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Date: 31/10/2024

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Dear Councillor,

LICENSING AND REGULATORY COMMITTEE - THURSDAY 7TH NOVEMBER, 2024

I refer to the agenda for the above meeting and now enclose the following report(s) which were unavailable when the agenda was published.

Agenda No.	Item
4	Southport Eastern Access Highway Improvements (Pages 3 - 28)
5	Southport Eastern Access Norwood mitigation measures (Pages 29 - 74)

Yours faithfully,

Amy Dyson

Democratic Services

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Southport Eastern Access Highway Improvements

Date of meeting:	7/11/24		
Report to:	Licensing and Regulatory Committee		
Report of:	Assistant Director Highways & Public Protection		
Portfolio:	Housing & Highways		
Wards affected:	Norwood, Kew		
Is this a key decision:	No	Included in Forward Plan:	No
Exempt/confidential report:	No		

Summary: This report seeks Committee approval to changes to the highway to deliver improvements for the Southport Eastern Access Scheme which defines an area of key routes to and from Southport town centre, including Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue. This improvement will be delivered on a phased approach, with Phase 1 to be completed during 2025/ 2026 and Phase 2 being delivered from 2026 to meet funding requirements. This report specifically relates to Phase 1 and 2 which have been allocated £18.815m of funding from the City Region City Region Sustainable Transport Settlement (CRSTS) for delivery by March 2027.

Part of this funding will be directed towards mitigation measures in the wider Norwood area to avoid any rat running of traffic as a result of the junction improvements and to improve the public realm. These mitigation measures have been developed using a collaborative approach with Ward Members and the community and are subject to separate report.

Recommendation(s):

It is recommended that the Assistant Director Highways and Public Protection be authorised to implement the following modifications to the Highway; subject to acceptance of funding by Council;

- (1) Bispham Road / Norwood Road - widening of the carriageway to allow for two lanes northbound, to improve operation of junction, cycling lanes and improved crossing facilities and geometry.
- (2) Sussex Road / Norwood Road – widening of carriageway and improved footways and geometry, maintaining existing accesses.
- (3) Foul Lane – opening of Foul Lane to link Kew roundabout to Crowland Street, cycling and walking facilities for the section of Foul Lane from Kew roundabout to

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Crowland Street.

- (4) Kew Roundabout – improved pedestrian and cycling facilities including segregated crossing points and a segregated cycleway through Meols Park. Widening of the road to allow for the extension of the two-lane approach to the roundabout on Scarisbrick New Road.

1. Introduction / Background

The Liverpool City Region Combined Authority (LCRCA) approved the Outline Business Case (OBC) for the Southport Eastern Access Scheme. This was a series of improvements centred around the area spanning from Eastbank Street/ Bridge Street to Kew Roundabout; and connecting Foul Lane to Meols Cop Station.

The proposals were intended to reduce congestion, improve safety and provide easier access to Southport town centre and the surrounding local area on the eastern approach. In the development of the proposals further consideration was given to how people walking or cycling could better access retail, education and employment sites and hence the scope of the scheme was increased.

The Council were invited to develop and submit a Full Business Case (FBC) on the understanding that initial costs incurred would be funded from a combination of Development Funding administered by the LCRCA. A condition of this funding was that the scheme we developed to detailed design stage prior to the FBC submission. It was believed that this would improve cost certainty when the FBC was appraised.

Following submission of a detailed business case, the LCRCA have allocated £18.815m for delivery of Phase 1 & 2 from the City Region Sustainable Transport Settlement (CRSTS) towards the scheme. This funding needs to be expended by March 2027. It is recognised, based on assessment of costs incurred to date, that this funding allocation won't be able to fund all the works developed in the OBC. As such, agreement has been reached with the Combined Authority on the elements of the scheme which will be delivered. It is anticipated that a further phase of works will be undertaken, funded from the next round of CRSTS funding, from April 2027 to complete the remaining elements of the project.

Acknowledging the need to carefully plan the delivery of the work to minimise disruption, an indicative programme of delivery has been developed and consideration given to the phasing. As such Phase 1 will be focussed on the delivery of improvements at junctions where all the land is in the Council's ownership. Cabinet approved a route to procurement for Phase 1. Phase 2 will involve some third-party land or approvals. Discussions are ongoing with all the relevant parties with the hope that this land can be secured through negotiation. The FBC focused on the improvements targeted for delivery in Phases 1 and 2, however it referenced future works which formed part of the proposals identified in the OBC but won't be funded under the current CRSTS programme.

1.2 Scheme Proposals

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In determining the scope of works to be included in Phases 1 and 2, each element of the project has been reviewed to identify those elements where land take is minimal and where a significant positive impact can be made.

The general arrangement plans are contained with Appendix A. These have previously been appraised by the LCRCA and Active Travel England. A further final review is currently underway led by the LCRCA, but it is unlikely, bearing in mind ATE's previous involvement, that all there will be any significant changes.

The proposals are shown on the General Arrangement Plans set out in Appendix A.

Phase 1 will deliver capacity improvements to two key junctions in Southport and will incorporate;

- Bispham Road / Norwood Road - widening of the carriageway to allow for two lanes northbound, to improve operation of junction, cycling lanes and improved crossing facilities and geometry.
- Sussex Road / Norwood Road – widening of carriageway and improved footways and geometry, maintaining existing accesses.

Phase 2 will incorporate the following changes;

- Foul Lane – opening of Foul Lane to link Kew roundabout to Crowland Street, cycling and walking facilities for the section of Foul Lane from Kew roundabout to Crowland Street.
- Kew Roundabout – improved pedestrian and cycling facilities including segregated crossing points and a segregated cycleway through Meols Park. Widening of the road to allow for the extension of the two-lane approach to the roundabout on Scarisbrick New Road.

The traffic modelling developed as part of the analysis work required for the Full Business Case identified the benefits of opening of Foul Lane to traffic accessing Southport Town Centre, but also identified the need to ensure that this traffic used the roads best able to accommodate additional traffic.

With the support of Ward Members a number of community events have been held to help shape possible mitigation and safety measures in this area. These measures are largely aimed at deterring through traffic from using residential areas as well as considering additional crossing points.

An allowance in the budget has been for supporting the delivery of these measures in Phase 2 of the proposals. These measures will be subject to a separate report for approval prior to detailed design being undertaken.

1.3 Consultation

Noting that Southport Eastern Access Improvements will be delivered via a phased approach, it was considered that the whole scheme needed to be presented for consultation. No specific timings were given for delivery or details as to the phasing of the improvements, to avoid future confusion or expectations by the public.

Initial consultation was completed in 2022. This was aimed at informing residents and business of the potential for the delivery of the project as well as providing the opportunity for concerns and comments to be raised to help influence the scheme development.

Noting the previous in-depth consultation at the Outline Business Case stage in 2022, it was considered sensible to complete some **Page 5**tailed consultation once these proposals had

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been further developed. This second consultation process was more to inform key stakeholders, those with a land interest and the general public about the design of the scheme and its objectives. Engagement was undertaken to get comments and feedback which may then inform the design process as the Council moves towards detailed designs and the full business case.

This further engagement in 2023 was separated into two stages.

Stage 1, which began in October 2023 and is ongoing, focused on key stakeholders identified by the Council; and those who have an interest in the land on which the scheme will be delivered, either through a freehold, leasehold or statutory undertaking. This list was identified by the Land Referencing Company and confirmed by the Land Agent, commissioned to support the Council on this scheme. In total 65 letters were sent out to a private survey link on Your Sefton Your Say.

Stage 2 was the wider public engagement and - ran from 3rd November to the 23rd December. This stage consulted the wider public area including residents, schools, college and businesses. All addresses which were adjacent to the improvements were identified via the Council's internal Mapping system and 935 letters were distributed to these addresses inviting them to complete the consultation. In addition, a Social Media campaign was launched on the Council's platforms as well as Press Release being released onto the Council's website. All Protected Characteristics Groups / organisation and regional / national cycling and walking organisations and charities were also invited directly by email to take part in the survey.

The letters are appended in Appendix B.

Comments were received which covered the proposals for all phases of the scheme. As approval is now sought for Phases 1 and 2, specific consideration has been given to those comments relating specifically to this element.

During Stage 1 of the consultation, 17 responses were received online relating to wider scheme; response from a key stakeholder. During Stage 2, which included the public consultation, 241 responses have been received. In addition, there has been 16 emails directly into the transport planning inbox asking for further clarity on elements of the consultation. These have been answered directly.

The main issues identified are set out in Appendix B along with some comments on how the issues are being considered further.

All feedback is being recorded and assessed and direct response to emails have been made. A final feedback report has been placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.

Responses for the whole engagement including all elements have been logged on the Engagement Log, including comments for all phases of the scheme. For phase 1 and 2 these are set out Appendix B.

The main findings from the SEA consultation are shown in the table below.

No.	You Said	We Did
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No.	You Said	We Did
1	<p>CONGESTION CONCERNS</p> <p><u>Overall congestion</u></p> <ul style="list-style-type: none"> - A common theme from the Southport Eastern Access consultation was concerns how the proposals may result in more congestion. <p><u>Congestion during construction</u></p> <ul style="list-style-type: none"> - Another theme related to congestion was the impact on journey times as part of the construction phase. 	<p><u>Overall congestion</u></p> <ul style="list-style-type: none"> - Proposals for SEA have been designed to both improve conditions for motorists as well as walking and cycling. Traffic modelling has been undertaken for all key junctions. There is an intention to create a parallel route for traffic along Foul Lane and Wennington Road, which should both ease congestion and improve this route for cyclists. <p><u>Congestion during construction</u></p> <ul style="list-style-type: none"> - Sefton Council appreciate that during the construction phase period an increase in congestion may be experienced by some road users. Construction is to be carefully phased and organised with other developments / planned works to reduce the delays in travel time.
2	<p>SAINBURY'S</p> <p>The new Sainsbury's Southport superstore is planned to open February 2024 and will add a new supermarket offering for Southport residents. The consultation responses raised concerns how the new store may add further congestion to the Kew Roundabout area.</p>	<p>The Council has undergone traffic modelling to confirm roads have enough capacity. The development has its own transport assessments undertaken as part of the planning process.</p>
3	<p>DISPLACED PARKING</p> <p>Displaced parking was raised as a concern from the consultation throughout a couple of the junction improvements.</p>	<p>This will be further considered as part of the design process and fed back accordingly to designers and was mainly in relation to Haig Avenue and phase 3 improvements.</p>
4	<p>ACCESS TO PROPERTIES</p> <p>Comments were received from properties that proposed plans would amend vehicular access to properties.</p>	<p>Sefton Council are aware of these comments and are contacting property owners to find workable solutions. It should be noted that the Council are prioritising properties which fall within earlier phases to be contacted first. A vehicle tracking exercises will be undertaken to confirm that vehicle access meets all standards.</p>
5	<p>FLY TIPPING</p> <p>Fly tipping had been raised as a concern with plans associated with Foul Lane being closed at Castlemore junction.</p>	<p>The Council are considering with designers' ways in which areas can be planned to minimise fly tipping.</p>
6	<p>ENVIRONMENTAL IMPROVEMENTS</p> <ul style="list-style-type: none"> - Comments were received for concern of loss of trees and greenspace. - Noise and air pollution were raised in consultation responses. 	<p>The Council are in discussions with Green Sefton around the whole scheme including trees. In addition, this scheme is one of the first schemes to be going through a carbon assessment process which will include the consideration of trees and the need to mitigate this and replace / replant.</p>
7	<p>BISPHAM ROAD</p> <ul style="list-style-type: none"> - Comments were received that fully segregated cycle lanes should be 	<ul style="list-style-type: none"> - The Council are looking further into where light and fully segregated cycle lanes / infrastructure are appropriate. It should be

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No.	You Said	We Did
	<p>proposed instead of lightly segregated cycle lanes which the Council are looking further into.</p> <ul style="list-style-type: none"> - Concerns that the Bus 46 (Russel Road – Carr Lane) will be impacted by the proposed banned left turn from Norwood Road to Tithebarn Road were raised. 	<p>noted that some areas of development are constrained to the available space / width of the highway.</p> <ul style="list-style-type: none"> - Discussions have been held with Merseytravel regarding the whole scheme and these improvements will not affect the bus routes.
8	<p>SUSSEX ROAD / NORWOOD ROAD Comments were received by residents that the proposals do not go far enough for improving cycling and walking infrastructure along Norwood Road.</p>	<p>Enhancing cycling connectivity along Norwood Road was investigated by the Council. This route was not deemed appropriate due to carriageway width and the principal nature of the road, in that it's a main road connecting the north of Southport to Kew Roundabout. A more appropriate parallel route was agreed to be safer, this being Foul Lane Cycleway Enhancement and up Wennington Road.</p>
9	<p>FOUL LANE CYCLEWAY ENHANCEMENT Comments were received that the proposals of opening up Foul Lane to vehicles will result in rat-running as motorists try to avoid Norwood Road / Meols Cop Road.</p>	<p>The Council are aware that reopening Foul Lane up to vehicles will inevitably result in surrounding roads experiencing vehicles, this being the reason mitigation measures are currently being developed for Norwood. Measures will be agreed with Ward Members and the community. The Council have undertaken modelling for these proposals and further modelling will be done as part of developing the final designs and business case. Mitigation measures will be implemented before Foul Lane is opened to vehicles.</p>
10	<p>KEW ROUNDABOUT Comments were received regarding making Kew Roundabout a signalised junction to improve the flow of traffic and to hopefully make for safer driving conditions.</p>	<p>Making Kew Roundabout signalised has been considered at the options stage and discounted as there are too many arms on the roundabout, with insufficient queuing length between them to facilitate the introduction of traffic signals.</p>
11	<p>CASTLEMORE JUNCTION Comments were received for Foul Lane to remain open at the Castlemore Junction for vehicles, and not just solely for walking and cycling.</p>	<p>Castlemore Junction is to be delivered in phase 3, from 2027. Sefton Council have taken feedback onboard and are using this to inform further designs.</p>
12	<p>MEOLS COP Comments were received from businesses and residents how the proposed plan will directly impact parking.</p>	<p>The Council are looking into achieving safer streets for school pupils while minimising the impact onto the local community. Sefton Council are keen to accelerate delivering Meols Cop School Active Travel improvements in an earlier phase, but this is subject to funding.</p>
13	<p>HAMPTON ROAD Comments were received that the proposed cycle infrastructure and one-way road layout arrangement on Hampton Road will directly impact access to properties.</p>	<p>Different cycle lane and one-way road layout arrangements are being considered for Hampton Road so that access to properties is minimised. The Council are also in communication with both the school and church regarding this. Further consultation with Key Stakeholders will be undertaken to inform a design review.</p>

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No.	You Said	We Did
14	<p>VIRGINIA STREET ROUNDABOUT Comments were received regarding pedestrian and cycling crossing infrastructure at Virginia Street Roundabout. It was for proposals to go further with having a zebra crossing on all arms of the roundabout and not just the St James Street arm, improving safety and access for all directions.</p>	<p>One of the main aims of this scheme is to improve conditions for both cycling and walking. The Council welcome comments of how conditions of the proposals can be further improved. Comments relating to more zebra crossings have been fed back to the design team accordingly. It should be noted that the scheme has limited funding available. However further ideas could form part of the mitigation process and / or future schemes in the area.</p>
15	<p>BRIDGE STREET JUNCTION Comments were received that proposals do not improve walking and cycling infrastructure at similar levels to other junction improvements. For example, active travel infrastructure should be prioritised over on-street parking, to encourage alternative forms of travel.</p>	<p>Bridge Street Junction is to be delivered in phase 3, 2027. Sefton Council have taken feedback onboard and are using this to inform a design review and further consultation.</p>

1.4 Scheme Progress

The detailed design of the proposals included within Phase 1 and 2 is largely completed with the exception of the proposed mitigation measures for Norwood Ward. Some specialist ground investigation work is currently planned to help inform the foundation elements of the scheme, but this won't impact of the layouts.

Cabinet have approved the procurement route for the first Phase of the works and the contractor has been engaged to complete the Early Contractor Involvement stage of the process. This will develop a target cost and detailed programme of Phase 1.

The Full Business Case was submitted in the summer 2024 and £18.815m allocated to the project by the Combined Authority in September 2024. Subject to council approval for its inclusion in the Capital Programme, it is anticipated works on Phase 1, will commence in early 2025.

The consultation and design of the proposed mitigation measures in the Norwood Ward are progressing and are subject to a separate report.

Design and Development works will progress on the Phase 2 proposals. This will include consideration of a procurement route for the works, negotiations with landowners and the submission of Planning applications for any elements of the work where these are deemed necessary.

2. Financial Implications

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(A) Revenue Costs

None

(B) Capital Costs

The Construction and any ancillary costs, following award of the main contract, will be funded from the CRSTS programme. The LCRCA have approved a budget of £18.815m, for delivery of Phases 1 & 2 of the project by March 2027. Subject to further development work a further bid for funding will be made to complete Phase 3 of the project from April 2027 onwards.

Subject to Council approval this will be incorporated into the Capital Programme before any construction and ancillary work on the scheme commences.

3. Legal Implications

As determined by the Council's Contract Procedure Rules, the contract for the works will need to be sealed.

4. Corporate Risk Implications

5. Staffing HR Implications

The management of the contract will be overseen by staff in Transportation Planning and Highway Development team. The contract administration and supervision will be undertaken by a team from the existing Transport Technical Services Supply Framework. The intention being that this team will administer and supervise several large capital schemes which are expected for delivery at the same time. The staff costs incurred prior to the award of the Contract will be funded from the Development Funding secured by the Council from the LCRCA which is contained within the Transport Capital Programme. Staff Costs, once the contract for the works is awarded, will be funded from the capital funding secured for the construction.

6. Conclusion

Southport Eastern Access improvements will reduce congestion and improve access to the town from the east. Active Travel improvements will improve safety and access to local goods and services. Following development of a detailed Business Case, the Liverpool City Region Combined Authority allocated £18.815m for delivery of Phases 1 & 2 of the project and approval is sought for those elements

Further development work will be undertaken to refine the remaining elements of the proposals following comments taken on board following consultation and approval for these elements will be sought at a later date, for delivery through the next CRSTS programme from 2027 onwards.

Alternative Options Considered and Rejected

A number of options for improvements have been considered for improvements to the junctions. These were appraised during the development of the Outline Business Case. The designs chosen delivered the best outcomes in predicted capacity and safety improvements as well as contributing to the creation of a comprehensive scheme for active travel proposals. It is acknowledged that any scheme receiving funding from either the Active Travel Fund or CRSTS allocation must be delivered in accordance with the design advice and guidance. The arrangements proposed have been agreed in principle with Active Travel England who ensure compliance with the advice.

Equality Implications:

An Equality Impact Assessment has been completed. The assessment has been reviewed and mitigated during the detailed design process prior to construction.

The Impact of the scheme cared for children and care experienced young people was considered as part of the Equality Impact Assessment. Options for positive impacts will be considered in the development of the Social Value commitments that the Contractor will be expected to provide.

Impact on Children and Young People:

The overall scheme will improve safe access to local schools and facilities for children and young people.

Climate Emergency Implications:

The recommendations within this report will have a Neutral impact.

The construction process will have negative impact in that new materials will be used and there will be a net carbon increase. There will also be a negative impact on traffic movements on the impacted streets whilst works are ongoing. However, the scheme when implemented, will improve accessibility and should encourage people to walk, cycle or use public transport. This should reduce the carbon impact. The scheme is one of a number of schemes currently subject to a Whole Life Carbon Assessment which will be able to provide a definitive picture.

What consultations have taken place on the proposals and when?

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The Executive Director of Corporate Services and Commercial (FD.7819/24) and the Chief Legal and Democratic Officer (LD.5919/24) have been consulted and any comments have been incorporated into the report.

Local Ward Members have been consulted on the final designs, prior to production of this report.

