

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 6 November 2023
Subject:	Maritime Corridor Highway Improvements Phase 1		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Litherland; Netherton and Orrell;
Portfolio:	Locality Services		
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 in the 'Maritime Corridor' which defines an area includes on the A59, Northway between the A5036(T) and A59 and A5038, Netherton Way. These improvement will be delivered on a phased approach, with Phase 1 to be completed by March 2025 to meet funding requirements. Phase 1 will include the introduction of a left turn lane on A5036(T) to Atlantic Park, new cycleway infrastructure on the A5036, Netherton Way and Bridle Road, to link with other routes and improvements to the junction of Netherton Way and Bridle Road,

Recommendation(s):

It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway pending confirmation of funding from the Liverpool City Region Combined Authority;

- (1) Introduction of new cycle route on Netherton on Way linking the A5036 and Bridle Road
- (2) Modification of the junction of A5058, Netherton Way and Bridle Road incorporating pedestrian and cycle crossings.
- (3) With agreement with National Highways, introduction of a left turn lane from A5036, Dunnings Bridge Road, into Atlantic Park

Reasons for the Recommendation(s):

Licensing and Regulatory Committee have powers to consider the outcome of consultation and the resultant proposals in respect of the making of traffic regulation orders, details of improvements to highways and cycle routes and can approve the scheme as proposed or with minor amendments but otherwise must refer the scheme to the Cabinet Member.

The Liverpool City Region Combined Authority (LCRCA) have received funding from the Levelling Up Fund (LUF) to deliver a number of linked transport projects throughout the City Region including elements of the Maritime Corridor Phase 1. This funding is conditional on all the funds being expended by March 2025. Approval is sought to ensure that sufficient time is allowed for delivery of the scheme within the funding window.

Alternative Options Considered and Rejected: (including any Risk Implications)

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.

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The Construction and any ancillary costs, following award of the main contract, will be funded from the Levelling Up Fund and CRSTS programme. An indicated budget of £12.5m has been allocated to these proposals. The Council will receive a Grant Funding Offer (GFO) setting out the terms and conditions of the Capital Funding. These will be reviewed and subject to Council approval incorporated into the Capital Programme before any construction and ancillary work on the scheme commences.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):
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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 larger capital schemes which are programmed for delivery at the same time.

The staff costs incurred prior to the award of the Contract will be funded from the allocation within the Transport Capital Programme for 23-24 and from Development Funding which will be allocated to the project by the LCRCA following a successful 'Gateway 3 submission'.

Legal Implications:

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

Equality Implications:

There are no direct equality implications. However the scheme will provide new controlled crossing facilities at the junction of Netherton Way with Bridle Road for mobility impaired residents.

Impact on Cared for Children and Care Experienced Young People: No

Climate Emergency Implications:

The recommendations within this report will

Have a positive impact	Y/N
Have a neutral impact	Y/N
Have a negative impact	Y/N
The Author has undertaken the Climate Emergency training for report authors	Y/N

The construction process will have negative impact in that new materials will be used and there will be an anticipated net carbon increase.

However, the scheme when implemented, could improve accessibility and should encourage people to walk, particularly to school, which could result in smaller number of short car journeys. This should reduce the carbon impact.

This is one of the projects where a carbon assessment is being completed as part of a process of evaluation the Carbon footprint of the Transport Capital Programme.

Contribution to the Council's Core Purpose:

<p>Protect the most vulnerable: Not applicable.</p>
<p>Facilitate confident and resilient communities: The scheme should improve walking and cycling in the local area by making employment areas easier to access.</p>
<p>Commission, broker and provide core services: Not applicable.</p>
<p>Place – leadership and influencer: The scheme should help improve access to places of employment in the south of the borough.</p>
<p>Drivers of change and reform: Not applicable</p>
<p>Facilitate sustainable economic prosperity: The scheme should help improve access to existing and proposed development on Atlantic park and other areas in the Corridor..</p>
<p>Greater income for social investment: Not applicable.</p>
<p>Cleaner Greener The scheme should improve walking and cycling in the local area by joining cycle infrastructure and making areas of employment easier to access on foot.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD 7402/23) and the Chief Legal and Democratic Officer (LD 5602/23) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on all the proposals identified in the Outline Business Case was completed in 2021. 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 September and October 2023.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Cabinet Member decision.

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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.

