO THORNTON LINK ROAD

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"We authorise the Chair of Thornton Parish Council to represent us in this matter"

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<td>S. Farrow</td>
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<td>T. Thomas</td>
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</table>
THORNTON PARISH COUNCIL.

PETITION: SWITCH ISLAND TO THORNTON LINK ROAD

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"We authorise the Chair of Thornton Parish Council to represent us in this matter."

[Signatures]
THORNTON PARISH COUNCIL

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"We authorise the Chair of Thornton Parish Council to represent us in this matter."

These signatures are those of the people from the dog training in Rothwell Lane who exercise their dogs in the area.
Dear

Proposed Thornton to Switch Island Link

Thank you for your petition submitted through Thornton Parish Council setting out your objections to the proposed Thornton to Switch Island link road. As indicated in my letter of the 12th January, your objection will be included in the report on the recent consultation provided to the Council’s Cabinet. In response to objections received, an alternative alignment has been considered in the Thornton area. This revised alignment would pass to the north of Orchard House and a decision about whether to adopt this revised alignment will be made by Sefton’s Cabinet in March 2007.

A response to the specific points you have raised in your petition is given below.

1. Route alignment – As you will be aware, the possibility of a route alignment to the north of Orchard House has been considered in the past. A re-assessment of the two route options in the Thornton area has been undertaken following the consultation process. Government guidance for comparison of options has been used, taking account of environmental, economic, safety, accessibility and integration with the existing transport network and with Government policies. As with any assessment of this kind, the results are not straightforward. As indicated previously, the alignment to the north of Orchard House has greater environmental impacts, but it does perform well on the economic and safety characteristics. The potential for adopting this revised alignment is being presented to Sefton Councillors who will make a formal decision in March.

2. Footpaths and bridleways – Consideration has been given to the footpaths and bridleways in the Thornton area and initial proposals have been put forward. Facilities to retain access across the new highway link have been proposed, including specific provision for horses and riders to cross the road.
APPENDIX I

If the scheme is accepted by Government, further assessment of the requirements for footpath access will be undertaken, including consultation with the Sefton Rights of Way Liaison Group and the Merseyside Local Access Forum.

With regard to the powers required to manage the tracks and footpaths, the Council would need to acquire the rights to the land. This would be done along with any other land purchase required for the line of the road. Once all the land needed for the road had been purchased, including title to the relevant tracks and footways, the Council would then be able to change the existing management of the tracks. However, as indicated in the letters sent previously, the Council does not currently have title to the tracks although it does own much of the surrounding land.

The petition submitted, together with this response, will be included in the report to the Sefton Cabinet.

If you have any further questions or queries, please contact Stephen Birch as per his details at the top of this letter.

Yours sincerely,

Mr Stuart Waldron
Assistant Director, Technical Services
MOTION:
SWITCH ISLAND TO
THORNTON LINK ROAD
(Shefton East Parishes Area Committee -
Thursday 9th November 2006)

* This Area Committee wholeheartedly supports the principal of a link road between Switch Island and Thornton.

* While supporting the principal of a link road this Area Committee does not feel that option 5b, which cuts between two sets of properties on Chapel Lane, Shefton, is the ideal route for this new road.

* Option 5b would cause a dramatic deterioration in the quality of Chapel Lane residents’ lives. It could also have a negative impact upon the structural and financial future of their properties.

* This Area Committee urges the Technical Services Department to explore the possibility of an alternative route which would not impact upon residents as negatively as option 5b does.
Dear Sir

Re: Switch Island Link Road

We the residents wish to object to the planned proposal of Option B to extend the Switch Island Link Road development

The reasons for the objections are as follows

- Privacy

We feel the development would infringe on our privacy due to the close proximity of the road to our homes

- Noise

With the increase volume of traffic this would invariably increase the noise in such a confined area

- Wildlife

There are several species of wild life, including protected species, that would be severely threatened by the construction of the road.

- Pollution

At a time when the Government are investing heavily, and concerns of global warming are at their peak, this contradicts the Government’s key messages. Better traffic management and investment in Public Transport should take precedence over additional road building. This area in which the proposed road would be built is a protected Green Belt area. Eroding areas of green-belt also contravenes the government message, which the Deputy Prime minister has stated “maintain or increase green-belt land in every region in England (Official Report, 5 February 2003; Vol. 399, c. 275.)

- Devaluation of the property

We have invested a lot of money, time and effort in developing these listed buildings with strict regulations and controls imposed by Sefton Council. What implications do the regulations around these listed buildings have for the Council’s proposed road building scheme? It would appear that these
regulations are deemed irrelevant and not applicable to your own scheme
Sefton Council have undervalued our investment to the area

Access

We understand that Chapel Lane will become a route to and from this road. This will become a bottleneck and blind spots for cars at both end of the lane it is a country lane forming part of the Trans Pennine walkway which is heavily used by walkers and children on the way to Maghull Schools. This will increase the risk of accidents to those persons within the community having a lesser sense of traffic awareness i.e. children and elderly residents
As the allotted space is only suitable for a single lane carriageway this will inhibit any further development

Other Concerns

We as residents will have to cope with the severe disruption, inconvenience, dirt and congeation, which will have an enormous impact on all aspects of quality of life and firmly believe that this further intrusion on a green belt area is completely unnecessary.