(B) External Consultations

Consultation on all the proposals identified in the Outline Business Case was completed in 2022. This consultation was completed in accordance with the proposals approved by the Public Consultation and Engagement Panel.

Recognising that further detailed consultation was necessary in order to ensure that all stakeholders, including residents and businesses received full understanding of the proposals, further engagement has been completed during November and December 2023.

Implementation Date for the Decision :

Following the expiry of the “call-in” period for the L&R committee decision

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Telephone Number:	0151-934-2766
Email Address:	Andrew.dunsmore@Sefton.gov.uk

Appendices:

Appendix A – General Arrangement Plans

Appendix B – Consultation Letters

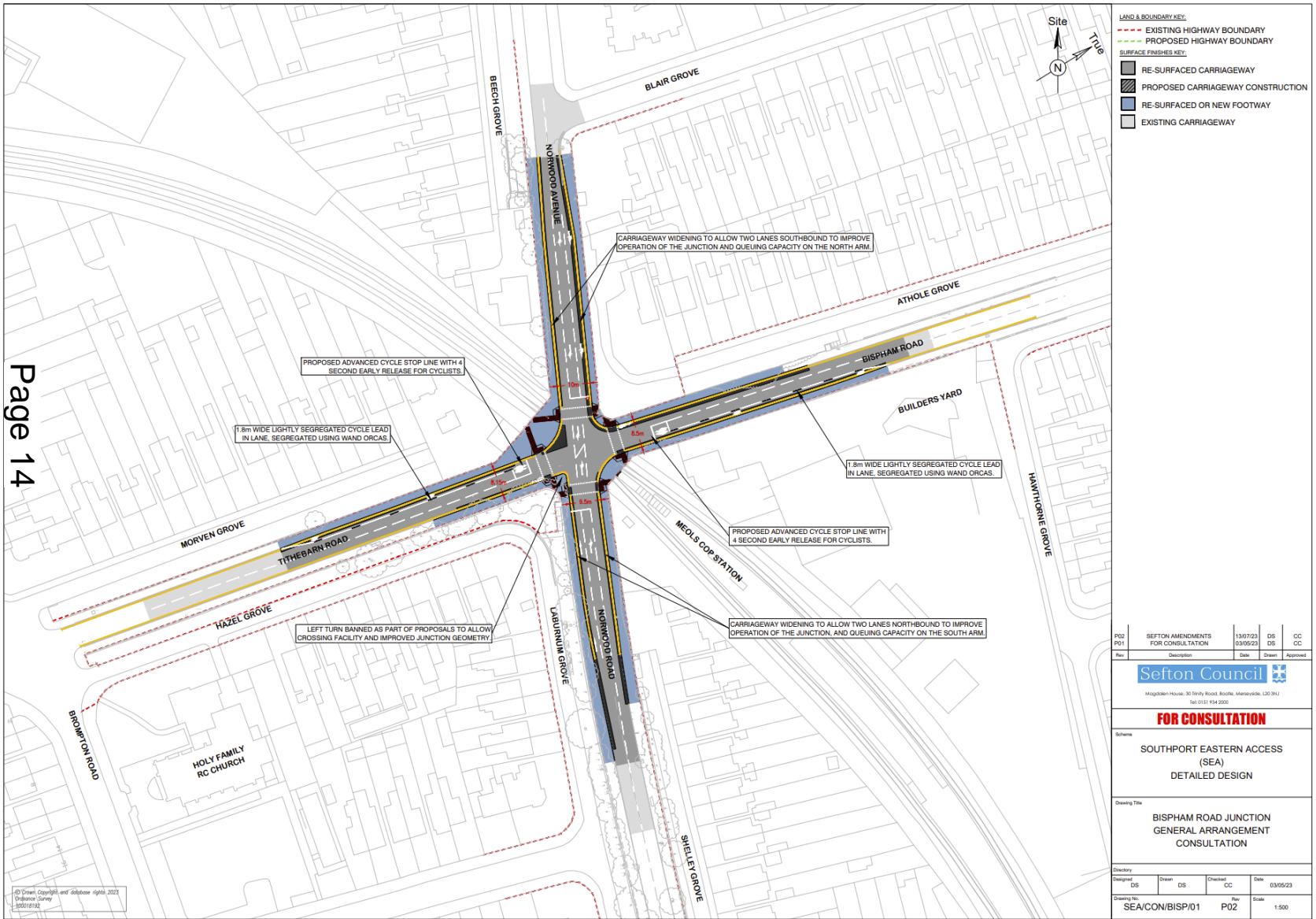
Appendix C – Summary of Consultation Responses.

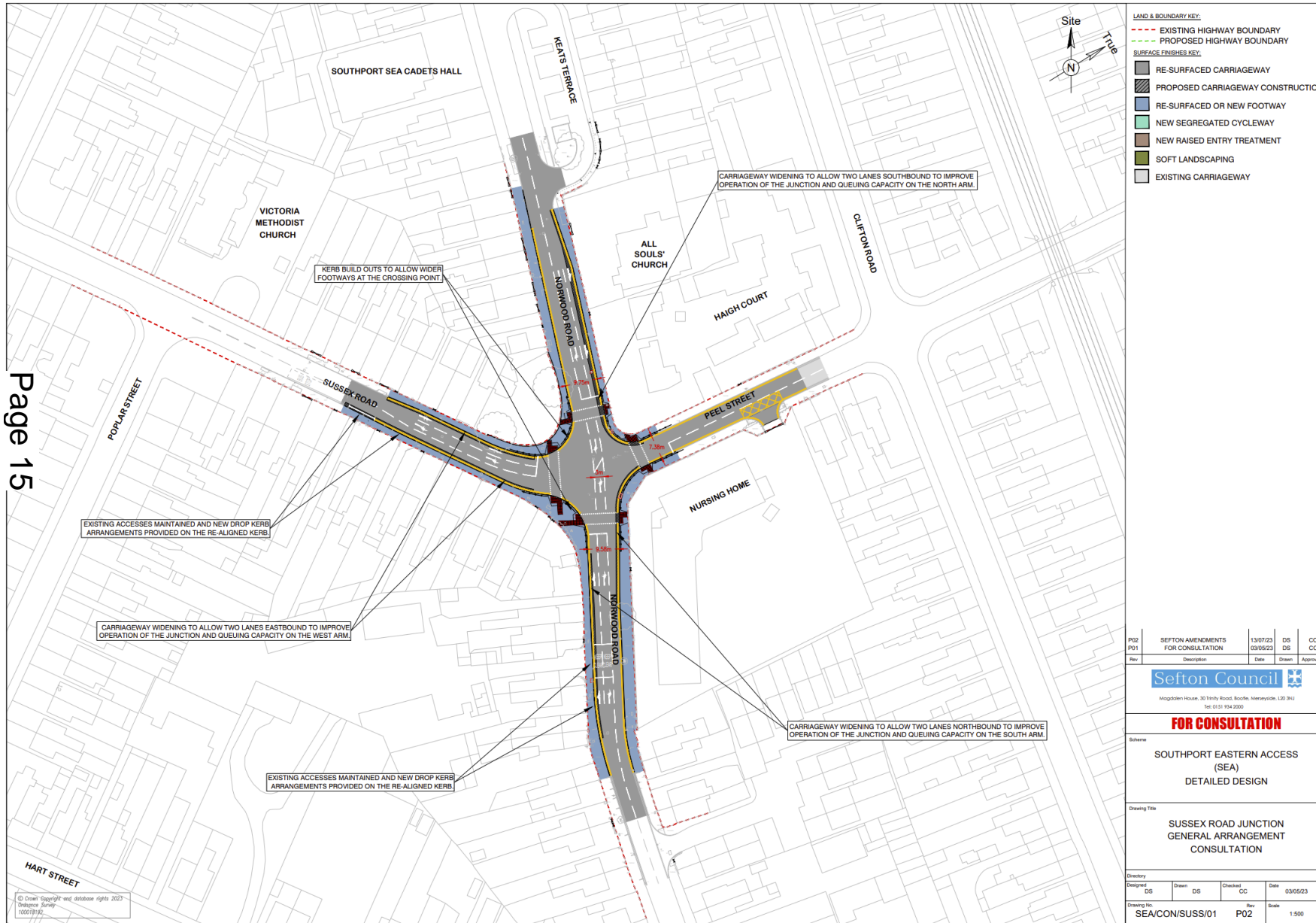
Background Papers:

Report to Public Consultation and Engagement Panel

Appendix A – General Arrangement Plans

Bispham Road Junction

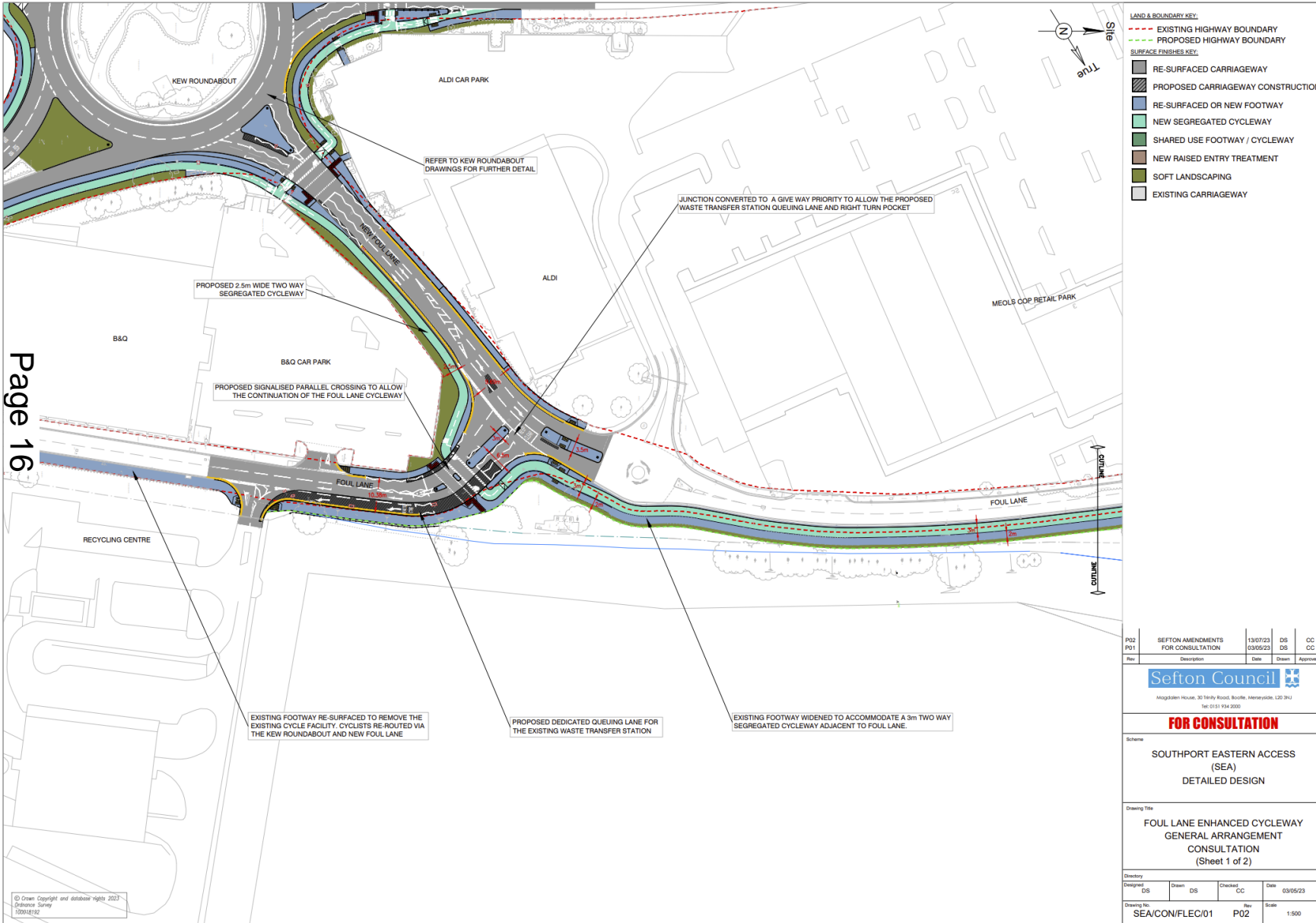




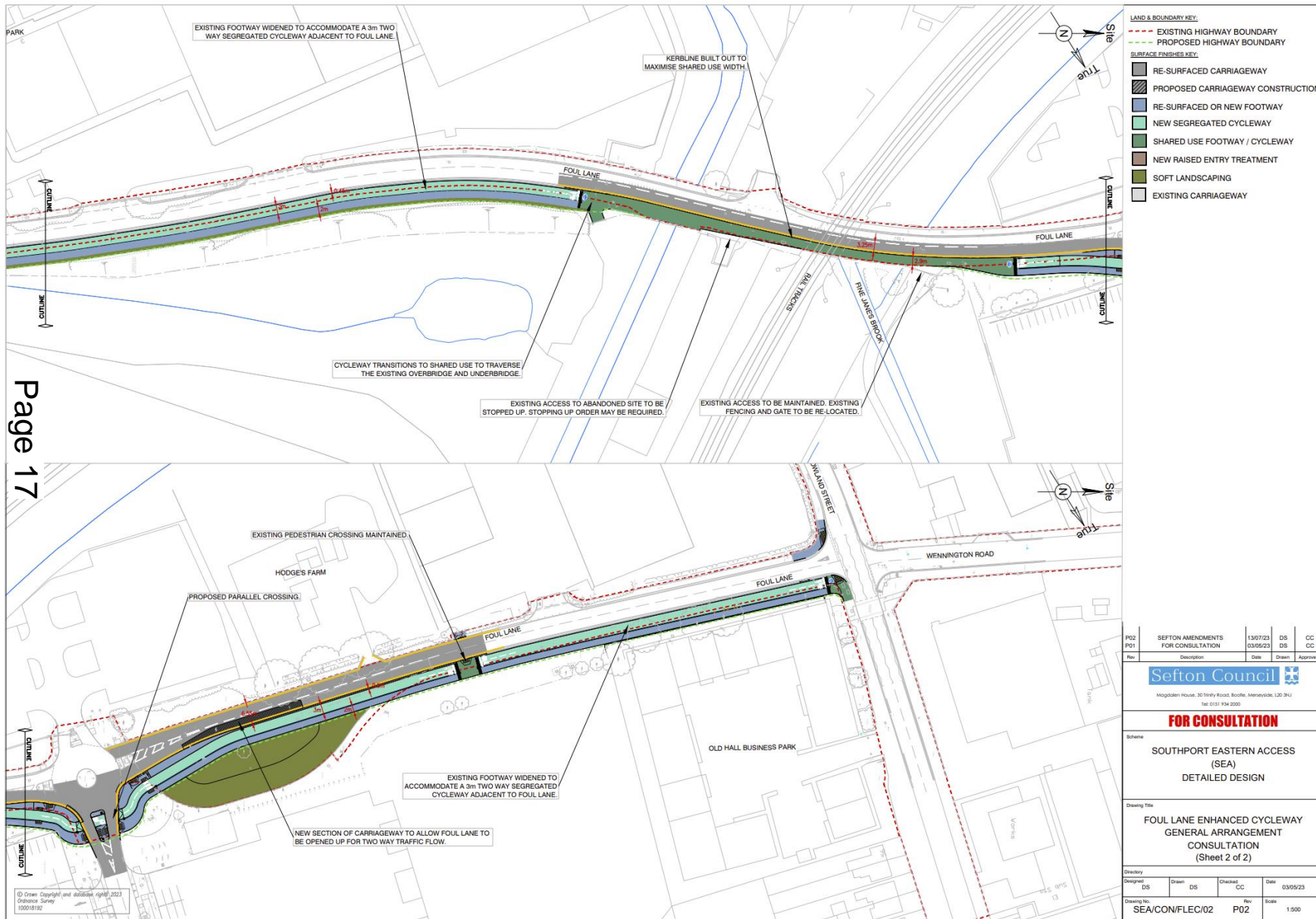
P02	SEFTON AMENDMENTS FOR CONSULTATION	13/07/23	DS	CC
P01		03/05/23	DS	CC
Rev	Description	Date	Drawn	Approved
<p>Sefton Council Magdalen House, 30 Farley Road, Sefton, Merseyside, L30 3HJ Tel: 0151 934 2000</p>				
FOR CONSULTATION				
Scheme SOUTHPORT EASTERN ACCESS (SEA) DETAILED DESIGN				
Drawing Title SUSSEX ROAD JUNCTION GENERAL ARRANGEMENT CONSULTATION				
Designer DS Drawn DS Checked CC Date 03/05/23				
Drawing No. SEA/CON/SUSS/01 Rev. P02 Scale 1:500				

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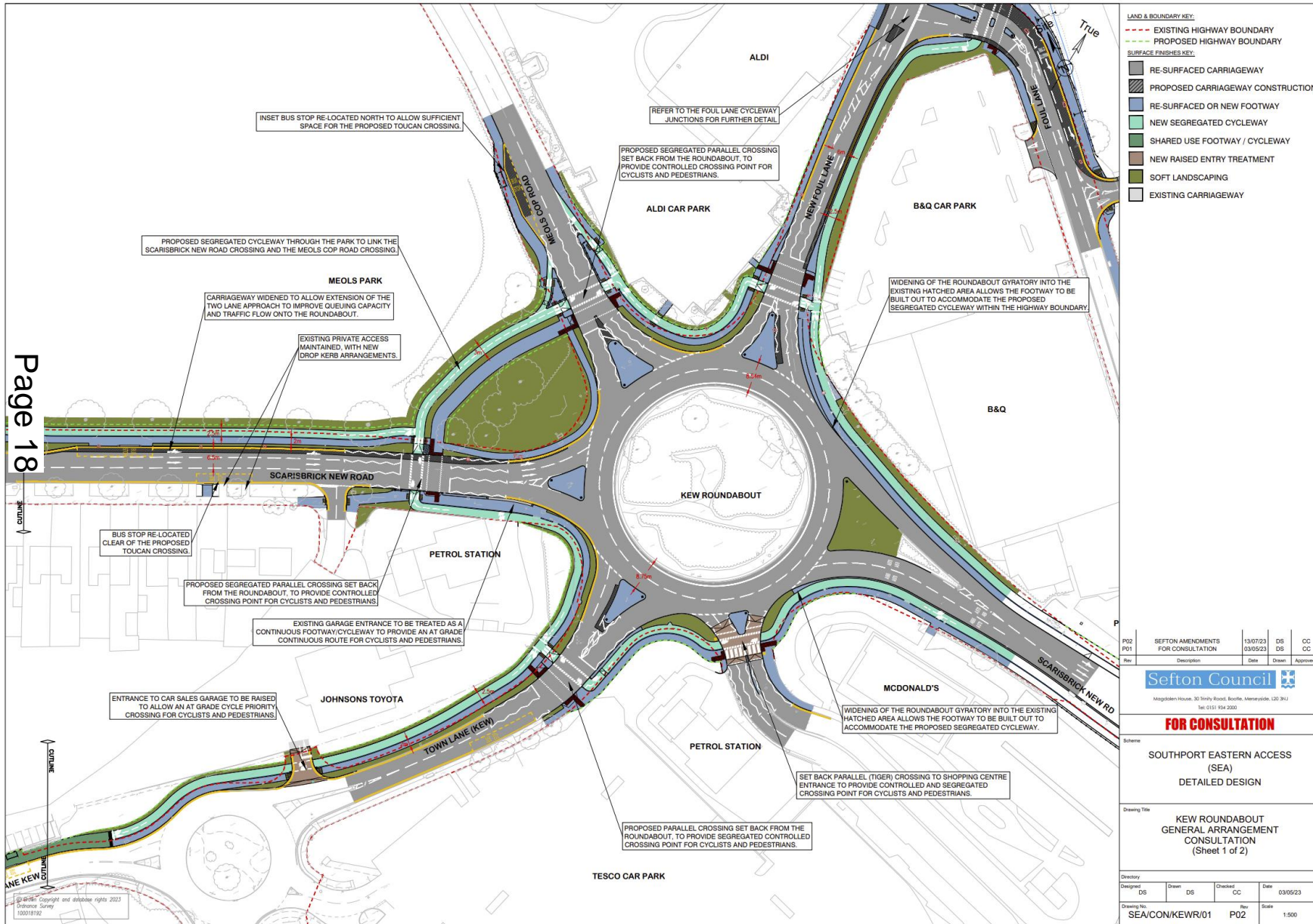
Foul Lane (drawing 1)