1.0 Introduction/ Background

- 1.1 The Liverpool City Region Combined Authority (LCRCA) approved the Outline Business Case for the Maritime Corridor Scheme. This was a series of improvements centred around the A5036 and the A59 and the largely industrial land in between. The proposals were intended to reduce congestion, improve safety and provide easier access to employment sites in the south of the borough. In the development of the proposals further consideration was given to how people walking or cycling could better access employment sites and hence the scope of the scheme was increased.
- 1.2 The Council were invited to develop and submit a Full Business Case on the understanding that all costs incurred would be funded from a Development Fund 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.
- 1.3 An allowance of funding has been made with the City Region Sustainable Transport Settlement (CRSTS) to fund all the works within the Maritime Corridor. This has to be expended before March 2027.
- 1.4 The LCRCA explored the opportunity of securing Levelling Up Funding (LUF) for a series of transport related improvements in Liverpool, Wirral and Sefton. As such elements of the Maritime Corridor work were included in the LUF Business Case.
- 1.5 The Department for Levelling Up, Housing & Communities has asked the LCRCA to reprofile the LUF Business Case to clarify the scope of the work that can be delivered before the deadline for expenditure of March 2025. In turn the LCRCA have asked the three contributing local authorities to critically examine their programme and cost profile.
- 1.6 In response to this request, the Council have identified works which will form Phase 1 of the Improvements and thus could be delivered by March 25 and hence can be funded from the LUF contribution. The LCRCA have allocated £12.5m toward these Phase 1 works. This allocation is made up of LUF and some funding from the CRSTS. The total funding allocated to Maritime Corridor Proposals is £21.2m, to be expended by March 2027.

2.0 Scheme Proposals

- 2.1 In determining the scope of works to be included in Phase 1, 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. As such the works on the A5036 providing a new left turn lane to Atlantic Park, on Netherpton way and the junction with Bridle Road have been identified.

- 2.2 The general arrangement plans are contained with Appendix A. These have been appraised by the LCRCA and Active Travel England. National Highways(NH) (formerly Highways England) have also commented on those elements which form part of the trunk road network and for which NH are the highway authority. It should be noted that the trunk road proposals will be subject to a further formal approval process before the works can be delivered.
- 2.3 The proposals on the A5036 include the installation of a left turn lane into the Atlantic Park site and the creation of a segregated cycle route beginning to the west of the Park lane junction and providing a continuous route to Netherton Way. The layby on Netherton Way which accommodate school buses will be retained.
- 2.4 The proposed improvements to the junction of Netherton Way and Bridle Road aimed to improve capacity and accommodate improved crossing facilities for pedestrians and cyclists across the two main legs of the junction. The new layout enables a link to cycle routes on the west of Netherton Way enable push button crossing facilities .
- 2.5 A new cycle route is proposed for Bridle Road. It is proposed that Phase 1 of the proposals will continue to the junction with George Masters Way, but may continue on Bridle Road should funding allow.
- 2.6 The proposals re shown on the general Arrangement Plans set out in Appendix A.
- 2.6 The LCRCA have confirmed that the Phase 1 works will still form part of the Full Business Case(FBC) which, if approved, will release the CRSTS allocation to fund the other elements of the Maritime Corridor scheme. However it should be noted that delivery of the Phase 1 scheme isn't dependant on approval of the FBC for the whole scheme. As the LUF funding has been approved, the works can be delivered as soon as the Council has formally applied for the funding through the formal Gateway Process which should lead to the generation of a Grant Funding Agreement. This should confirm the allocation and any conditions attached.

3.0 Consultation

- 3.1 Noting that the improvements for Maritime Corridor 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.
- 3.2 Noting the previous in-depth consultation at the Outline Business Case stage in 2021, this 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 secure comments and feedback which may then inform the remaining part of the design process.