In addition with disillusionment with the process adopted by Sefton Council, we also have evidence to verify the business case is flawed. They have not followed the correct process in ensuring all effected residents have been written to as, we have not been party to all correspondence, and as owners of the land, how can we be excluded.
Ethically, Sefton Council is not treating these residents fairly for the following reasons:

- Imposing strict constraints on the development not 18 months prior to the proposals, when Option B has been discussed prior to that date
- Being informed on several occasions that no council official new that the inhabited properties existed.
- Being informed of the proposal by a resident from a different community

In summary please find enclosed a petition opposing Option B of the proposed Switch Island Link Road.

Yours Faithfully
Petition to Object Option B of the Switch Island Link Road

We, the undersigned, are concerned citizens who urge our leaders to act now to support the residents affected by the current proposals to extend the Switch Island Link Road.

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<td>C. HARRINGTON</td>
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<td>M. JONES</td>
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<td>J. GREEN</td>
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<td>S. Anderson</td>
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<td>S. Saunders</td>
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<td>Ann O'Malley</td>
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<td>22, Avenue Road, Woodlands</td>
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<td>E. Emsley</td>
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<td>Rachel Stanger</td>
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<td>51, Woodlands Village Court, Netherton</td>
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<td>S. Reynolds</td>
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<td>Louise Bowler</td>
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<td>F. Forrester</td>
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<td>John Radford</td>
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<td>Allan Roach</td>
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Proposed Thornton to Switch Island Link

Thank you for your letter and petition to Sefton East Parishes Area Committee, setting out your objections to the proposed Thornton to Switch Island link road. As indicated in my letter of the 14th November, your objection will be included in the report on the recent consultation provided to the Council’s Cabinet. In response to objections received and the motion from the Sefton East Parishes Area Committee, an alternative alignment has been considered in the Chapel Lane area. This revised alignment would pass to the north of The Lodge and a decision about whether to adopt this revised alignment will be made by Sefton’s Cabinet in March 2007.

A response to the specific points you have raised is given below.

1. Privacy – The Council acknowledges that the proposed road would be in close proximity to your property, which would inevitably have impacts on you. This is why specific efforts have been made to discuss the proposals with you and your neighbours. However, measures would be included in the proposals to protect the privacy of your property, through appropriate fencing and planting along the edge of the proposed road.

2. Noise - The noise and air quality impacts of the proposals have been incorporated into the assessment of scheme options in line with Government guidance. If the scheme is adopted and is accepted by Government, a further, more detailed noise and air quality assessment will be completed as part of a full environmental impact assessment.

3. Wildlife – As with the noise and air quality impacts, the effects of the proposals on wildlife have also been incorporated into the assessment of scheme options in line with Government guidance. If the scheme is adopted and is accepted by
Government, a further, more detailed assessment of the impacts on wildlife will be completed as part of a full environmental impact assessment.

4. Pollution – Impacts on greenhouse gas emissions and on landscape, including green belt, are also required to be assessed as part of any consideration of scheme options. Government guidance also requires consideration of options that are not based on new highway links. All these issues have been considered in the scheme development process and will be assessed in more detail during the planning process if the scheme is accepted by the Department for Transport.

5. Devaluation of the property – Regulations relating to listed buildings apply specifically to any proposed modifications to the buildings. In promoting the highway proposal, the Council is required to evaluate the potential impacts on nearby listed buildings, which will be done through the planning process. However, the proposals do not include any direct modification to a listed building.

6. Access – It is not proposed that Chapel Lane becomes a route to and from the new highway link. The current proposals are that no vehicle access would be provided between the southern section of Chapel Lane and the new road. Vehicle access to Manor House Farm would be from the Northern Perimeter Road and on to Chapel Lane as at present. It would not be possible to turn off the new road directly to Manor House Farm because there will be no junction on the south side of the new road. A junction will be provided on the north side of the road so that access can be maintained to the properties on Chapel Lane to the north of the proposed new link (i.e. Brook House Farm).

The Council recognises the importance of the Trans Pennine Trail and provisions for the Trans Pennine Trail have been incorporated into the scheme proposals by providing a signal crossing facility. This will be similar to the existing crossing facility on the Northern Perimeter Road.

7. Other Concerns – The Council recognises that there will be adverse impacts on some local residents both during and after construction of the proposed highway link. However, the Council also has to consider the wider impacts of the scheme and, in accordance with Government guidance on the appraisal of highway schemes, the Council’s proposals for a new link are justified.

There was widespread consultation including leaflet delivery and public exhibitions in 2003. At that time, Option 5A was the main option being considered. Following the consultation, elected members made a decision not to accept Option 5A and requested consideration of alternative options, including Option 5B. This work was undertaken but the process for funding major transport schemes was then changed by the Government. As a result, no progress was made on the scheme proposals until the Government announcement in July 2006 about funding for transport schemes in the northwest of England. Since 2003, during the period when the Manor Farm Stable development has been occupied, there had been no further consultation or any progress on the scheme.
The decision to consult about Option B was only made in September 2006. The first stage of the latest consultation process was to contact the residents most affected by the proposals and to arrange to meet with them to explain the proposals and to give them the opportunity to respond to the Council. It is regrettable that a local resident pre-empted the Council’s consultation process, but specific consultation with residents most affected by the proposals was always the first step in the public consultation process. Following an initial letter sent to your address at the end of September, Stephen Birch and I met with you and your neighbour [redacted] on the 10th October to explain the Council’s proposals and the consultation process. As discussed at that meeting, we provided a further letter with the contact details of your local ward councillors.

The objection raised, together with this response, will be included in the report to the Sefton Cabinet.

If you have any further questions or queries, please contact Stephen Birch as per his details at the top of this letter.

Yours sincerely,

Mr Stuart Waldron
Assistant Director, Technical Services