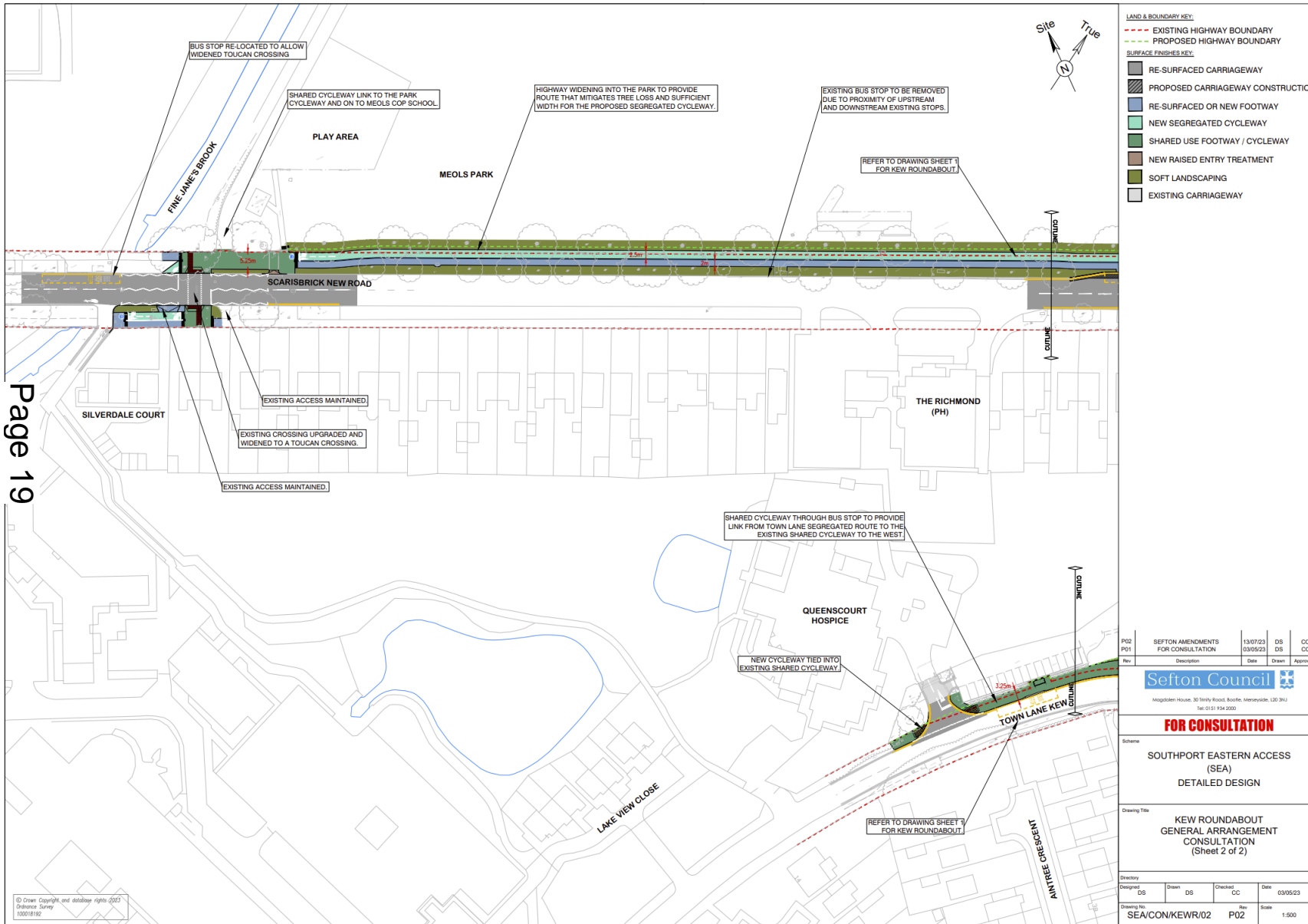
Foul Lane (drawing 2)



Kew Roundabout (drawing 1)



Kew Roundabout (drawing 2)



LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- - - PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY
- PROPOSED CARRIAGEWAY CONSTRUCTION
- RE-SURFACED OR NEW FOOTWAY
- NEW SEGREGATED CYCLEWAY
- SHARED USE FOOTWAY / CYCLEWAY
- NEW RAISED ENTRY TREATMENT
- SOFT LANDSCAPING
- EXISTING CARRIAGEWAY

PIQ	SEFTON AMENDMENTS FOR CONSULTATION	13/07/23	DS	CC
REV	Description	Date	Drawn	Approved
 FOR CONSULTATION				
SOUTHPORT EASTERN ACCESS (SEA) DETAILED DESIGN				
Drawing Title: KEW ROUNDABOUT GENERAL ARRANGEMENT CONSULTATION (Sheet 2 of 2)				
Directory: Design: DS, Drawn: DS, Checked: CC, Date: 03/05/23				
Drawing No: SEA/CON/KEWR/02, Rev: P02, Scale: 1:500				

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Appendix B – Consultation Letters



Andrew Dunsmore
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Bootle
L20 3NJ
0151 934 2766
Andrew.Dunsmore@sefton.gov.uk

11th October 2023

Ref: Southport Eastern Access
Scheme

Dear Sir/Madam

Southport Eastern Access Scheme

You have been identified as having an interest in a property/land directly affected by the Southport Eastern Access Scheme. The Southport Eastern Access is the name given to the area that spans from Eastbank Street / Bridge Street to Kew Roundabout and connects to Foul Lane and Meols Cop Station.

Our scheme seeks to improve the road, pedestrian and cycling network between the town centre and the Southport Road border in Kew by introducing upgraded and reconfigure junctions and active travel (walking and cycling) routes along Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue.

As you may be aware, following the public facing engagement exercise carried out in Spring 2021 during the early stages of the scheme, Sefton Council is now progressing an improvement scheme for several transport corridors across the Southport Eastern Access scheme area. We are working on the final stages of the design to help confirm the funding for this scheme via the City Region Sustainable Transport Settlements Funds. This funding is aimed at improving local infrastructure to support growth in the Liverpool City Growth.

The proposals are to introduce new and upgraded junctions and active travel routes along Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue, which currently experience high levels of congestion and long wait times at the junctions. The scheme aims to improve conditions for all and ease congestion issues for motorists and "rat running" on key routes to and from Southport town centre, including Scarisbrick New Road and through the local area including Norwood Road, Meols Cop Road and Butts Lane, while also seeking to improve access to Kew Retail Park and

the surrounding area and the industrial units on Crowland Street and to revamp cycling and pedestrian infrastructure at the eastern approach to the town.

To accommodate the proposed new and upgraded junctions and walking and cycling paths, the Council is aware that land is required. Whilst the scheme design has still to be finalised it is likely that the scheme will resemble that shown in the plans attached in the link/QR Code provided below.

<https://yourseftonyoursay.sefton.gov.uk/investment-programmes-and-infrastructure/sea-improvement-scheme-key-stakeholder-info>



We would like to invite you to take part in early engagement to provide your comments and thoughts on the scheme which will be taken on board and considered before a wider public facing engagement campaign is launched in Autumn 2023.

Following the engagement process, it is important to note that Sefton Council will firstly seek to acquire **any land, which may be needed to deliver the proposed works, by negotiation with those who own or occupy the land where this proves possible.**

However, Sefton Council also intends to seek authority to progress with a compulsory purchase order to enable the acquisition of the necessary land where agreement cannot be reached with the landowners. Even if authority is given to allow the compulsory purchase order to be made, it is expected that the use of compulsory purchase powers to acquire any land will only be used as a last resort should negotiated settlements not be possible. However, given the need to bring the proposed works forward the Council will seek authority to make a compulsory purchase order and run that alongside the negotiation process with landowners.

The Council has appointed Land Referencing Services LLP (LRS) to complete land and property ownership research in order to better understand who has property or land-related interests (e.g., rights over the land) in the vicinity of the Southport Eastern Access scheme which may be impacted by the proposed improvements and as a result you have been identified as someone who may be affected by the scheme. It is worth noting that this information gathering process has been undertaken before any compulsory purchase orders have been authorised by the Council and before negotiations start to acquire affected land.

If a compulsory purchase order is made, you will be given an opportunity to make representations or objections to it. A compulsory purchase order is a formal legal tool that helps to ensure that the scheme can go ahead, by giving the Council the legal power to compulsorily purchase property and/or any rights (in, over or under the land) which may be

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affected. It is the Council's normal approach to seek to start the CPO process in this way and the process, if authorised, will run alongside the Council's efforts to reach negotiated settlements with owners wherever possible.

A copy of the Government publication booklet on the CPO process "Compulsory Purchase and Compensation" which may be of assistance to you can be downloaded for free at: http://www.communities.gov.uk/publications/planningandbuilding/Compulsory_purchase or you can contact LRS on 0800 8488 134 or 01952 288 346 who can either post or e-mail you a copy.

In addition to the work being carried out by LRS, the Council has appointed SLC Property Ltd as the Land Agent on the scheme. SLC will be contacting the properties and land of interest within the Sefton borough to commence land negotiations. **However, in the meantime, please can you respond to Peter Eustance at SLC (contact details below) to provide your name and contact details.**

Peter Eustance,

Senior Property & Development Surveyor,
peter.eustance@slcproperty.co.uk

Yours sincerely,



Andrew Dunsmore

Strategic Transport Planning and Investment Team

Appendix C – Consultation Responses

Feedback was received for each of the sections of Phase 1 and 2 of the Southport Eastern Access Scheme which covers Bispham Road Junction, Sussex Road Junction, Foul Lane Enhanced Cycleway and Kew Roundabout.

The phases for SEA are:

Phase 1 (Delivered in 2025)

- Bispham Road Junction
- Sussex Road Junction
-

Phase 2 (Delivered in 2026):

- Kew Roundabout
- Foul Lane Reopening and Cycleway Enhancement

BISPHAM ROAD JUNCTION

Positive
General Great idea / agree / needed / good / needed for a while.
Accidents These improvements may help reduce accidents in the area.
Cycle lanes Segregation for cyclist favoured.
Additional car lanes Support additional car lanes.
Traffic flow Proposals will improve traffic flow.

Negative / Concern
General Unnecessary / ridiculous idea / object / waste of money / spend funding on better things.
Rat running Concerns that the 'no left turn into Tithebarn Road' will increase traffic using Norwood Avenue and cause more congestion on surrounding roads / increased traffic flow on residential streets: <ul style="list-style-type: none"> - Cypress Rd - Hazelgrove
Noise pollution Shelley Grove residents object due to noise pollution.
Advanced cycle stop lines Concerns over encouraging cyclists to stop in front of motorised traffic.
Early release cycle signals Early release cycle signals are a waste of time.

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Negative / Concern
Trees Concerns over loss of trees.
Pedestrian infrastructure. Concerns with junction being more difficult to cross.
Meols Cop Railway Station Concerns how this may limit drop for Meols Cop Railway Station (cars may park / pick up in the cycle lanes).
Traffic light sequence Addition of right turning lanes is not helpful without modification of traffic light sequence. Accidents already occur here.
Improvements to Walking and Cycling Walking and cycling improvements are not drastic enough considering this junction is located next to Meols Cop Railway Station.
Cycle lanes Do not add cycle lanes, make it an extra car lane on Bispham.
Footways Do not agree with narrowing footways to accommodate more road space.
Displaced parking Proposals will result in displaced parking.
Left turn from Tithebarn Road onto Norwood Avenue Do not move the slip road from Tithebarn Road into Norwood Avenue, this is used by those going to the schools in Norwood Crescent

Design related
Pedestrian crossing The pedestrian crossing on Norwood Ave needs moving. Currently the Lollipop person operates on the bridge side of the junction not on the pedestrian crossing, a pedestrian crossing or similar needs installing at the other end of Norwood Crescent where there is also a busy doctor's surgery.
Early release cycle signals Early release signals / advanced stop lines should be on every road (so include Norwood Road and Norwood Avenue too).
Cycle lanes Cycle lanes should be on all arms of junction.
Type of cycle lanes Fully segregated should be used, not lightly segregated.
Visibility Consider improvements to Bispham Road and Tithebarn Road arms of this junction to improve sight lines.
Meols Cop Railway Station drop off bay Drop off bay for outside Meols Cop Railway Station
Bus 46 (Russel Road – Carr Lane) Concern the proposed ban of left turn (Norwood Rd to Tithebarn Road) will impact 46 Bus service.

SUSSEX ROAD JUNCTION

Positive

General

Agree with proposals / good / okay / common sense.

Capacity

Wider carriageway an additional queuing lane for vehicles needed. Will improve capacity and reduce queuing.

Negative / Concern

General

Unnecessary / ridiculous idea / object / waste of money / spend funding on better things.

Traffic calming

Against traffic calming measures and kerb build outs.

Cycling conditions

Will lead to 'horrible' conditions for cycling.

Cycling infrastructure

Rather than giving an additional traffic lane, consideration should be made to improving cycling provision at this junction.

Walking and cycling

This junction is not achieving safer streets for pedestrians and cyclists, concerning being in close proximity to high schools.

Sainsbury's Southport superstore

Sainsburys will cause chaos on Norwood Road.

Congestion

I feel that not enough is being done to address the problem of traffic / congestion between Kew Roundabout and the Norwood Road / Sussex Road junction, which will only worsen with the impending addition of another large supermarket at Kew.

Other junctions

Congestion occurs at other junctions on Norwood Road / Meols Cop Road which also require improving.

Design related

Right turn filter phase

There needs to be a filter on the lights to enable traffic turning right.

Cycle lanes

Should keep the amount of vehicle lanes the same and introduce cycle lanes instead.

Pedestrian signals

Pedestrian light crossings are vital as near visually impaired specialised home.

Early release cycle signals

Need to be early release cycle signals.

Advanced cycle stop lines

Need to be advanced stop lines for cyclists.

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Design related
<p>Speed enforcement More enforcement of speed required on Sussex Road.</p>
<p>Box junction Reinstate box junction to prevent blockage.</p>
<p>Traffic calming Chambres Road is the only total cut through to Sussex Road from Scarisbrick New Road without lights. Traffic measures on Chambres Road essential - we are already dealing with speeding drivers.</p>
<p>Cycle infrastructure It would be useful to have a cycleway down Norwood Road / Meols Cop Road.</p>
<p>Trees Concern about the loss of mature trees.</p>

FOUL LANE ENHANCED CYCLEWAY

Positive
<p>General Lots of support for opening foul lane / excellent idea / very good / sooner the better / needed.</p>
<p>Foul Lane reopening Opening up Foul Lane is required to improve capacity at Kew roundabout / Meols Cop Road / Norwood Road.</p>
<p>Reducing congestion This would massively reduce traffic on Meols Cop Road (helping with school traffic) and Norwood Road.</p>
<p>Type of cycle lane Support for segregated cycle lanes.</p>
Favour dedicated Waste Centre lane for cars.
Creative use of an unused road.

Negative / Concern
<p>General Cycle lanes will not be used / unnecessary / waste of money / bad for commuters.</p>
<p>Rat running Concerns of Foul Lane opening will result in rat running to avoid Norwood Road.</p>
<p>Recycling Centre access Harder to access recycling depot, vehicles are pushed onto Kew roundabout.</p>
<p>Cycle lane design Signalising bike lanes makes them slow. Vehicles should be forced by design to give way.</p>
<p>Foul Lane re-opening Reopening of Foul Lane is not welcomed.</p>

Negative / Concern
Congestion Congestion on Meols Cop Road needs fixing.
Castlemore / Foul Lane Castlemore / Foul Lane should not be closed.

Design related
Crowland Street / Wennington Road Concerns over the junction with Crowland Street / Wennington Road should be opened to through traffic again, otherwise all traffic will be forced along Canning Road
Foul Lane / Crowland St / Wennington Rd Concern with crossroads at Foul Lane / Crowland St / Wennington Rd needs to be traffic lighted to cope with the extra traffic filtering on to the already busy Crowland St.
Open all of Foul Lane Open all of Foul Lane (so section outside of Waste Centre).
Safety To improve safety / attractiveness, make sure there is enough street lighting.
Traffic calming / enforcement New traffic calming, speed cameras needed.
Speed Foul lane (area) should be 20mph.
One-ways suggestions <ul style="list-style-type: none"> - Make Wennington Road one-way from Crowland Street to Cobden Road. - Make Canning Road one-way from Cobden Road to Crowland Street. <p>This ensures people living in the north of the town can access the retail park without having to go via the heavily congested Norwood / Meols Cop Road. It also ensures the industries along mentioned roads can still be accessed from both the north and the east. The concrete bollards on Wennington Road serve absolutely no purpose. Southport has a lack of roads and removal of the bollards would enhance transport in this area.</p>
Cycle lane design Cycling design with sharp turns and stop-start at crossing will make greater risk than at present – there should be no right angles with bike lane design at Foul Lane and New Foul Lane junction.

Kew Roundabout quotes:

- "This roundabout genuinely frightens me with my children. I find it currently unsafe to use as a pedestrian with young children".
- "Having just had this misfortune to try and get from Scarisbrick New Road (town side) to B&Q on foot at 11.40 am I can tell you it is one of the most terrifying experiences I have had" "I don't think I would ever try this again. Needs lights / routes that are safe for pedestrians."

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Report Title: Southport Eastern Access Norwood Mitigation

Date of meeting:	7 November 2024		
Report to:	Licensing and Regulatory Committee		
Report of:	Assistant Director Highways & Public Protection		
Portfolio:	Housing & Highways		
Wards affected:	Norwood		
Is this a key decision:	No	Included in Forward Plan:	No
Exempt/confidential report:	No		

Summary: This report seeks Committee approval to changes to the highway to deliver proposed improvements for the Norwood Mitigation area which is designed to address changes in traffic flows as a result of Foul Lane opening which is part of the Southport Eastern Access Improvement Scheme (SEA). The scheme will also make it easier for pedestrians, cyclists and public transport users to travel around the area, by slowing the speed of traffic and encouraging drivers to remain on Norwood Road, Norwood Avenue and Roe Lane rather than Bispham Road and Old Park Lane as a through route. The areas the proposed highway changes are Norwood Avenue, Bispham Road, Old Park Lane, Canning Road, Cobden Road, Wennington Road.

The delivery of these improvements are to be aligned with the SEA scheme, most importantly before Foul Lane opens which is planned to be delivered before 2026 as part of Phase 2, so that rat-running interventions are introduced in the residential area. The Norwood Mitigation Improvement Scheme will be funded by the City Region Sustainable Transport Settlement (CRSTS 1) SEA allocation of £18.815million.

Recommendation(s):

It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway; subject to approval by Council of funding and subject to the necessary TRO's being made.

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(1) Norwood Avenue and Roe Lane junction:

Carriageway widening on Norwood Avenue to accommodate an additional right turn lane and controlled pedestrian facilities across Row Lane.

(2) Norwood Avenue new pedestrian crossing near Chester Avenue/Norwood Crescent:

Provision of new pedestrian crossing on Norwood Road.

(3) Bispham Road and Canning Road junction:

Installation of Signal controlled junction with pedestrian facilities.

(4) Bispham Road and Old Park Lane junction:

Introduction of mini roundabout Change with Zebra crossings on Bispham Road and Old Park Lane

(5) Bispham Road and Athole junction:

Safer pedestrian crossings.