- 3.3 There have been two stages of consultation completed for the whole of the Maritime Corridor Improvements scheme.
- 3.4 Stage 1, which began in August 23, 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 35 letters were sent out to a private survey link on Your Sefton Your Say.
- 3.5 Stage 2 was the wider Public engagement and - ran from September to the end of October. This stage consulted the wider public area including residents, schools, colleges and businesses. All addresses which were adjacent to the improvements were identified via the Council's internal Mapping system and 608 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 / organisations and region / nation cycling and walking organisations and charities were also invited directly by email to take part in the survey.
- 3.6 The letters are appended in Appendix B.
- 3.7 Comments were received which covered the proposals within Phase 1, for which approval is now sought and for the wider proposals. As approval is now sought for Phase 1 of the proposals, specific consideration has been given to those comments relating specifically to this phase..
- 3.8 During Stage 1 of the consultation, only one response was received online relating to Phase 1; response from a key stakeholder. During Stage 2, which included the public consultation, 39 responses have been received. In addition there has been 2 emails directly into the transport planning inbox asking for further clarity on elements of the consultation. These have been answered directly.
- 3.8 The main issues identified are set out in Appendix B along with some comments on how the issues are being considered further.
- 3.9 All feedback is being recorded and assessed and direct response to emails have been made. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.
- 3.10 Responses for the whole engagement including all elements have been logged on the Engagement Log, including comments for both Phase 1 and Phase 2 of the scheme. Some more monitoring on elements of Heysham Road and Park Lane potential public realm works will be taking place as part

of the phase 2 process and will be identified once proposals for Phase 2 and any further Phases are brought to L&R Committee.

- 3.11 In direct relation to Phase 1 comments the designs for the removal of the bus layby on Netherton Way have been reviewed and reconsidered and the layby has been reinstated to ease congestion on the carriageway and create a safer stopping point for the bus operators. The lay-by should have been identified on the consultation plans .
- 3.12 In terms of side crossings for pedestrians and cyclist the scheme has been refined already to give as much priority as possible and has in principle been approved by Active Travel England; however any final tweaks or refinements will be considered in the final detailed design process as all comments have been provided to the scheme designers.

4.0 Scheme Progress

- 4.1 Subject to approval to a procurement route, the Council will work with a contractor on Early Contractor Involvement to determine a formal Target Cost and Programme for the scheme. Some feasibility work has already been completed to agree an overall approach.
- 4.2 Discussions are ongoing with National Highways over proposals on the A5036 where NH are the highway authority. A formal legal agreement will need to be completed between the parties and NH will grant formal approval to the changes.
- 4.3 The detailed design is progressing and should be completed at the end of 2023. A final review of the proposals will be undertaken prior to the construction stage. This will take on board the comments received during the consultation and findings of the Road Safety Audit.
- 4.4 Subject to approval of the proposals, the Procurement route, receipt of a Grant Funding Agreement setting out the contribution and Council approval of the additional funding, the scheme is programmed to be on site in spring 2024. The Council will not commit to any capital expenditure until budget approval has been completed and a supplementary estimate added to the capital programme.