(6) Bispham Road and Athole Grove junction:

Change priority at junction

(7) Old Park Lane, Heysham Road and Devonshire Road junction:

Provision of raised table at junction, including new Zebra crossing, together with provision of banned right turn manoeuvres from side roads.

(8) Old Park Lane and Chester Road junction:

Provision of raised table at junction.

(9) Old Park Lane and Sidney Road junction:

Provision of raised table at junction.

(10) Old Park Lane and Poulton Road junction:

Provision of raised table at junction.

(11) Canning Road and Newton Street junction:

Provision of raised table at junction.

(12) Canning Road and Milton Street junction:

Provision of raised table at junction.

(13) Canning Road and Cobden Road junction:

Provision of raised table at junction.

(14) Parking restrictions around the existing modal filter on Wennington Road

Provision of waiting restrictions to prevent vehicles blocking the filter for cyclists.

1.1 Introduction / Background

The Norwood Area Mitigation Study complements the Southport Eastern Access (SEA) Improvement scheme that covers Eastbank Street (between Bridge Street and Kew Roundabout), Foul Lane and junctions along Norwood Road towards Meols Cop Station. The SEA Improvement scheme is introducing new and upgraded junctions and

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active travel routes. Of particular relevance to the Norwood area are changes to signal-controlled junctions on Norwood Road and Norwood Avenue and the opening up to traffic of Foul Lane.

These changes are expected to impact on traffic flows in and around the Norwood area. Furthermore, a housing development consisting of over 600 dwellings south of Crowland Street, known as the Crowland Street Development (CSD), has been proposed. This development, if it is delivered, is also expected to impact on traffic flows in the Norwood area.

The Norwood Area Mitigation Study is designed to address these changes in traffic flows whilst also making it easier for pedestrians, cyclists and public transport users to travel around the area, and also making it safer for everyone to move around the Norwood area by slowing the speed of traffic and encouraging drivers to use Norwood Road, Norwood Avenue and Roe Lane rather than Bispham Road and Old Park Lane as a through route.

Following work undertaken 2021 as part of the development of the Outline Business Case for the SEA scheme, Sefton Council required a review of outline 'Low Traffic Neighbourhood' proposals for the Norwood area between Norwood Avenue, Norwood Road, Roe Lane and Crowland Street. The principal aim was to mitigate the impacts of the opening up of Foul Lane and the wider SEA proposals.

Sefton Council is taking action throughout the district to encourage active travel through walking, cycling and wheeling, whilst promoting public transport and other sustainable modes that would contribute to efforts to reduce greenhouse gas emissions and improve local air quality. These are also aims for the Study.

Finally, Southport is a key cornerstone in the borough's economic growth plans, and an improved street scene and transport network in the east of the town is expected to play an important role.

Accordingly, the overarching objectives of the Norwood Area Mitigation Study are to:

Mitigate the effect of through traffic and its potential conflict with other road users.

Improve accessibility to homes, schools, jobs, shops and leisure facilities by walking, cycling and public transport.

Improve the public realm and quality of the environment around key local centres like Bispham Road.

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1.2 Scheme Proposals

The proposals are shown on the General Arrangement Plans set out in Appendix A.

The Council have worked with Norwood Ward Members, and the Neighbourhoods Team to develop ideas for improvement in Norwood. In order to develop the proposals in collaboration with the community, two workshops were held with members of the community and local Ward members in Spring 2024.

From this early engagement, we have been able to broaden our understanding of the issues in the area and discuss potential solutions. Throughout the process we have taken on board feedback from the community, and this has been fed into the designs for improvements. We have also held workshops with officers at Liverpool City Region Combined Authority to ensure the project can accommodate both existing and potential bus routes, in addition to improving access to public transport. As part of wider engagement on this project we held wider public consultations and actively talking directly to the local

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schools partnered with Sustrans and helping to support them with their wider transport challenges.

The proposals for the Norwood Area Mitigation scheme has been grouped into the following areas where it is proposed to improve junctions, the quality of footways, crossings and cycle lanes and, in some places, change waiting and loading restrictions. Appendix B has the full descriptions of the proposals.

- Norwood Avenue
- Bispham Road
- Old Park Lane
- Canning Road
- Cobden Road
- Wennington Road
- Area wide measures

Norwood Avenue

- Improving the junction of Norwood Avenue and Roe Lane.
Widening of Norwood Avenue to accommodate a right turn lane and the introduction of a new pedestrian crossing on roe Lane, West of the junction. A new crossing on Norwood Avenue close to Chester Avenue and Norwood Crescent.
- Improving the existing zebra crossing on Norwood Avenue north of Hereford Road and Norwood Crescent.
- Provide a new pelican crossing on Norwood Avenue north of Chester Avenue and Norwood Crescent or a new zebra crossing of Norwood Avenue south of Chester Avenue and Norwood Crescent.

Bispham Road

- Improving the junction of Bispham Road and Athole Grove.
Narrow the mouth of the junction where Athole Grove meets Bispham Road to make for safer pedestrian crossing conditions.
- Improving the junction of Bispham Road and Wennington Road.
Improve the existing zebra crossing with belisha beacons and a new cycle lane crossing connecting the Wennington Road cycle route. Highway space is needed to deliver this, so road narrowing is required on Wennington Road both sides of Bispham Road which will mean the road will have to be change to one-way to Poulton Road, still preserving access for residents.
- Improving the junction of Bispham Road and Canning Road.
Install traffic lights at the junction which will control the flow of traffic with green lights given for Bispham Road and then separately for Canning/Thornton Road and then finally a period when people can cross without traffic flowing.
- Improving the junction of Bispham Road and Old Park Lane.
Introduction of a mini roundabout to reduce vehicle speeds and create Gateway feature to Bispham road along with new zebra crossings of Bispham Road and Old Park Lane (south of the junction).
- Improving the junction of Bispham Road and High Park Road.
- Improving the public realm on Bispham Road.

Old Park Lane

- Improving the junction of Old Park Lane and Chester Road.
Reduce radii at junction to narrow carriageway and improve crossing facilities and the introduction of Raised table at junction to reduce vehicle speeds.
- Improving the junction of Old Park Lane and Sidney Road.
Reduce radii at junction to narrow carriageway and improve crossing facilities and the Introduction of Raised table at junction to reduce vehicle speeds
- Improving the junction of Old Park Lane, Heysham Road and Devonshire Road.
Widen the footways on the corners of Heysham Road and Devonshire Road at the junction, so people can walk a shorter distance to cross the road. Also, raise the level of the road at the junction to slow traffic down and provide a new zebra crossing on Old Park Lane between Heysham Road and Devonshire Road. In order to achieve this, it is necessary to stop vehicles turning right towards the zebra crossing from both Heysham Road and Devonshire Road.
- Improving the junction of Old Park Lane and Poulton Road.
Reduce radii at junction to narrow carriageway and improve crossing facilities and the introduction of Raised table at junction to reduce vehicle speeds

Canning Road

- Improving the junction of Canning Road and Milton Street
Widen the footways on the corners of Milton Street at the junction with Canning Road, so people can walk a shorter distance to cross the road and introduce a raised table at the junction to reduce vehicle speeds and. Reinforce existing Give Way priority at the junction with additional signing and road markings.
- Improving the junction of Canning Road and Newton Street.
Widen the footways on the corners of Newton Street at the junction with Canning Road, so people can walk a shorter distance to cross the road and introduce a raised table at the junction to reduce vehicle speeds and. Reinforce existing Give Way priority at the junction with additional signing and road markings.
- Improving the junction of Canning Road and Cobden Road.
Widen the footways on the corners of Cobden Road at the junction with Canning Road, so people can walk a shorter distance to cross the road and introduce a raised table at the junction to reduce vehicle speeds and. Reinforce existing Give Way priority at the junction with additional signing and road markings.

Cobden Road

- Provision of New parking restrictions on the south side of Cobden Road between Canning Road and Russell Road.

Wennington Road

- Improving the existing crossing of Crowland Street near the junction with Wennington Road.
Upgrade the existing zebra crossing here and with a parallel crossing, better connecting the new Foul Lane segregated cycle infrastructure part of SEA with the active travel route on Wennington Road

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- New parking restrictions at the modal filter on Wennington Road
Introduce new 'double yellow line' no parking at any time parking restrictions on both sides of Wennington Road both north and south of the existing road closure to prevent parking obstructing the existing modal filter.
- Improving the junction of Wennington Road, Roe Lane and Hesketh Drive.
Introduction of a new parallel crossing on Roe Lane to provide a safe crossing point for pedestrians and cyclists between Wennington Road and Hesketh Drive.

Area wide measures

- 20mph speed limit. – Reduce speed limit to 20mph along Bispham Road and Old Park Road to 20mph to reduce vehicle speeds and traffic levels.

Furthermore, junction capacity assessments have been undertaken as part of this scheme. The interventions that were being developed as part of the preliminary design process were expected to result in changes in traffic patterns in the study area.

1.3 Consultation

Engagement has been a key component in the development of the proposals. Engagement with stakeholders, including technical officers, ward members, businesses and the local community has taken place both before, and throughout, the design process. The engagement has provided valuable input from these stakeholders and has helped the project team to:

- Identify issues and opportunities.
- Address concerns which could lead to stronger outcomes and higher impact.
- Provide an opportunity to build collaborative and long-term working relationships.
- Provide stakeholders with a platform and influence proposals and therefore outcomes.

The consultation and engagement timeline is outlined in the table below.

Date	Engagement
Initial concept drafted.	
5th March 2024	Engagement with Technical Officers – Session 1
18th March 2024	Engagement with the Community – Session 1, Issues, Opportunities, and Potential Solutions
Updates to draft concept, following engagement.	
8th April 2024	Engagement with Technical Officers – Session 2
Preliminary design drafted.	
9th May 2024	Engagement with Technical Officers – Session 3
20th May 2024	Engagement with the Community – Session 2, preliminary design feedback and Bispham Road ideas

Updates to Preliminary designs, following engagement.	
9th July 2024	Engagement with businesses along Bispham Road
18th July to 15th August 2024	Online public consultation on YSYS.

Engagement with Technical Officers – Session 1 (5th March 2024)

The first engagement session with technical Officers was held on 5th March 2024 online via Microsoft Teams. This session was held to obtain feedback on a draft initial concept plan ahead of the first community engagement session, where the initial concept plan would be shared.

Engagement with the Community – Session 1, Issues, Opportunities, and Potential Solutions (18th March 2024)

The first community engagement session was held on 18th March 2024 at Canning Road Church. The first half of the workshop was focused on understanding the existing issues in the Study Area. The attendees were separated into three tables, after which one person from each table shared the key points that were raised with the entire group. In the second half the attendees were given the opportunity to explore the initial concept plan and propose solutions to the issues which identified in the first half of the session

Engagement with Technical Officers – Session 2 (8th April 2024)

The second engagement session with technical officers was held on 8th April 2024 via Microsoft Teams. This session was to obtain feedback on the proposed updates to the concept plan.

Engagement with Technical Officers – Session 3 (9th May 2024)

The third Technical Officers engagement session was held on 9th May 2024 at the Sefton Council offices in Bootle. This session was to obtain feedback on the developed preliminary designs, as well as develop consensus for the proposals to be shared at the second community engagement session later in the month.

Engagement with the Community – Session 2, preliminary design feedback and Bispham Road ideas (20th May 2024)

As part of the design development process, a second community engagement session was held on 20th May 2024 at Canning Road Church. This session was set up as a follow-up to the first engagement session and was aimed at both getting feedback on the preliminary designs and having discussions on potential public realm improvements along Bispham Road.

Engagement with businesses along Bispham Road (9th July 2024)

On 8th July 2024, a member of the project team attended a site walkaround where they visited businesses along Bispham Road and Old Park Lane to make them aware of

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proposals for the Study Area, particularly proposals in the vicinity of their premises, to gather contact details, and share details of further engagement.

Full workshop engagement notes for all the sessions highlighted can be seen in appendix D.

Online public consultation on YSYS (18th July to 15th August 2024)

The refined preliminary designs were taken to the wider public using the online consultation software, Your Sefton, Your Say (YSYS). We asked for comments of the proposed improvements. Letters were sent out to 5,142 addresses in the local area to the red line boundary of the scheme, inviting those to take part in the online consultation. Online marketing was also published on the Sefton Council website.

There were 288 responses the online survey. All have been reviewed and analysed alongside the 16 email responses and three letters that came directly via the Transport Planning inbox and mailbox, which have been responded to or in the process of.

Two printed versions of the online survey were also requested and sent out with a return to sender email envelope, to avoid costs experienced by responders via paper. It should be noted that we have not received these responses back.

Responses for the whole engagement including all elements have been logged on the Engagement Log. All reviewed comments can be seen in Appendix E.

The main concerns from the Norwood Mitigation consultation are shown in the table below.

No.	You Said	We Did / Are Doing
1	<p>Concern with more traffic will be experienced on Norwood Avenue and Roe Lane</p> <p>Comments were received from residents that they concerned that the proposal will result in increased traffic using Norwood Avenue and Roe Lane</p>	<p>Concern with more traffic will be experienced on Norwood Avenue and Roe Lane</p> <p>To provide clarity, the proposals regarding Norwood Avenue and Roe Lane are that a sudden influx of vehicle numbers will not be experienced by these proposals. The intention is to keep existing traffic on Norwood Avenue and Roe Lane as opposed to traffic being dispersed onto more residential areas with the opening on Foul Lane and traffic modelling data supports this.</p>
2	<p>Plans in the Norwood area interrupt traffic flow</p> <p>Comments were received that the plans in the Norwood area regarding mostly Bispham Road, Canning Road and Old Park Lane impact the flow of traffic due to proposed junction improvements.</p>	<p>Plans in the Norwood area interrupt traffic flow</p> <p>Sefton Council understand that the plans will interrupt the flow of traffic due to increased pedestrian and cycling infrastructure proposed. This is intentional as we are putting pedestrians and cyclists instilling the Highway Code. We are also increasing pedestrian and cyclist safety in the areas, with the added benefit of enhanced connectivity for active travel routes. Data shows that slower speeds result in safer highway conditions for pedestrians and cyclists.</p> <p>The plans are also designed to make driving through the Norwood area less attractive, which is crucial with the opening up of Foul Lane proposed as part of the Southport Eastern Access scheme. As without these mitigation measures, increased traffic in the Norwood residential area will be experienced, which the Council want to make sure is reduced as much as possible</p>
3	<p>Concerns with proposed Traffic Regulation Orders (new parking restrictions)</p> <p>Mixed opinions were received as part</p>	<p>Concerns with proposed Traffic Regulation Orders (new parking restrictions)</p> <p>Sefton Council understand that more engagement is required for implementing new</p>

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No.	You Said	We Did / Are Doing
	of the feedback regarding the proposed new double yellow on Cobden Street near F.Audsely & Son LTD, Motor Engineers mechanics and on Wennington Road near the existing road closure.	discussions with local Ward members. It should be noted that, as part of implementing new Traffic Regulation Orders (TROs), The Council have to through consultation again for implementing TROs, so will understand local residents and businesses thoughts as part of this process. The Council believe that it is crucial to implement new double yellow lines directly on the existing road closure on Wennington Road, so that the active travel route access for cyclists remain clear and unblocked by parked cars, although the restrictions will be reduced on the southside of the road closure, to one of the sides of the road only. Discussions are still being held at adapting the current proposals, so less impact is experienced by local businesses.
4	<p>Zebra crossings are too close to junctions</p> <p>Comments were received that are proposed zebra crossings are too close to the junctions.</p>	<p>Zebra crossings are too close to junctions</p> <p>Sefton Council have taken these comments onboard and will have these investigated during the design progression. It should be noted that zebra crossings have been proposed on pedestrian desire lines, meaning they are placed in the most convenient locations which still follow highway guidance meaning they meet safety standards.</p>
5	<p>Control parking</p> <p>Comments were received that dangerous parking should be enforced or controlled more with restrictions, especially to protect junctions.</p>	<p>Control parking</p> <p>The Council have raised this issue to the design team so they can investigate how to best prevent vehicles parking on junctions. It should be noted that designs have to complement each other so that parking is not just displaced which will be considered. Again, this has to be taken through the Traffic Regulation Order consultation process, so the local community can comment on proposed changes.</p>

1.4 Scheme Progress

The detailed design of the proposals included within Phase 1 and 2 is largely completed with the exception of the proposed mitigation measures for Norwood Ward.

The majority of the proposals for the Norwood area were well received by the community. Those which received the most comment, will be further reviewed and reconsulted on before approval is sought to progress. It is proposed to take these forwards to detailed design and implementation. Two key areas received the most comments and following a consultation with Ward Members it is proposed to review these proposals and reconsult in the New Year, before these are taken forward. These are the changes to the Wennington Road Junction, with the introduction of modal filters and the proposed waiting restrictions on Cobden road.

Many of the proposals require a further round of consultation as part of the Traffic Regulation Order (TRO) process and any objections will be reported to a future meeting of this committee before any orders can be made.

Cabinet have approved the procurement route for the first Phase of the works and the contractor has been engaged to complete the Early Contractor Involvement stage of the process. This will develop a target cost and detailed programme of Phase 1.

The Full Business Case was submitted in the summer 2024 and £18.815m allocated to the project by the Combined Authority in September 2024. Subject to council approval for its inclusion in the Capital Programme, it is anticipated works on Phase 1, will commence in early 2025, with Phase 2 scheduled to commence in early 2026.

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2. Financial Implications

(A) Revenue Costs

None

(B) Capital Costs

The Construction and any ancillary costs, following award of the main contract, will be funded from the CRSTS programme. The LCRCA have approved a budget of £18.815m, for delivery of Phases 1 & 2 of the project by March 2027. Subject to Council approval this will be incorporated into the Capital Programme before any construction and ancillary work on the scheme commences.

Subject to budgetary constraints, it is proposed to deliver the Norwood mitigation measures during Phase 2 of the project, although some may be delayed and subject to a further bid for funding to be completed Phase 3 of the project from April 2027 onwards.

3. Legal Implications

As determined by the Council's Contract Procedure Rules, the contract for the works will need to be sealed.

4. Corporate Risk Implications

5 Staffing HR Implications

The management of the contract will be overseen by staff in Transportation Planning and Highway Development team. The contract administration and supervision will be undertaken by a team from the existing Transport Technical Services Supply Framework. The intention being that this team will administer and supervise several large capital schemes which are expected for delivery at the same time. The staff costs incurred prior to the award of the Contract will be funded from the Development Funding secured by the Council from the LCRCA which is contained within the Transport Capital Programme. Staff Costs, once the contract for the works is awarded, will be funded from the capital funding secured for the construction.

6 Conclusion

Southport Eastern Access improvements will reduce congestion and improve access to the town from the east. The complementary measures to mitigate the impact of the scheme within the Norwood Ward have generally been well received. It is proposed to take the majority of these forward to detailed design and commence the necessary TRO processes, prior to delivery from 2026.

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Further development work will be undertaken to refine the remaining elements of the proposals following comments taken on board following consultation and approval for these elements will be sought at a later date, for delivery through the next CRSTS programme from 2027 onwards.

Alternative Options Considered and Rejected

A number of options for improvements have been during the development phase and during the community engagement. These were appraised during the development of the proposals. The designs chosen delivered the best outcomes in predicted outcomes and safety improvements as well as contributing to the creation of a comprehensive scheme for active travel proposals. It is acknowledged that any scheme receiving funding from either the Active Travel Fund or CRSTS allocation must be delivered in accordance with the design advice and guidance. The arrangements proposed have been agreed in principle with Active Travel England who ensure compliance with the advice.

Equality Implications:

An Equality Impact Assessment has been completed. The assessment has been reviewed and mitigated during the detailed design process prior to construction.

The Impact of the scheme cared for children and care experienced young people was considered as part of the Equality Impact Assessment. Options for positive impacts will be considered in the development of the Social Value commitments that the Contractor will be expected to provide.

Impact on Children and Young People:

The overall scheme will improve safe access to local schools and facilities for children and young people.

Climate Emergency Implications:

The recommendations within this report will have a Neutral impact.

The construction process will have negative impact in that new materials will be used and there will be a net carbon increase. There will also be a negative impact on traffic movements on the impacted streets whilst works are ongoing. However, the scheme when implemented, will improve accessibility and should encourage people to walk, cycle or use public transport. This should reduce the carbon impact. The scheme is one of a number of schemes currently subject to a Whole Life Carbon Assessment which will be able to provide a definitive picture.

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(A) Internal Consultations

The Executive Director of Corporate Services and Commercial (FD.7826/24) and the Chief Legal and Democratic Officer (LD.5926/24) have been consulted and any comments have been incorporated into the report.

Local Ward Members have been consulted on the final designs, prior to production of this report.

(B) External Consultations

Consultation on all the proposals identified in the Outline Business Case was completed in 2022. This consultation was completed in accordance with the proposals approved by the Public Consultation and Engagement Panel. Workshops have been held with members of the community and Ward Members to develop the proposals and these have then been consulted upon with the wider community.

Implementation Date for the Decision :

Following the expiry of the “call-in” period for the L&R committee decision

Contact Officer:	Andrew Dunsmore
Telephone Number:	07866176195
Email Address:	Andrew.Dunsmore@Sefton.gov.uk

Appendices:

Appendix A – General Arrangement Plans

Appendix B – Consultation Letters

Appendix C – Summary of Consultation Responses.

Background Papers:

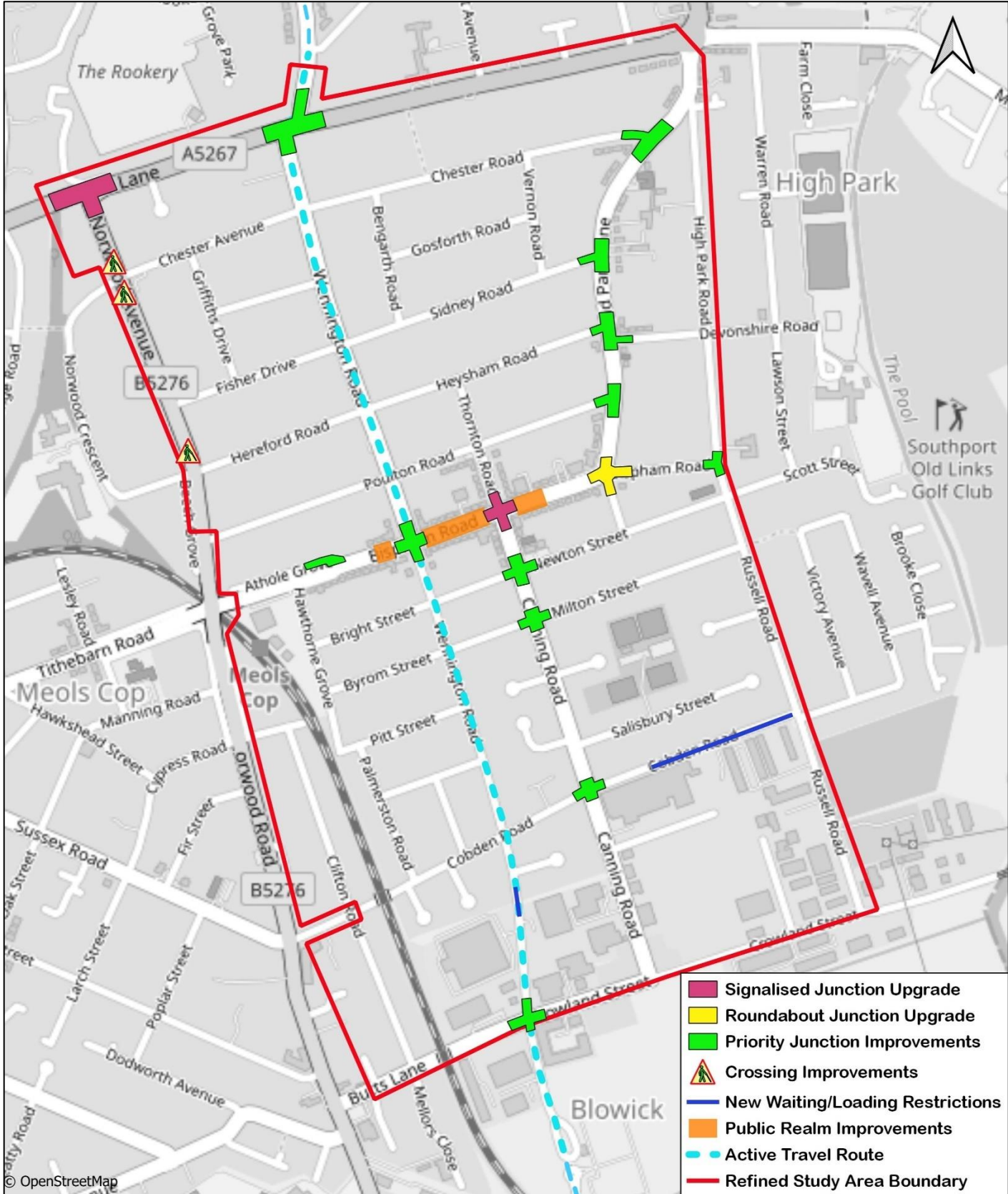
Report to Public Consultation and Engagement Panel

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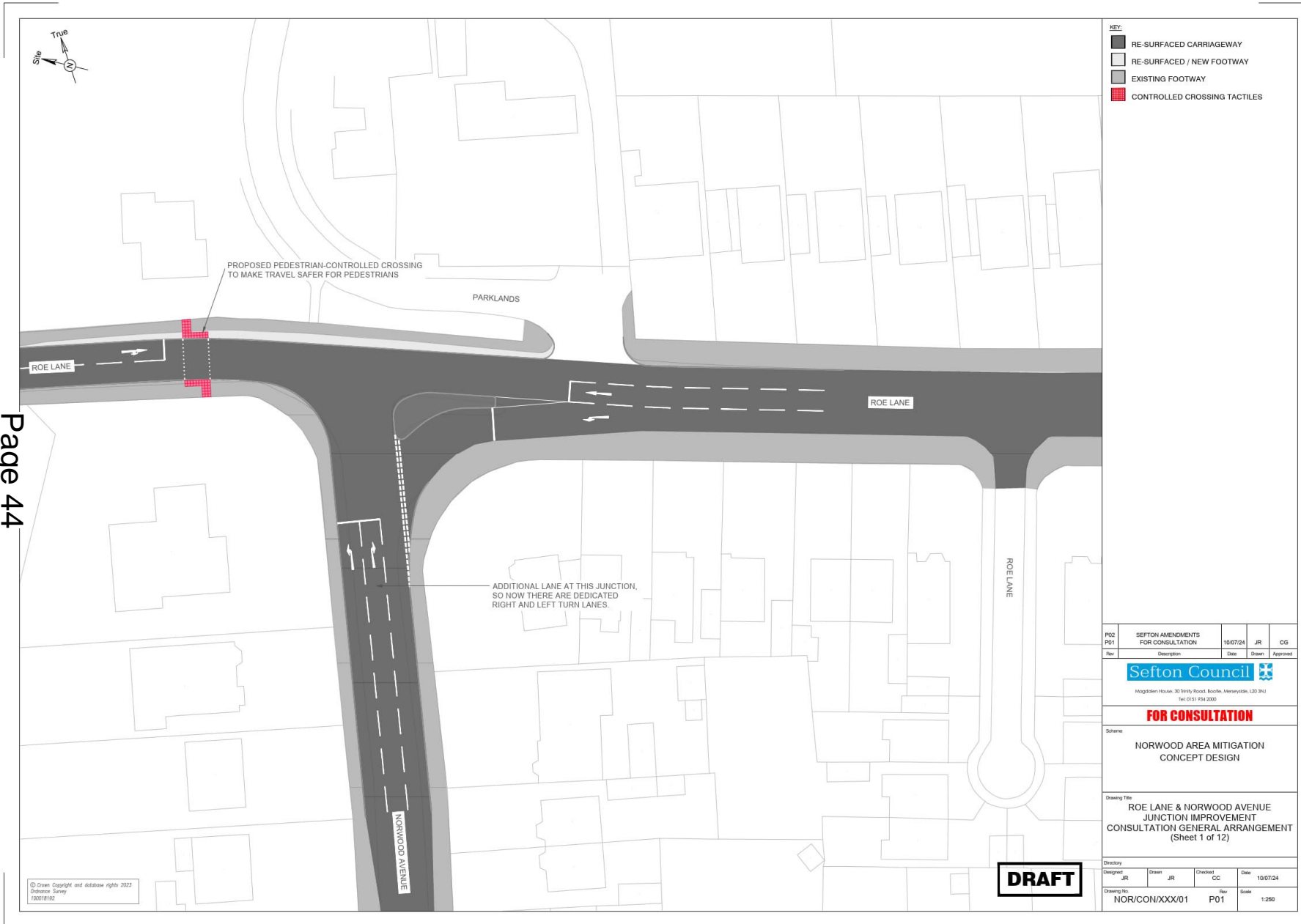
Southport Eastern Access – Norwood Mitigation measures -

Appendix A – General Arrangement Plans

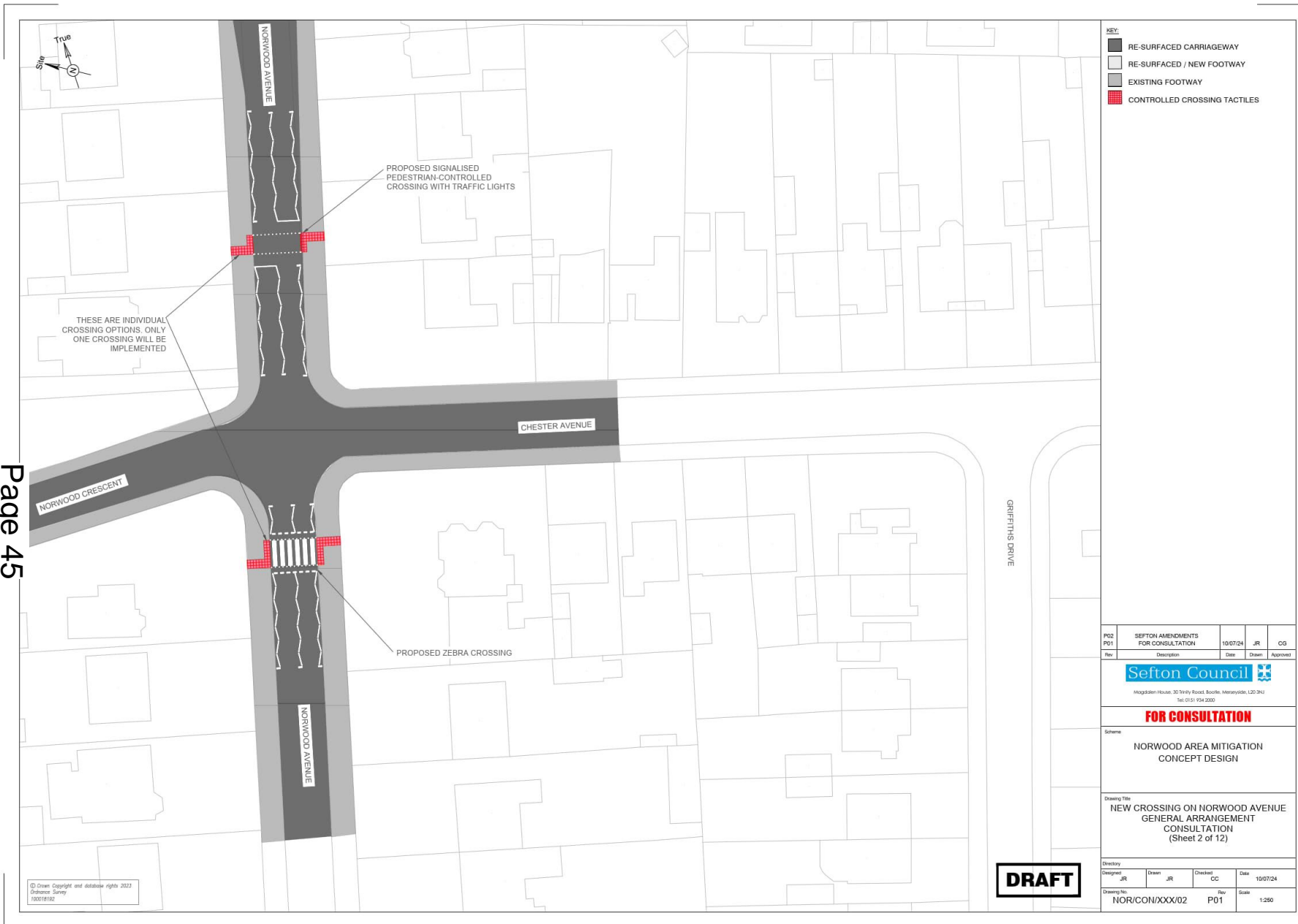
Norwood Mitigation overview map of proposals



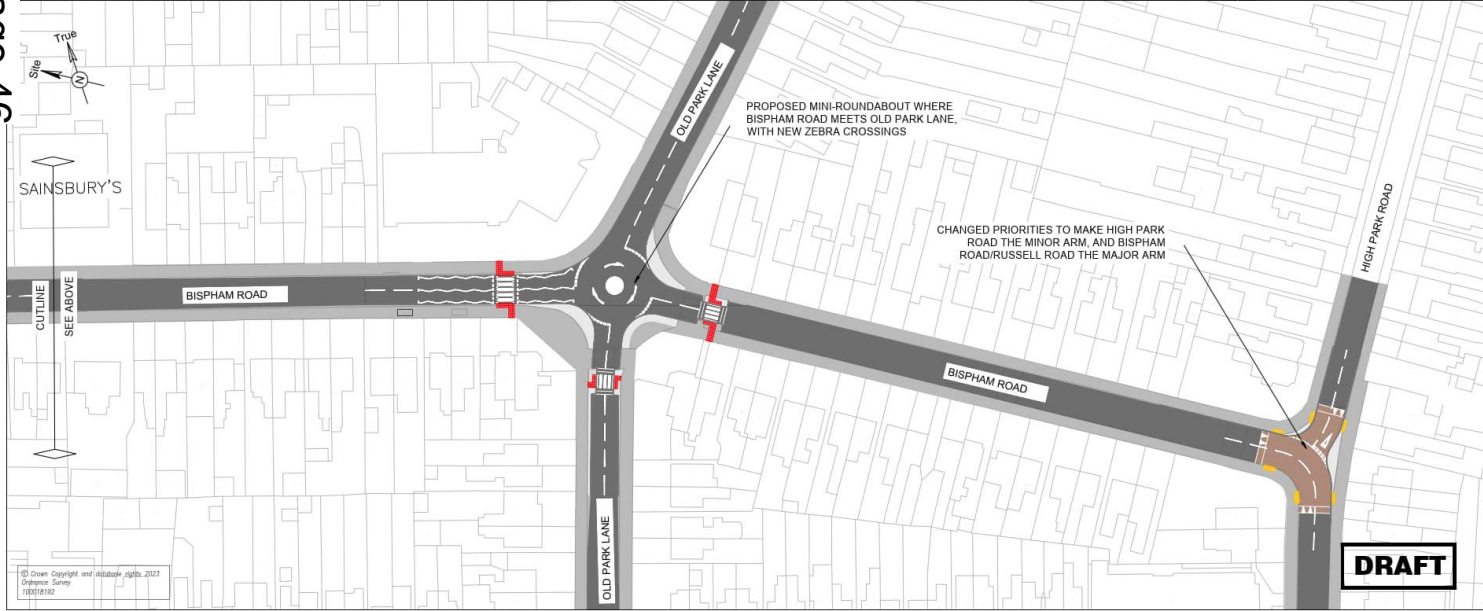
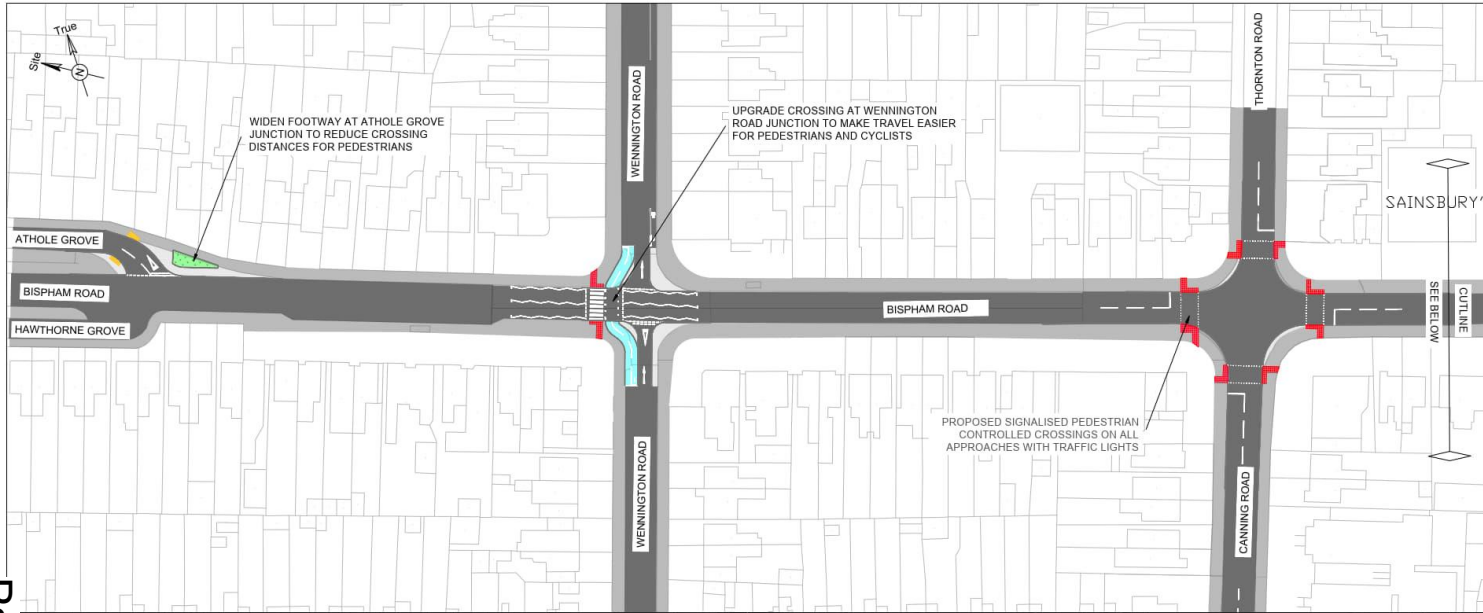
Norwood Avenue: Improving the junction of Norwood Avenue and Roe Lane



Norwood Avenue: A new crossing on Norwood Avenue (options)