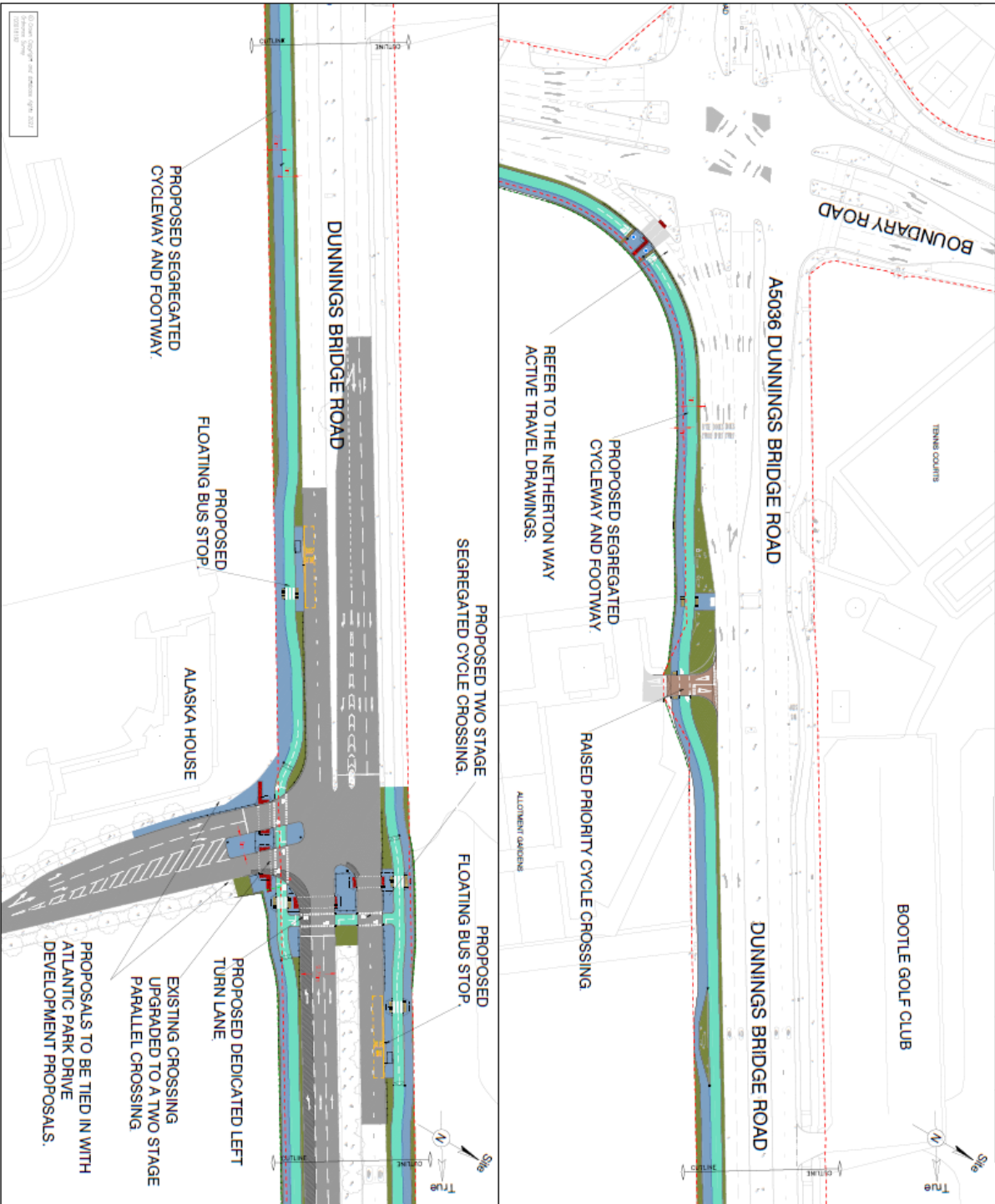
5.0 Recommendations

- 5.1 Recommendation(s):

It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the

Highway pending confirmation of funding from the Liverpool City Region Combined Authority;

- (1) Introduction of new cycle route on Netherton on Way linking the A5036 and Bridle Road.
- (2) Modification of the junction of A5058, Netherton Way and Bridle Road incorporating pedestrian and cycle crossings.
- (3) With agreement with National Highways, introduction of a left turn lane from A5036, Dunnings Bridge Road, into Atlantic Park



<p>Project Name: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN</p> <p>Client: DUNNING'S BRIDGE ROAD CYCLEWAY GENERAL ARRANGEMENT</p> <p>(Sheet 1 of 2)</p>	
<p>Project No: MARIT/ATOUN/R01</p>	
<p>Scale: 1:500</p>	<p>Date: 15/08/23</p>
<p>Author: PO1</p>	<p>Check: PO1</p>
<p>Project Location: 1500</p>	