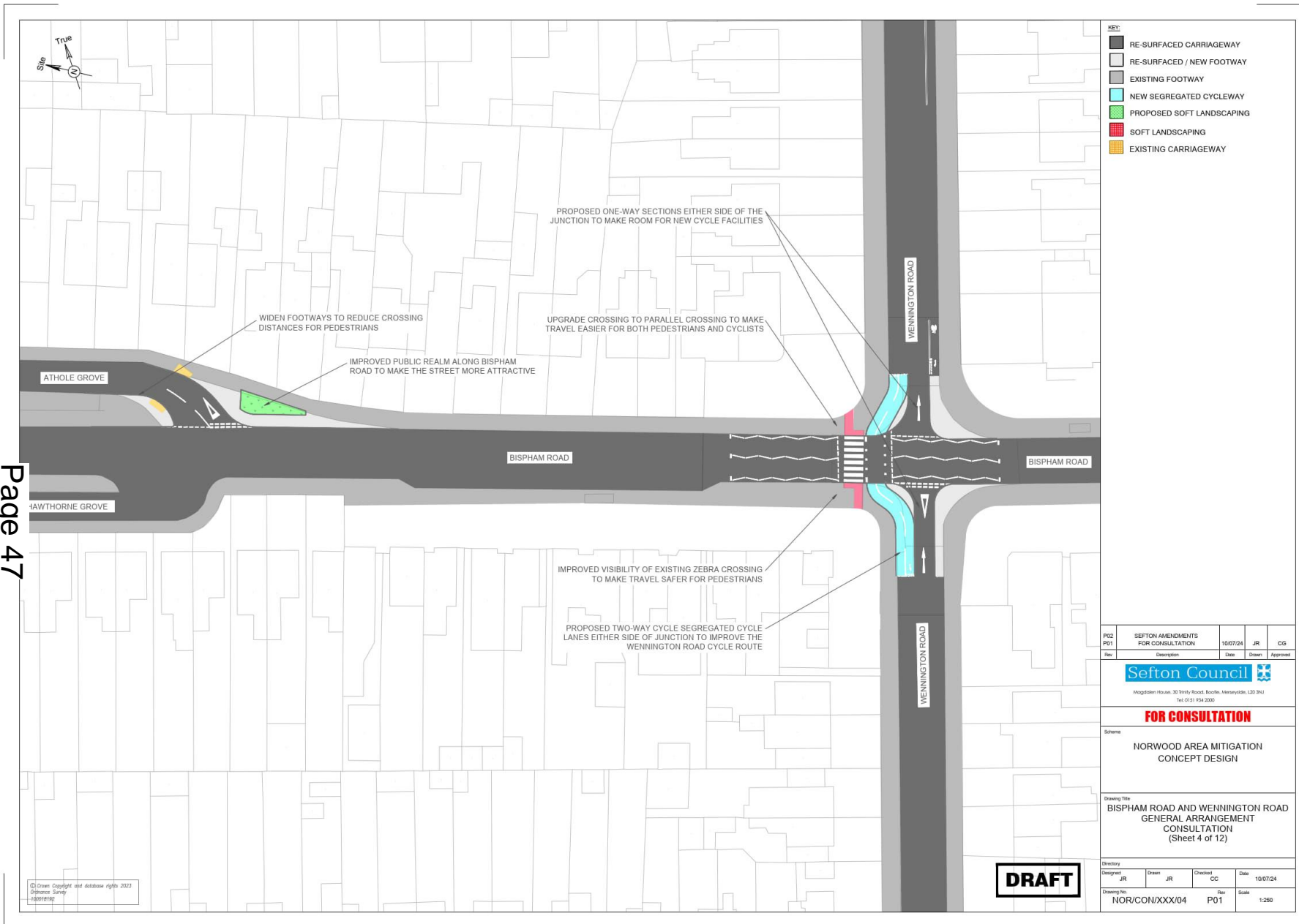


Bispham Road: Overview of Bispham Road proposals



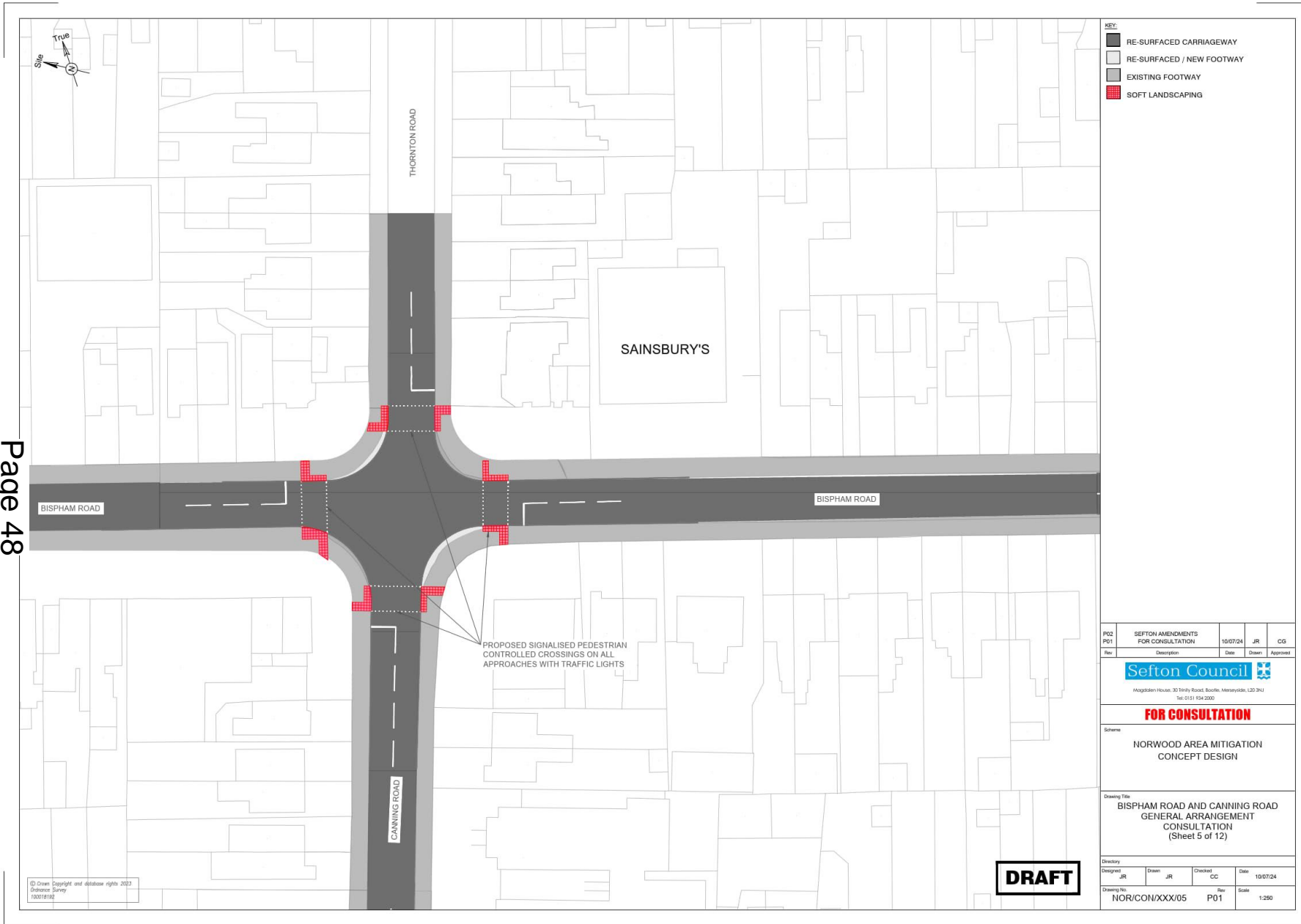
P02	SEFTON AMENDMENTS FOR CONSULTATION	11/07/24	JR	CC			
P01							
Rev	Description	Date	Drawn	Approved			
 Sefton Council Muggabin House, 30 Trinity Road, Eccle, Merseyside, L20 3NJ Tel: 0151 934 2000							
FOR CONSULTATION							
Scheme: NORWOOD AREA MITIGATION CONCEPT DESIGN							
Drawing Title: BISPHAM ROAD GENERAL ARRANGEMENT CONSULTATION (Sheet 3 of 12)							
Directory:							
Designed	JR	Drawn	JR	Checked	CC	Date	11/07/24
Drawing No.	NOR/CON/XXX/03	Rev	P01	Scale	1:500		

Bispham Road: Improving the junction of Bispham Road and Wennington Road



PO2	SEFTON AMENDMENTS FOR CONSULTATION	10/07/24	JR	CG
PO1				
Rev	Description	Date	Drawn	Approved
 FOR CONSULTATION				
Scheme: NORWOOD AREA MITIGATION CONCEPT DESIGN				
Drawing Title: BISPHAM ROAD AND WENNINGTON ROAD GENERAL ARRANGEMENT CONSULTATION (Sheet 4 of 12)				
Directory Designed: JR Drawn: JR Checked: CC Date: 10/07/24				
Drawing No: NOR/CON/XXX/04 Rev: P01 Scale: 1:250				

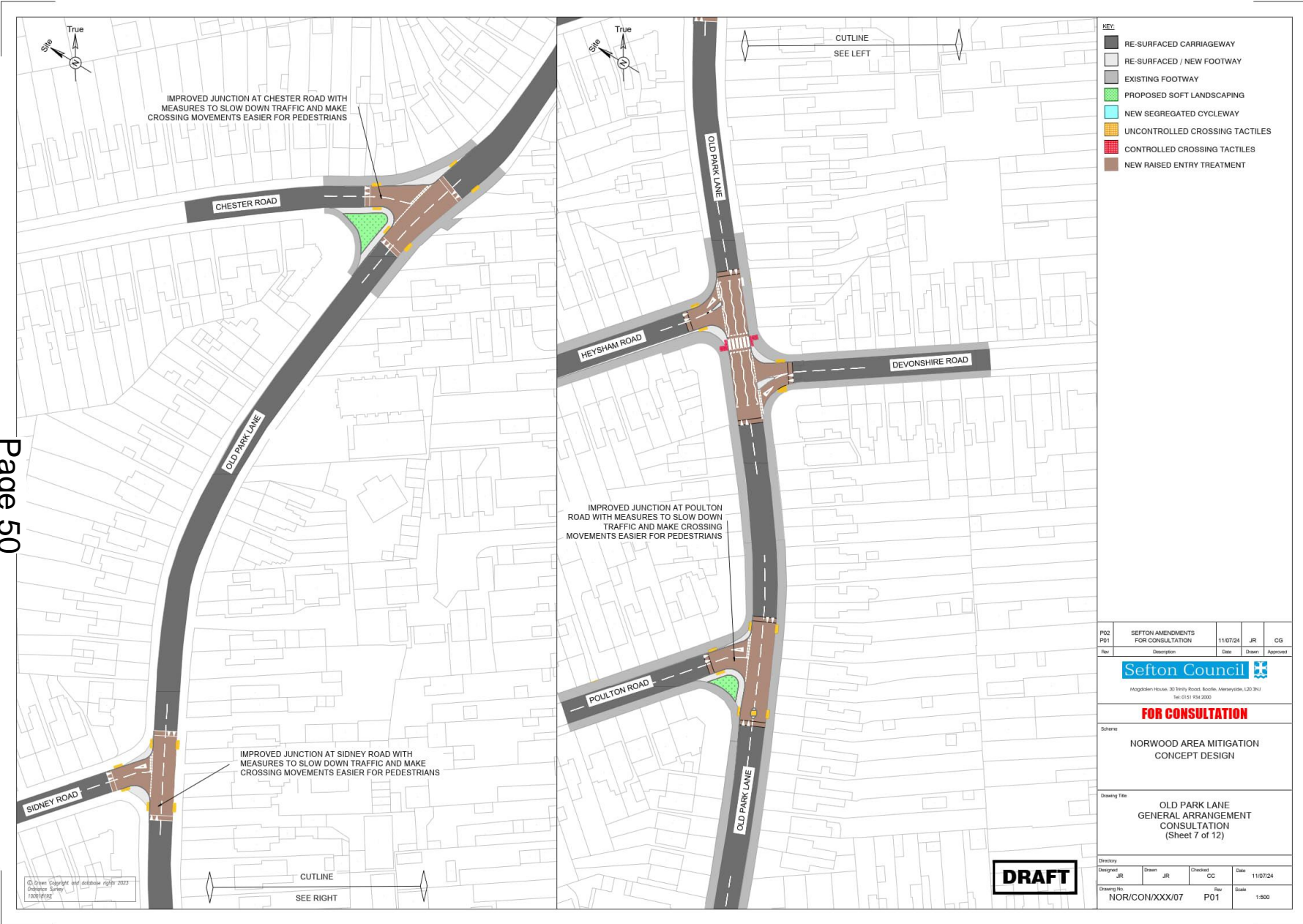
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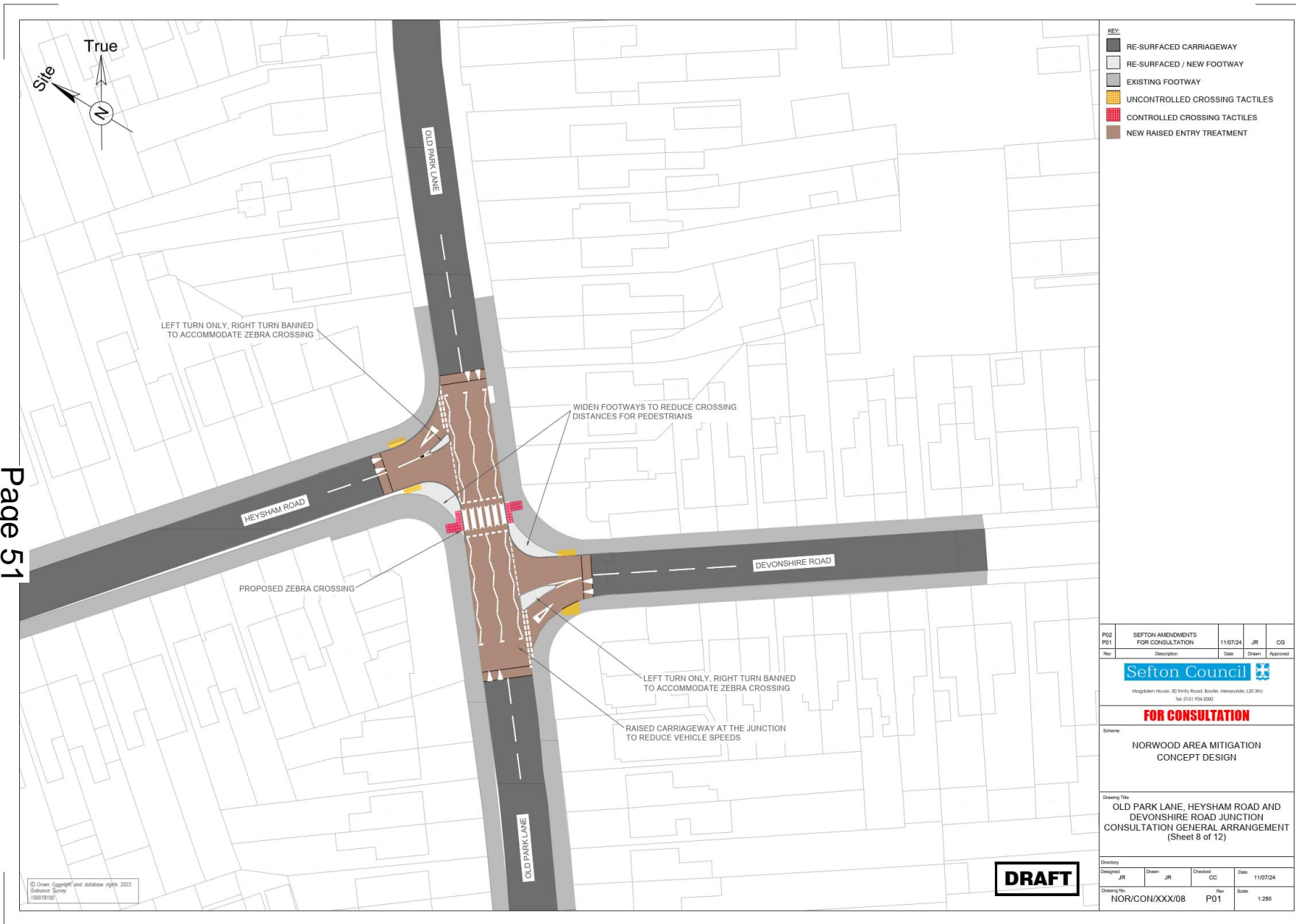
Bispham Road: Improving the junction of Bispham Road and Old Park Lane



Old Park Lane: Overview of Old Park Lan junction improvements



Old Park Lane: Improving the junction of Old Park Lane, Heysham Road and Devonshire Road



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KEY:

- RE-SURFACED CARRIAGEWAY
- RE-SURFACED / NEW FOOTWAY
- EXISTING FOOTWAY
- UNCONTROLLED CROSSING TACTILES
- CONTROLLED CROSSING TACTILES
- NEW RAISED ENTRY TREATMENT

P02	SEFTON AMENDMENTS FOR CONSULTATION	11/07/24	JR	CG
P01				

Sefton Council

Maggidlen House, 30 Trinity Road, Eccles, Manchester, M20 3JF
Tel: 0151 954 2300

FOR CONSULTATION

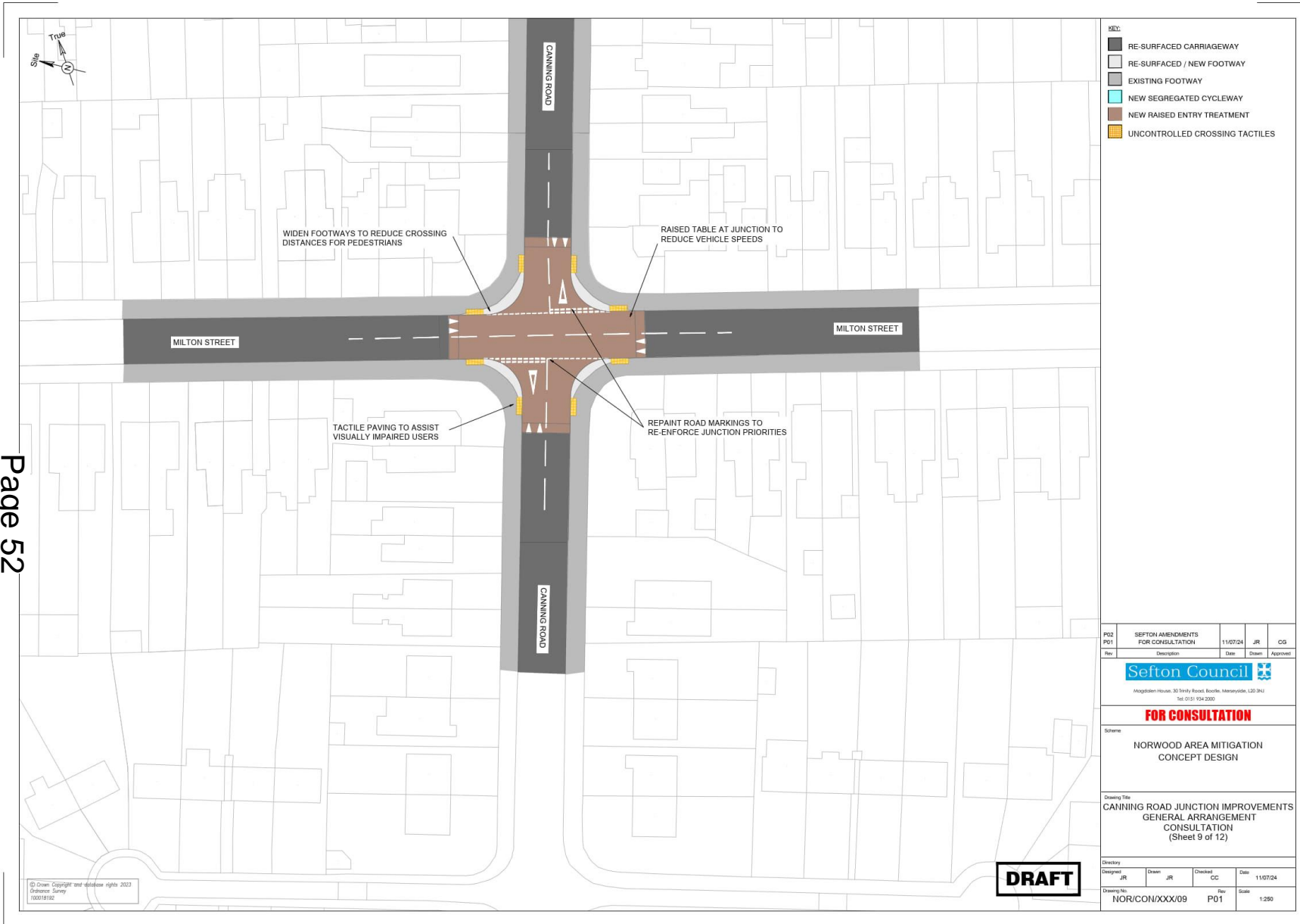
Scheme
NORWOOD AREA MITIGATION CONCEPT DESIGN

Drawing Title
OLD PARK LANE, HEYSHAM ROAD AND DEVONSHIRE ROAD JUNCTION CONSULTATION GENERAL ARRANGEMENT (Sheet 8 of 12)

Director	Designed	Drawn	Checked	Date
	JR	JR	CC	11/07/24
Drawing No:	Rev	Scale		
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Canning Road: Canning Road junction improvement example



Canning Road: Overview of Canning Road junction improvements



Wennington Road: Improving the existing crossing of Crowland Street near the junction with Wennington Road



Wennington Road: Improving the junction of Wennington Road, Roe Lane and Hesketh Drive



KEY

- RE-SURFACED CARRIAGEWAY
- RE-SURFACED / NEW FOOTWAY
- EXISTING FOOTWAY
- NEW SEGREGATED CYCLEWAY
- PROPOSED SOFT LANDSCAPING
- CONTROLLED CROSSING TACTILES
- UNCONTROLLED CROSSING TACTILES

PR2	SEFTON AMENDMENTS FOR CONSULTATION	11/07/24	JR	CG
Rev	Description	Date	Drawn	Approved



FOR CONSULTATION

Scheme
**NORWOOD AREA MITIGATION
 CONCEPT DESIGN**

Drawing Title
**WENNINGTON ROAD, ROE LANE AND
 HESKETH DRIVE JUNCTION
 CONSULTATION GENERAL ARRANGEMENT
 (Sheet 12 of 12)**

Designer	Drawn	Checked	Date
JR	JR	CC	11/07/24
Drawing No.	Rev	Scale	
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Appendix B – Full descriptions of proposals (Preliminary Design)

This design considers input from technical officers and feedback from the community. A description of the components that make up the design is provided below.

Norwood Avenue

The proposals for Norwood Avenue are:

- Improving the junction of Norwood Avenue and Roe Lane.
- A new crossing on Norwood Avenue close to Chester Avenue and Norwood Crescent.
- Improving the existing zebra crossing on Norwood Avenue north of Hereford Road and Norwood Crescent.

Improving the junction of Norwood Avenue and Roe Lane

This is aimed at improving the junction for drivers and pedestrians. This includes lane widening on Norwood Avenue to create separate lanes for left-turning and right-turning vehicles to make the Norwood Avenue – Roe Lane route more attractive for drivers in comparison to driving through the Study Area. This involves narrowing of adjacent footways on Norwood Avenue. However, the footways are still adequate for people walking and wheeling at 2m minimum width.

Improvements also include a new signalised pedestrian crossing of Roe Lane west of the junction as there are currently no controlled crossings at this junction. Additional proposed improvements include resurfacing of footways to make them smooth, uniform and level.

A new crossing on Norwood Avenue

This is aimed at providing safe crossing facilities at Norwood Avenue close to Chester Avenue and Norwood Crescent. This includes provision for pupils and their parents or carers walking to and from Holy Family Catholic Primary School and Norwood Primary School. The proposal is for the introduction of either a new pelican crossing of Norwood Avenue north of Chester Avenue and Norwood Crescent or a new zebra crossing of Norwood Avenue south of Chester Avenue and Norwood Crescent. Additional proposed improvements include resurfacing of footways to make them smooth, uniform and level.

Improving the existing zebra crossing on Norwood Avenue

This is aimed at providing safe crossing facilities at Norwood Avenue close to Hereford Road and Norwood Crescent. This includes provision for pupils and their parents or carers walking to and from Holy Family Catholic Primary School and Norwood Primary School. The proposal is for renewal of the zebra crossing markings and (if required) the Belisha beacons to improve visibility of the crossing to drivers.

Bispham Road

The proposals for Bispham Road are:

- Improving the junction of Bispham Road and Athole Grove.
- Improving the junction of Bispham Road and Wennington Road.
- Improving the junction of Bispham Road and Canning Road.
- Improving the junction of Bispham Road and Old Park Lane.
- Improving the junction of Bispham Road and High Park Road.
- Improving the public realm on Bispham Road.

Improving the junction of Bispham Road and Athole Grove

This is aimed at reducing difficulty for pedestrians crossing Athole Grove at the junction on the north side of Bispham Road. This involves narrowing the mouth of the junction where Athole Grove meets Bispham Road to make it easier for people walking to cross whilst still allowing drivers to turn in and out of Athole Road onto Bispham Road. Additional proposed improvements include repositioning the existing dropped kerbs and tactile paving to suit the improved crossing point.

Improving the junction of Bispham Road and Wennington Road

This is aimed at providing safe crossing facilities at Bispham Road close to Wennington Road for people walking, wheeling and cycling along the active travel route. This includes renewal of the zebra crossing markings and (if required) the Belisha beacons to improve visibility of the crossing to drivers. This also includes provision of a separate crossing for cyclists alongside the zebra crossing to form a parallel crossing with appropriate cycle lanes connecting the crossing facility to the cycle route. Some narrowing of the road on Wennington Road on both approaches to the junction is required for space reallocation to achieve this. Hence, both approaches are restricted to one-way traffic flow for vehicles in the northbound direction. Additional proposed improvements include resurfacing of footways close to the crossing to make them smooth, uniform and level.

Improving the junction of Bispham Road and Canning Road

This is aimed at providing safe crossing facilities at Bispham Road close to the local Sainsbury's supermarket as there have been several requests from local people for a crossing facility at this point, which has included a petition sent to the Council. This includes upgrading the junction with signal control to control the flow of traffic and provide designated crossing time for the new crossings on all four arms of the junction.

Improving the junction of Bispham Road and Old Park Lane

This is aimed at slowing down traffic speed and providing safe crossing facilities at Bispham Road / Old Park Lane junction. This includes redesigning the junction to a mini roundabout, in line with requests from local people. This also includes the introduction of new zebra crossings on both arms of Bispham Road and the southern arm of Old Park Lane. Due to carriageway and footway width constraints, a crossing was not provided on the northern arm of the Old Park Lane approach, however a

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crossing is provided further north of the junction at the Heysham Road / Devonshire Road / Old Park Lane junction.

Improving the junction of Bispham Road and High Park Road

This is aimed at slowing down traffic speed and preventing through traffic from using High Park Road which is narrower and more heavily parked up compared to some of the other nearby streets. This involves retaining the current junction type as a priority junction but changing the priorities to make Bispham Road / High Park Road south the major arm while High Park Road north becomes the minor arm where traffic must give way to the other two arms.

Improving the public realm on Bispham Road.

The local community and Members have an ambition to improve the public realm on Bispham Road to significantly enhance the sense of place, reduce the dominance of moving traffic but also parked vehicles and take full advantage of the generous space available between the buildings which includes extensive private forecourts as well as the public highway formed by Bispham Road. Initial engagement with businesses has indicated support from some businesses particularly in terms of raising the profile of Bispham Road as a local centre and improving the trading environment including outside dining and display of goods. A design has not been developed for the Bispham Road public realm improvements yet due to the need to bring public and private ownership interests together to agree an overall vision and plan, but the proposals are likely to include greening, street trees, outside tables and chairs, public seating and cycle parking.

Old Park Lane

The proposals for Old Park Lane are:

- Improving the junction of Old Park Lane and Chester Road.
- Improving the junction of Old Park Lane and Sidney Road.
- Improving the junction of Old Park Lane, Heysham Road and Devonshire Road.
- Improving the junction of Old Park Lane and Poulton Road.

Improving the junction of Old Park Lane and Chester Road

This is aimed at slowing down traffic speed and providing safe crossing facilities at the junction. This involves widening of the footways on the corners of Chester Road at the junction to reduce crossing distance, and the introduction of raised tables at the junction for traffic calming.

Improving the junction of Old Park Lane and Sidney Road.

This is aimed at slowing down traffic speed and providing safe crossing facilities at the junction. This involves widening of the footways on the corners of Sidney Road at the junction to reduce crossing distance, and the introduction of raised tables at the junction for traffic calming.

Improving the junction of Old Park Lane, Heysham Road and Devonshire Road.

This is aimed at slowing down traffic speed and providing safe crossing facilities at the junction especially for pupils and their parents or carers on their way to or from Bishop David Sheppard Primary School. This involves widening of the footways on the corners of Heysham Road and Devonshire Road at the junction to reduce crossing distance, and the introduction of raised tables at the junction for traffic calming.

This also includes a new zebra crossing on Old Park Lane between Heysham Road and Devonshire Road. To achieve this, the right turning movements from both Heysham Road and Devonshire Road are banned for safety purposes in accordance with traffic regulations due to low visibility of the crossing for drivers making these movements.

Improving the junction of Old Park Lane and Poulton Road.

This is aimed at slowing down traffic speed and providing safe crossing facilities at the junction. This involves widening of the footways on the corners of Poulton Road at the junction to reduce crossing distance, and the introduction of raised tables at the junction for traffic calming

Canning Road

The proposals for Canning Road are:

- Improving the junction of Canning Road and Milton Street
- Improving the junction of Canning Road and Newton Street.
- Improving the junction of Canning Road and Cobden Road.

Improving the junction of Canning Road and Milton Street

This is aimed at slowing down traffic speed, increasing visibility to enforce junction priority rules and providing safe crossing facilities at the junction. This involves widening of the footways on the corners at the junction to reduce crossing distance, and the introduction of raised tables at the junction for traffic calming. This also includes renewal of the priority road markings and ensuring clear signage to designate Milton Street the major arm at the junction.

Improving the junction of Canning Road and Newton Street

This is aimed at slowing down traffic speed, increasing visibility to enforce junction priority rules and providing safe crossing facilities at the junction. This involves widening of the footways on the corners at the junction to reduce crossing distance, and the introduction of raised tables at the junction for traffic calming. This also includes renewal of the priority road markings and ensuring clear signage to designate Newton Street the major arm at the junction.

Improving the junction of Canning Road and Cobden Road

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This is aimed at slowing down traffic speed, increasing visibility to enforce junction priority rules and providing safe crossing facilities at the junction. This involves widening of the footways on the corners at the junction to reduce crossing distance, and the introduction of raised tables at the junction for traffic calming. This also includes renewal of the priority road markings and ensuring clear signage to designate Cobden Road the major arm at the junction.

Cobden Road

The proposals for Cobden Road are:

- New parking restrictions on the south side of Cobden Road between Canning Road and Russell Road.
- Possible new traffic camera enforcement of weight and width restrictions for vehicles using roads connecting to Cobden Road.

New parking restrictions on the south side of Cobden Road between Canning Road and Russell Road

This is aimed at providing adequate parking for residents and facilitating safer opportunities to cross the road by limiting parking of HGVs along Cobden Road between Canning Road and Russell Road. This involves the introduction of parking restrictions with double yellow lines on the south side of this section of Cobden Road.

Possible new traffic camera enforcement of weight and width restrictions for vehicles using roads connecting to Cobden Road

This is aimed at restricting HGVs to their designated roads - Crowland Street, Norwood Road, Norwood Avenue, Roe Lane and Foul Lane (which is proposed to be reopened as part of the Southport Eastern Access scheme) rather than Cobden Road and other residential streets - to reach the industrial and warehousing premises towards the south side of the Norwood area. This involves an application for powers to use cameras to enforce moving traffic offences (by issuing fines to non-compliant HGVs) to aid enforcement of the existing restrictions on Palmerstone Road, Gladstone Road, Wennington Road and Canning Road. Buses are not affected by this measure.

Wennington Road

The proposals for Wennington Road are:

- Improving the existing crossing of Crowland Street near the junction with Wennington Road.
- New parking restrictions at the modal filter on Wennington Road
- Improving the junction of Wennington Road, Roe Lane and Hesketh Drive.

Improving the existing crossing of Crowland Street near the junction with Wennington Road

This is aimed at providing safe crossing facilities at Crowland Street close to Wennington Road for people walking, wheeling and for people cycling along the cycle route to connect into the new segregated cycle route on Foul Lane being introduced as part of the SEA scheme. This includes a redesign of the zebra crossing and addition of a separate crossing for cyclists alongside the zebra crossing to form a parallel crossing with appropriate cycle lanes connecting the crossing facility to the cycle route. Some narrowing of the road on Crowland Street on both approaches to the junction is required for space reallocation to achieve this. Additional proposed improvements include resurfacing of footways close to the crossing to make them smooth, uniform and level.

New parking restrictions at the modal filter on Wennington Road

This is aimed at providing a cycle route that is safe and convenient for cyclists along Wennington Road by preventing obstruction at the modal filter by parked vehicles. This involves the introduction of no parking at any time parking restrictions with double yellow lines on both sides of Wennington Road both north and south of the existing modal filter.

Improving the junction of Wennington Road, Roe Lane and Hesketh Drive.

This is aimed at providing safe crossing facilities at Roe Lane for people walking, wheeling and cycling between Wennington Road and Hesketh Drive and equally provide safe and convenient crossing points on Wennington Road and Hesketh Drive. This involves widening of the footways on the corners at the junction to reduce the crossing distance, and the introduction of a new parallel crossing on Roe Lane which includes a zebra crossing for pedestrians. This also includes appropriate cycle lanes at the junction approach connecting the crossing facility to the cycle route. Additional proposed improvements include resurfacing of footways close to the crossing to make them smooth, uniform and level.

Area wide measures

Other area wide measures are aimed at providing a safe neighbourhood by promoting traffic calming, and steer through-traffic onto Norwood Road, Norwood Avenue and Roe Lane while deterring the use of Bispham Road and Old Park Lane as a through route. This involves the introduction of 20mph speed limits on Bispham Road, Old Park Lane and any sections of street in the south of the Study Area that still have 30mph speed limits – this includes parts of Cobden Road, Canning Road, Russell Road and Crowland Street.

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Appendix C – Consultation Letters



Address:

XXX
XXX
XXX
XXX

Andrew Dunsmore
Sefton Council
2nd Floor, Magdalen House
30 Trinity Road
Bootle
L20 3NJ
Tel: 03451400845
Email:
transport.planning@sefton.gov.uk

Date: XX/XX/XX

Ref: Norwood Mitigation
Improvements Scheme

Dear Sir/Madam

Norwood Mitigation Improvement Scheme **Online Consultation**

We want to make it safer for everyone to move around Norwood by slowing the speed of traffic and discouraging drivers to cut through the residential area of Norwood. We want drivers to stay more on the main routes, such as Norwood Road, Norwood Avenue and Roe Lane. The Norwood Mitigation scheme is designed to complement the Southport Eastern Access Improvement scheme, which is a bigger scheme that covers Eastbank Street / Bridge Street to Kew Roundabout, and also connects to Foul Lane and Meols Cop Station.

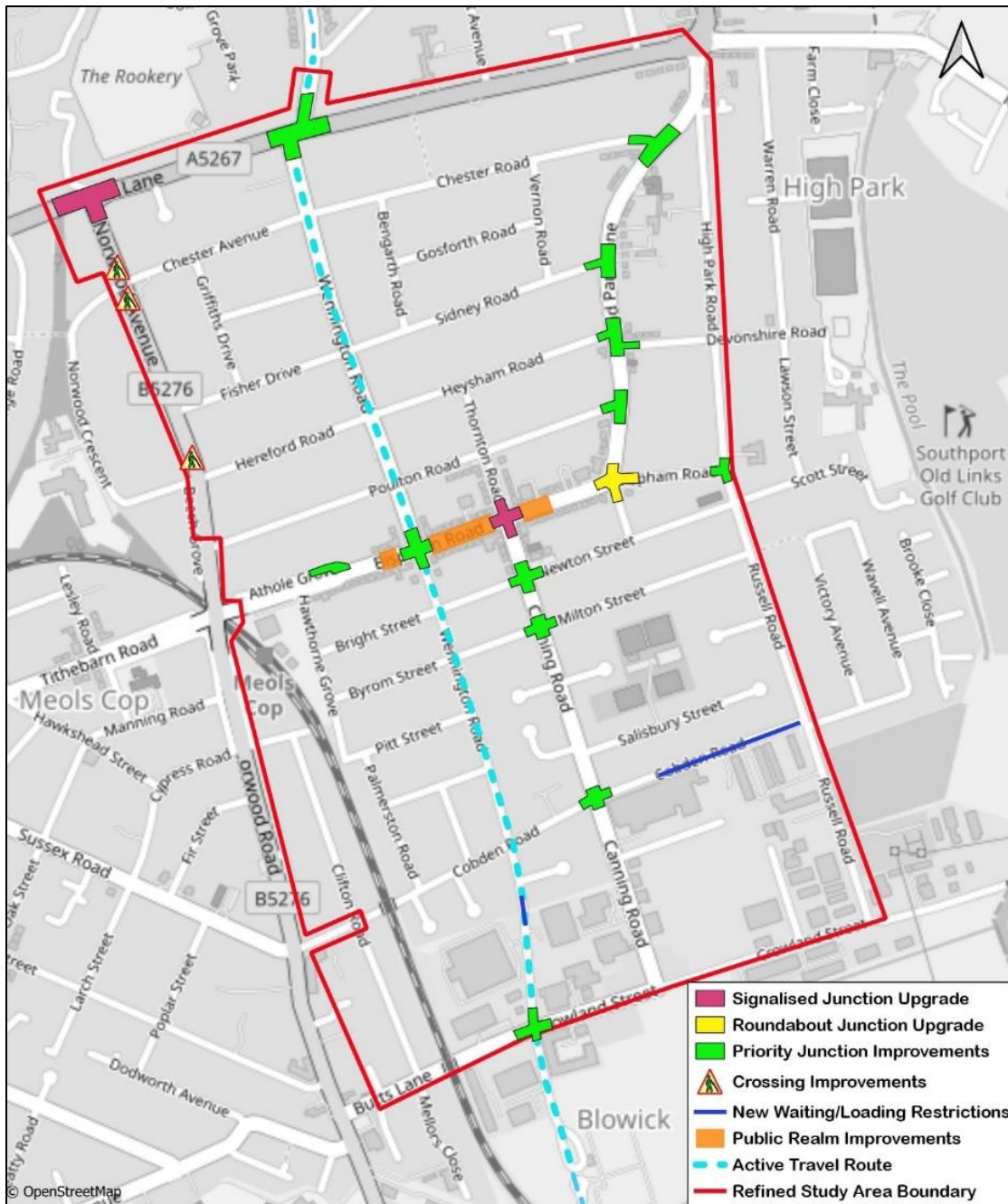
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The Southport Eastern Access Improvement scheme involves the delivery of some highway improvements to reduce congestion on the eastern approaches to Southport. The scheme also includes active travel (walking, cycling and wheeling) and safety improvements. It will also include traffic mitigation measures to address changes in traffic patterns resulting from the reopening of Foul Lane. These changes may affect traffic flows in and around Norwood, which the Norwood Mitigation scheme is designed to address whilst also making it easier for pedestrians, cyclists and public transport users to travel around.

We have worked with Norwood Ward Members, and our Neighbourhoods Teams to develop ideas for improvement in Norwood. We felt that it is important to develop these proposals in collaboration with the community and we have already held two workshops with members of the community in Spring 2024. From this early engagement, we have been able to broaden our understanding of the issues in the area and discuss potential solutions. Throughout the process we have taken on board feedback from the community and this has been fed into the designs for improvements which are shown in the online consultation. We have also worked with officers within Sefton Council and at Liverpool City Region Combined Authority to ensure the scheme considers other things like existing bus routes. As part of our wider engagement on this project we are also talking directly to the local schools and helping to support them with their wider transport challenges.