Proposed Cycleway and Footway, 2023
 1500/11/23

Appendix B – Consultation Letter



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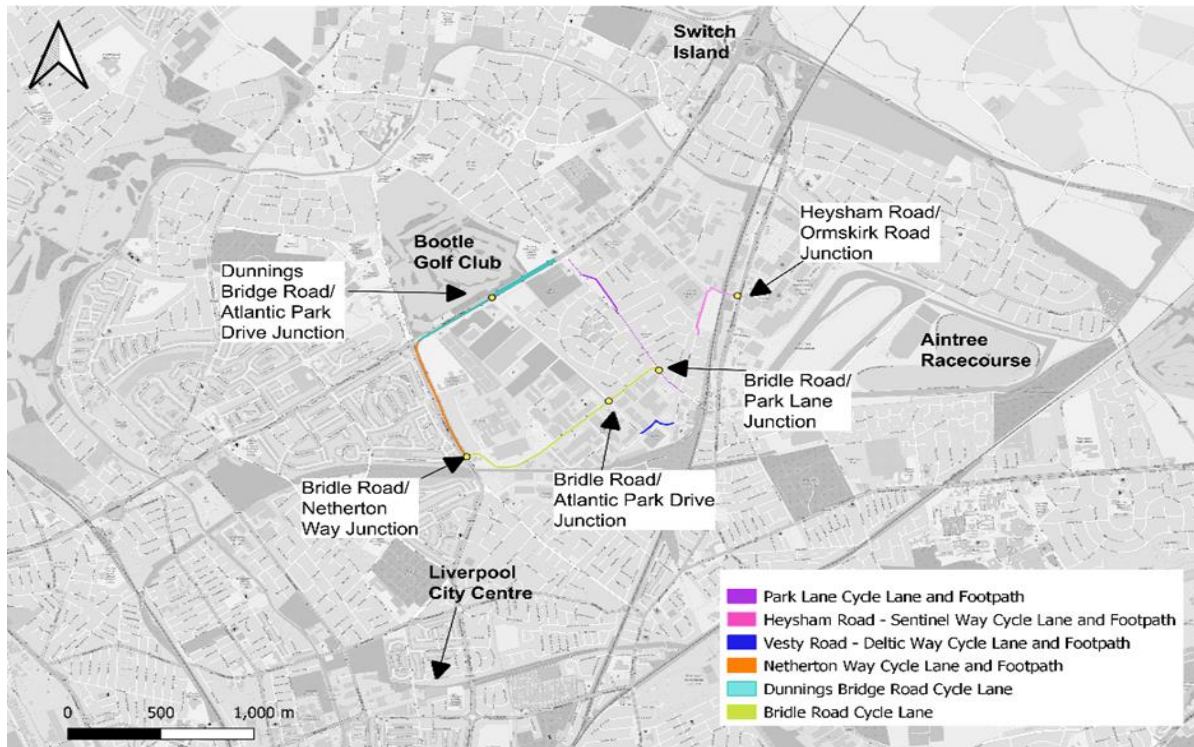
29th September 2023

Ref: Maritime Corridor Imp

Dear Sir/Madam

Maritime Corridor Improvement Scheme

I am writing to you as you have been identified as a being located near to our proposed Maritime Corridor Improvement Scheme. The proposals are to introduce new and upgraded junctions and active travel (walking and cycling) routes along Dunnings Bridge Road, Nethernton Way, Bridle Road, Heysham Road, Park Lane and Atlantic Park Drive. These areas have been found to experience high levels of congestion and long wait times at the junctions.



It is highlighted that our proposals for Maritime Corridor Improvements are separate from, and not connected to, National Highways (formerly Highways England) proposals for replacing the former footbridge across Dunnings Bridge Road near to Park Lane; or the National Highways proposals for the Port of Liverpool Access scheme. The Council is responsible for the Maritime Corridor Improvements project but is not responsible for the other projects.

Our Maritime Corridor Improvement Scheme aims to improve overall traffic conditions, enhancing access to the strategic road network, improving the accessibility for all users and enhancing the walking and cycling network which will help reduce congestion, improve the local air quality, improve the health and wellbeing of residents and visitors while attracting investment and promoting growth.

An early engagement exercise for the Maritime Corridor Improvements was carried out in Spring 2021 during the initial stages of the scheme. Following this engagement and conversations with key land interests / stakeholder and Active Travel England, we are now working with the Liverpool City Region Combined Authority to try to secure funding via the Government's Levelling Up Fund and City Region Sustainable Transport Settlements Fund.

We are therefore very keen to hear your feedback on the designs and improvements and have launched a public engagement, which will be open until midnight on **Thursday October 26th, 2023.**

The Link or QR code below will show you the scheme plans and allow you to provide feedback on the design.

<https://yourseftonyoursay.sefton.gov.uk/investment-programmes-and-infrastructure/mc-scheme>



Yours sincerely,

Andrew Dunsmore

Andrew Dunsmore

Strategic Transport Planning and Investment Team

Appendix C – Consultation Responses

Table 1: Summary of the responses

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
1	✓			<p>Dunnings Bridge Road</p> <p>Stated that the plans look well thought out and highlighted the initial concerns that roads would be reduced to fewer lanes but it does not seem the case.</p>	All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
2			✓	<p>Dunnings Bridge Road</p> <p>Air quality issues –the scheme needs to coincide with the new Rimrose Valley Road to divert traffic away from this area and help with the air quality</p>	All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
3		✓		<p>Dunnings Bridge Road</p> <p>Traffic congestion will not improve with the plans - reducing the road space will cause more congestion for</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>Modelling previously completes for Outline Business Case shows improvements to traffic conditions; and ongoing modelling will form part of the Full Business Case Process.</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				motorists, widening the road space for motorists should be considered	
4			✓	<p>Dunnings Bridge Road</p> <p>Generally, in favour of this but the traffic light timings need reviewing</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>Crossing timings to be considered .</p>
5			✓	<p>Dunnings Bridge Road</p> <p>There are currently cycle paths and footpaths already present which only need resurfacing</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>The aim is to link existing provision to new provision to give a continuity of routes along DBR for pedestrians and cyclists.</p>
6			✓	<p>Dunnings Bridge Road</p> <p>The new crossings are supported but are off the desire line</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>If necessary, a review of the crossing points will be undertaken, but designs are based on creating continued routes / desire lines.</p>
7			✓	<p>Dunnings Bridge Road</p> <p>Concerns over the abrupt stop of the cycle lane on the eastern end of</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>Consideration to be given to the continuation of the cycle lane on Dunnings Bridge Road.</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				Dunnings Bridge Road	
8			✓	<p>Dunnings Bridge Road</p> <p>Clear road signs of the road layout are needed</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response. If necessary, a review of the road signs will be undertaken.</p>
9			✓	<p>Dunnings Bridge Road</p> <p>Crossings should give priority to pedestrians and cyclists</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>In terms of side crossings for pedestrians and cyclist the scheme has been refined already to give as much priority as possible and has in principle been approved by Active Travel England; however, any further refinements will be considered in the final detailed design process as all comments have been provided to the scheme designers.</p>
10		✓		<p>Netherton Way</p> <p>Concerns regarding the removal of the bus lay-by on Netherton Way which</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				may cause more collisions and congestion	<p>feedback the main concerns raised and the Council's response.</p> <p>The designs for the removal of the bus layby on Netherton Way have been reviewed and reconsidered and the layby has been reinstated the bus layby to ease congestion on the carriageway and create a safer stopping point for the bus operators.</p>
11	✓			<p>Netherton Way</p> <p>This seems a good idea. No major objections with this one</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p>
12			✓	<p>Netherton Way</p> <p>Looks useful but stated that the designs look slightly confusing and busy</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p> <p>If necessary, the designs will be reviewed Comment appears more about the engagement drawings / materials – which are being trialled in that style so any feedback will be reviewed.</p>
13	✓			<p>Netherton Way</p> <p>Largely excellent, however, concerns were raised about the junction with</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising</p>

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				<p>the road heading towards the Ford garage and Asda as that junction and the road is poor for cycling.</p> <p>Overall thought that the intentions were great but expect a lot of backlash from drivers about this scheme.</p>	<p>feedback the main concerns raised and the Council's response.</p> <p>Noted the potential responses will be different for cyclist and drivers.</p>
14	✓			<p>Netherton Way</p> <p>Support proposed designs at junctions and wider area.</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p>
15		✓		<p>Netherton Way</p> <p>We have also received feedback from our Neighbourhoods team who raised concerns regarding the removal of the bus layby on Netherton Way, by the school.</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p> <p>The designs for the removal of the bus layby on Netherton Way have been reviewed and reconsidered and the layby has been reinstated the bus layby to ease congestion on the carriageway and create a safer stopping point for the bus operators.</p>
17	✓			<p>Bridle Road</p>	<p>Comment reported to L&R committee and the resident will be</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				Support proposed designs, its pivotal raised tables are installed at side roads to reinforce priority is with pedestrians.	advised of the L&R decision. All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
18			✓	Bridle Road Pinch points are not alleviated and creates issues for HGV’s	Comment reported to L&R committee and the resident will be advised of the L&R decision. All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
19			✓	Bridle Road The side junctions do not create a continuous cycle path which is what we should be aiming for and raised tables should be installed to ensure priority is given to cyclists and pedestrians	Comment reported to L&R committee and the resident will be advised of the L&R decision. All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response. In terms of side crossings for pedestrians and cyclist the scheme has been refined already to give as much priority as possible and has in principle been approved by Active Travel England; however any final tweaks or refinements will be considered in the final detailed design process as all comments have been provided to the scheme designers.
21			✓	Bridle Road	Comment reported to L&R committee and the resident will be advised of the L&R decision.

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				Too much traffic on this road	All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.