The map below shows an overview of the proposed improvements.

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We would like to hear your thoughts

We are at the early stages of looking at how we can develop and fund our plans. Now is the chance to let us know your thoughts. All comments will be reviewed as part of the development of our plans. We have launched a survey on Your Sefton Your Say which will run from Thursday 18th July 2024 (18/07/2024) to Thursday 15th August 2024 (15/08/2024).

Survey link and QR code

<https://yourseftonyoursay.sefton.gov.uk/investment-programmes-and-infrastructure/norwood-mitigation-public-engagement-2024>



Yours sincerely,



Andrew Dunsmore
Transport Planning Manager



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Appendix D – Full engagement notes for all the workshop sessions.

Engagement with Technical Officers – Session 1 (5th March 2024)

Notes:

- There is a need to ensure proposed measures do not restrict bus movements, especially as there is a bus depot located in the area.
- There is a current proposal to extend the current 46 bus route into the Crowland Street Development to serve this community. This will be dependent on when the development comes forward and what the network looks like at that time.
- Prioritisation of measures will need to be considered as all the measures in the concept plan would likely exceed the £2-3m capital budget which was established at the inception meeting. However, it was noted that there are discussions happening in the background with the Contractor for the SEA scheme, which would influence the budget for the mitigation measures.
- There is an issue of HGVs and large vehicles ignoring existing width and weight restrictions, causing damage to bollards, and this has taken place over 20-30 years. There is also a concern that opening up of Foul Lane would exacerbate this so measures to make these routes less attractive should be considered including at along Canning Road and Wennington Road with possible traffic calming on Old Park Lane / Bispham Road.
- It was noted that it would be good to include some of the councillors' desired improvements, if possible, for example a signalised crossing outside Sainsburys on Bispham Road and a mini roundabout at the Bispham Road / Old Park Lane junction.
- Any additional traffic calming would need to consider bus routes, especially those movements to and from the bus depot. Most buses serving the area use these local roads and measures could have a big impact on the town's bus services if not carefully considered.
- Continued conversations with the developer of the Crowland Street Development will be very important.
- Consideration needs to be given to walking routes in the area, particularly in relation to the Crowland Street Development and connections to schools and shops. Sefton Council is undertaking work with school children (via Sustrans) to understand how they travel to school and the routes they currently use.

Engagement with the Community – Session 1, Issues, Opportunities, and Potential Solutions (18th March 2024)

Notes:

Issues and Opportunities

- Speeding issues were noted on Bispham Road, Canning Road, Wennington Road, Cobden Road, Crowland Street, Roe Lane, High Park Place and Old Park Lane.
- Drivers fail to stop / observe the zebra crossing on Bispham Road, mostly considered to be due to faded markings.
- Road markings were noted as generally faded and worn in a number of places, particularly at the junctions on Canning Road and Wennington Road, leading to confusion over priorities at junctions.

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- Parking on Bispham Road near the station is an issue in terms of creating congestion and making it difficult to cross the road and for vehicles to turn (including buses), but there is no other parking for the station.
- Desires to reduce the speed limit on Old Park Lane and Bispham Road to discourage speeding.
- The on-street parking layout on Bispham Road, especially between Old Park Lane and Wennington Road causes congestion and safety issues for pedestrians crossing the road due to reversing cars.
- HGVs are using restricted roads such as Russell Road, Canning Road and High Park Road, to access the industrial estate. Some of the road surfaces appear to be sinking with the use of HGVs as the weight restrictions are not observed.
- Inconsistent street signage creates confusion when turning at junctions into/from Bispham Road and it is not clear which routes are for HGVs.
- The design for the cyclists crossing at the Bispham Road / Wennington Road junction is not ideal as it requires them to do turns of 90 degrees to get on and off the crossing.
- The bottom of Canning Road close to Crowland Street is heavily parked and the narrowing on Canning Road does not help slow the traffic down.
- Due to speeding along Canning Road, traffic does not observe the east-west priority at the junction with Cobden Road.
- Cars parking outside Sainsbury's on Bispham Road cause congestion due queues building up behind them.
- It is not considered safe to cross outside Sainsburys and the local community would like a controlled crossing - a petition with around 300 signatures in support of this had been submitted to Sefton Council.
- Traffic light timings on Roe Lane / Norwood Avenue should be looked at as it appears green time is too short and is probably contributing to congestion.
- Crossing Norwood Avenue just south of Roe Lane and to Roe Lane at the junctions with Wennington Road and Old Park Lane was seen as particularly difficult.
- The housing proposed at Moss Lane will generate additional traffic and an impact on operation of the roundabout at Roe Lane / High Park Place.
- Flooding issues occur to the south of the Norwood area, north of Peel Street where the stream runs through.
- The section of Foul Lane near Kew Roundabout proposed to be closed as part of Southport Eastern Access should be kept open (this is outside the Study Area).
- Concerns about rat-running resulting from banned left turn onto Tithebarn Road from Norwood Road as part of the SEA scheme (this is outside the Study Area).
- There were noted difficulties for buses to manoeuvre through the area due to parking on both sides of streets throughout the area.

Potential Solutions

- Footways / pavements should have a level surface and proper lighting to encourage people to walk more within the area.
- Improvements to signage and wayfinding are required, particularly signage to help enforce HGV restrictions on certain streets. These improvements could also promote better use of local businesses and the existing parks and green spaces.

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- Enhanced restrictions are required to keep HGVs on appropriate routes such as Roe Lane, Norwood Avenue and Norwood Road, whilst continuing to allow local bus services. Enforcement of moving traffic offenses was favoured as a proposal to deter HGVs from using unsuitable roads.
- Gateway features should be introduced on Old Park Lane and Bispham Road.
- Traffic calming and a single raised table along Bispham Road and most of Old Park Lane would make drivers feel that they are entering a different environment.
- The 20mph limit for Bispham Road and Old Park Lane shown on the initial concept plan was generally supported.
- The zebra crossing on Norwood Avenue to the south of Hereford Road should be relocated to north and a new crossing north of Chester Road should be provided.
- More public seating and other public realm improvements, including greening and trees was suggested to help promote walking and establish a village centre on Bispham Road.
- Improvements in enforcing parking was suggested across the Study Area.
- Introducing echelon parking on Bispham Road would help parking remain while also improving pedestrian safety.
- Introducing vehicle-activated speed signs across the area was collectively supported.
- The addition of a crossing (either zebra or signalised) close to Sainsbury's at the Canning Road / Bispham Road junction was strongly supported.
- Cycle improvements should focus on allowing cyclists to cycle straight and not require abrupt turns especially at crossings.
- A new crossing was suggested on Roe Lane between Wennington Road and Hesketh Drive.
- A new crossing was suggested on Cobden Road at junction with Wennington Road.
- Attendees noted the potential to change the road priorities at junctions along Canning Road.
- Attendees suggested the Old Park Lane / Bispham Road junction should be converted to a mini roundabout to reduce traffic speeds and make it easier for pedestrians to cross the approaches.
- Sustainable Urban Drainage measures should be investigated north of Peel Street to address flooding issues.
- Some attendees suggested reopening Wennington Road at existing road closure north of Crowland Street to help manage traffic flows.
- Increasing the frequency of bus services was suggested to cater for the needs of future development.
- Land at Jewsons and land on Norwood Road, which has been fenced off, could be re-purposed for parking, potentially associated with the station.
- Attendees suggested considering filters as part of traffic signals at Norwood Road / Bispham Road junction, Norwood Road / Peel Street junction, Norwood Road / Haig Avenue junction, and Norwood Road / Butt Lane junction.

Engagement with Technical Officers – Session 2 (8th April 2024)

Notes:

- The existing vehicle width and weight restrictions in the area were reviewed and potential enhancements to existing measures to complement with camera enforcement were proposed. Camera enforcement was preferred in order to restrict HGV movements, as current physical measures were seen as less effective (and also are not possible on Canning Road as buses use it as a route).
- The proposed junction improvements at Roe Lane / Norwood Avenue and Roe Lane / Wennington Road / Hesketh Drive were discussed as to how they might impact buses. The proposals would be designed to make it easier for all vehicles, including buses, to make turning movements between Norwood Avenue and Roe Lane so as to make the route skirting the edge of the Norwood area more attractive than the route through it via Bispham Road and Old Park Lane. It was noted that at the Roe Lane / Wennington Road / Hesketh Drive junction, the proposal at this stage was a signalised crossing of Roe Lane rather than signalising the whole junction.
- It was noted that Sefton Council has no powers for camera enforcement of moving traffic offences at this stage. However, it was agreed that camera enforcement would be proposed to address anecdotal evidence of HGVs using restricted routes assuming that the Council make an application for powers in future.
- The need to look at prioritising interventions was considered important, especially to identify critical measures that would mitigate the opening up of Foul Lane. It was agreed that prioritisation of interventions would be discussed at the next community engagement event.
- The need to consider any potential permissions for example for works on third party land was also highlighted.

Engagement with Technical Officers – Session 3 (9th May 2024)

Notes:

- The parallel crossing at the Hesketh Drive / Roe Lane / Wennington Road junction - This will address residents' concerns about difficulty crossing the road and also allow the active travel route to be extended northwards along Hesketh Drive and beyond towards the coast.
- Raised tables / tightened geometries at Old Park Lane junctions with Chester Road, Sidney Road, Heysham Road and Poulton Road – These will reduce crossing widths. The Internal advice in AtkinsRéalis is to maintain a cane detectable kerb in the design of raised tables. According to Sefton Council, their position was that some kind of upstand on the raised tables would be required. It was also suggested that ramps should be 1:20 and the Merseytravel requirements were to be checked to make sure proposed designs align. The proposals were otherwise agreed.
- Improvements to junctions along Canning Road – To address the issue of drivers ignoring current priority, introducing raised tables and tightening geometries at the junctions was proposed. This was generally considered acceptable, but similar comments apply as previously stated for Old Park Lane junctions.
- Proposed 20mph speed limit along Old Park Lane / Bispham Road – Whilst there were advantages to this proposal, and it had community support there was some merit in leaving the roads with a 30mph limit. Changing to 20mph speed limit meant 20mph signs would be needed on every side road as a reminder to

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drivers. A preference for more physical measures on Old Park Lane rather than introducing a 20mph zone was suggested, as these will naturally slow vehicle speeds.

- Tightening up junction at Athole Grove – Proposal is to reduce crossing distance and consideration has been given to ensure that this does not impact on private driveway access.
- Parallel crossing at Bispham Road / Wennington Road junction – An upgrade to a parallel crossing and proposal for one-way street northbound along Wennington Road to get better provision for cyclists. Potentially, there may be need to restrict on-street parking to enable the improvements, but all properties have access to private driveways on the northern arm of Wennington Road. It may be more of an issue on the southern arm.
- Signalised crossing at Bispham Road / Canning Road – There have been multiple requests from the community for a signalised crossing including a submitted petition. The proposal is to introduce signals with pedestrian phase at the junction, which will require an all-red phase. It was noted that with the introduction of signals the carriageway only has ability to accommodate one right turning vehicle before blocking back occurs. It was felt that this was acceptable as bus service frequency is limited through the junction and could potentially include some level of bus priority into the signals. This proposal was also supported by the modelling results which also indicated that this proposal would help to reduce traffic flow both, east-west and north-south through the area. The alternative option would be to introduce a zebra crossing to the east of the junction outside Sainsbury's.
- Bispham Road / Old Park Lane junction upgrade – proposal for a mini roundabout with crossing provision was discussed. A small, kerbed roundabout rather than a mini roundabout was considered as vehicles are ignoring the island and passing through at speed on the original path at a similar mini roundabout in another location. However, the mini roundabout was agreed as the design shows that the swept path of buses coming south involves over-running the central marking and this junction is currently used by school buses in the morning and afternoon.
- Bispham Road public realm – There were no firm proposals yet, but in order to do something significant like a boulevard of trees it would be necessary to narrow the road and widen the footways but that would preclude parking which may not be acceptable to the community or businesses (most of the adjoining forecourts are in private ownership). This topic would be raised as part of the community engagement session scheduled to take place on 20th May 2024. Engagement with businesses about this issue would also be done. It was noted that the Bispham Road public realm improvements could be put on a list to take forward post 2027, as that will give more time to understand the scale of ambition for this proposal.
- Crossing at Crowland Street / Wennington Road junction – Similar proposals to the other end of Wennington Road with the introduction of a parallel crossing connecting into potential cycle infrastructure proposed as part of CSD. Third party land will be required on the south east corner and negotiations with the landowner are ongoing as part of the core SEA proposals. They appear to be fairly open to selling the land to support delivery of the scheme.

- Width restrictions – The proposal was to make these more physically robust. However, it was suggested that this may need to be a watching brief until new guidance is released. Introduction of high / Kassel kerbs were also suggested. Further consideration will be taken on the suggestions as well as the potential for camera enforcement in future.
- Roe Lane / Norwood Avenue junction improvements– Proposals to make it easier for traffic to use this route instead of travelling through the study area. The proposals being developed are based on providing a new separate right turn lane on Norwood Avenue and a new pedestrian crossing on Roe Lane to the west of the junction. This has been modelled in the strategic model but still needs a junction assessment. The signal operation data from Sefton Council would be needed to feed into the assessment.
- Repainting existing and introducing new zebra crossing on Norwood Road – It was suggested that there will be some merit in engaging with the local school and children on the proposals as new Leader and Cabinet Members are keen to introduce measures that support movements by children.
- Options for proposals outside of the study area (e.g. Sussex Road estate) are being considered by Sefton Council separately. This was to be acknowledged at the engagement event on 20th May 2024.

Engagement with the Community – Session 2, preliminary design feedback and Bispham Road ideas (20th May 2024)

Notes:

Feedback preliminary design

- The one-way street along section of Wennington Road is not favoured as it is deemed that the diversion routes will not be favoured by affected residents - the preliminary design was updated to restrict the one-way street to a short distance close to the junction approach rather than the full street.
- Clear signage that cyclists can travel in both directions on Wennington Road is necessary if the proposed one-way streets are implemented.
- The idea of signalised pedestrian crossing junction at Canning Road/Bispham Road is supported, even though this will reduce some parking.
- Mini roundabout proposal at Bispham Road / Old Park Lane is supported however, zebra crossings on roundabout arms deemed less of a priority, if funding is limited.
- School children crossing the road at Heysham Road / Old Park Lane will need to be considered and more emphasis given to crossings in that area – the preliminary design was updated to include a zebra crossing here.
- Weight restrictions within the area need to be supported as an important part of the scheme. There is considerable backing from local ward members.
- Junction design at Hesketh Drive / Wennington Road / Roe Lane is supported as it improves the active travel route. There are some concerns that tightening the junction from the non-formalised two-lane width to one lane may lead to vehicles backing up.
- Concerns relating to the closure of the Scarisbrick New Road / Foul Lane / Southport Road mini roundabout providing access to Kew Retail Park and the tip (Southport Household Waste Recycling Centre) – outside the Study Area.

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- Concerns about rat-running around Dodworth Road estate (Sefton Council is looking at this issue separately) – outside the Study Area.
- A suggestion to not have trees at planting areas proposed at the side road junctions on Old Park Lane as they restrict visibility. Concerns that bushes / shrubberies can attract litter. However, there was agreement that there is need to think about addressing rainwater run-off and noted that there will be a maintenance requirement. There is therefore a need to ensure right species and maintenance regime is in place to ensure areas do not become overgrown / unmanageable.
- SEA proposals include plans to restrict turning movement from Norwood Road (i.e. no left turn) into Tithebarn Road. Concerns exist that this will potentially create localised rat-running. However, it was recognised that this is needed to facilitate the pedestrian crossing which is important as it is a very busy junction – outside the Study Area.
- Along Hereford Road, there are LGVs coming from Norwood Avenue onto Wennington Road and speeding over the 20mph limit.
- There is need to look at pedestrian crossing to access nursery school on corner of Old Park Lane / Bispham Road. Need to be mindful of entrance / exit to nursery and access by school bus – the preliminary design was updated to further enhance the proposed crossings in this area.
- The existing width restrictions are impacting on some SUVs.
- There is a need for double yellows on Cobden Road to prevent parked vehicles on Cobden Road near industrial estate. The mix of parking including residential and commercial vehicles. This is related to haulage company that fixes large vehicles and parks them on street – the preliminary design was updated to include waiting and loading restrictions here.
- New 20mph speed limits well received but it needs to be enforced or people won't observe it. ANPR cameras were suggested.
- Additional signage informing HGVs of the height restriction at the railway bridge on Cobden Road is required.
- Speeding issues along Cobden Road need to be addressed with traffic calming.
- Interventions along Bispham Road to reduce accidents / speeding should focus on improving the junctions, including raised tables at the zebra crossing and mini roundabout.
- Northern zebra crossing on Norwood Avenue close to Chester Avenue and Norwood Crescent should be changed to a pelican crossing – the preliminary design was updated to include an option of a pelican crossing to the northern arm as an alternative to the zebra crossing to the southern arm of the junction.

Bispham Road Public Realm Discussions

- Aspiration to improve the look and feel of Bispham Road and enhance the trading environment for business through greening and street trees, outside tables and chairs and public seating.
- Some positive responses for narrowing the carriageway to allow greening and street trees in the public highway / extended footways.
- Making improvements to the private forecourts which occupy extensive areas.
- Tidying up parking along with forecourt improvements but without narrowing the road significantly.

- Having some consistency of paving and bollards across the area including the private forecourts to make the street a bit more uniform, although it was noted that this will be difficult due to multiple business ownerships.
- Putting in parking laybys to formalise parking by taking part of forecourt land to enable people to use shops. This may make it easier to manage the movement of vehicles slowly through the street.
- Engaging the businesses about what can be done with their forecourts, as without this and just looking at changes to the public highway, the impact of any improvements could be quite limited. This is also important to ensure forecourt parking can be accessed safely. This is discussed below.
- Giving the street more of a village feel - currently, movement of traffic overwhelms the area.
- Parking is the biggest issue. Long laybys and parking on forecourts restrict being able to create the right feel for area.
- Changing the attitude of drivers is needed as most just park up anywhere on-street and open doors into path of oncoming vehicles / pedestrians.
- Retaining some parking is desirable, especially close to the pharmacy by the Wennington Road junction.
- Considering bus stops in any plans or improvements is necessary.
- Acknowledging that people want to park up and use shops along Bispham Road, but there is not enough room for everything.

Engagement with businesses along Bispham Road (9th July 2024)

Notes:

- There was strong agreement on ideas to 'calm' traffic on Bispham Road. Speeding is a concern for most businesses, with a 20mph limit seen positively, though there was concern whether this could be enforced. It was suggested that infrastructure could be designed so that vehicles would find it difficult to travel over 20mph.
- Not all drop down kerbs are located in suitable locations for vehicle access. Bispham Road Pharmacy identified a potentially unsafe example close to the nearby bus stop, which could endanger people waiting for the bus.
- The proposed roundabout at the Bispham Road / Old Park Lane junction has the potential to improve the safety of those leaving the car park of the nursery that exits onto Old Park Lane. This is currently a 'blind spot' as drivers look right towards Bispham Road.
- The signalised junction at Canning Road was met with approval, particularly having a designated crossing on the eastern arm.
- The zebra crossing near Wennington Road is a big concern to business owners. Similar to the 20mph measure, businesses felt that everything in the Council's powers to improve the safety here should be a priority.
- The forecourts are seen as a positive in the area but are misused or underused in some sections. Businesses were receptive to work together and identify ideas for improvement. Birkdale village was referenced as an example.
- Example of misuse of these forecourts raised included:
 - People parking on them to access the railway station.

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- People parking large vehicles / vans, blocking eyesight of those leaving junctions and
- People drive over the forecourts to avoid waiting at junctions, putting pedestrians in danger.
- Business owners generally would be interested to hear and contribute to future discussions on how to better utilise the forecourts.