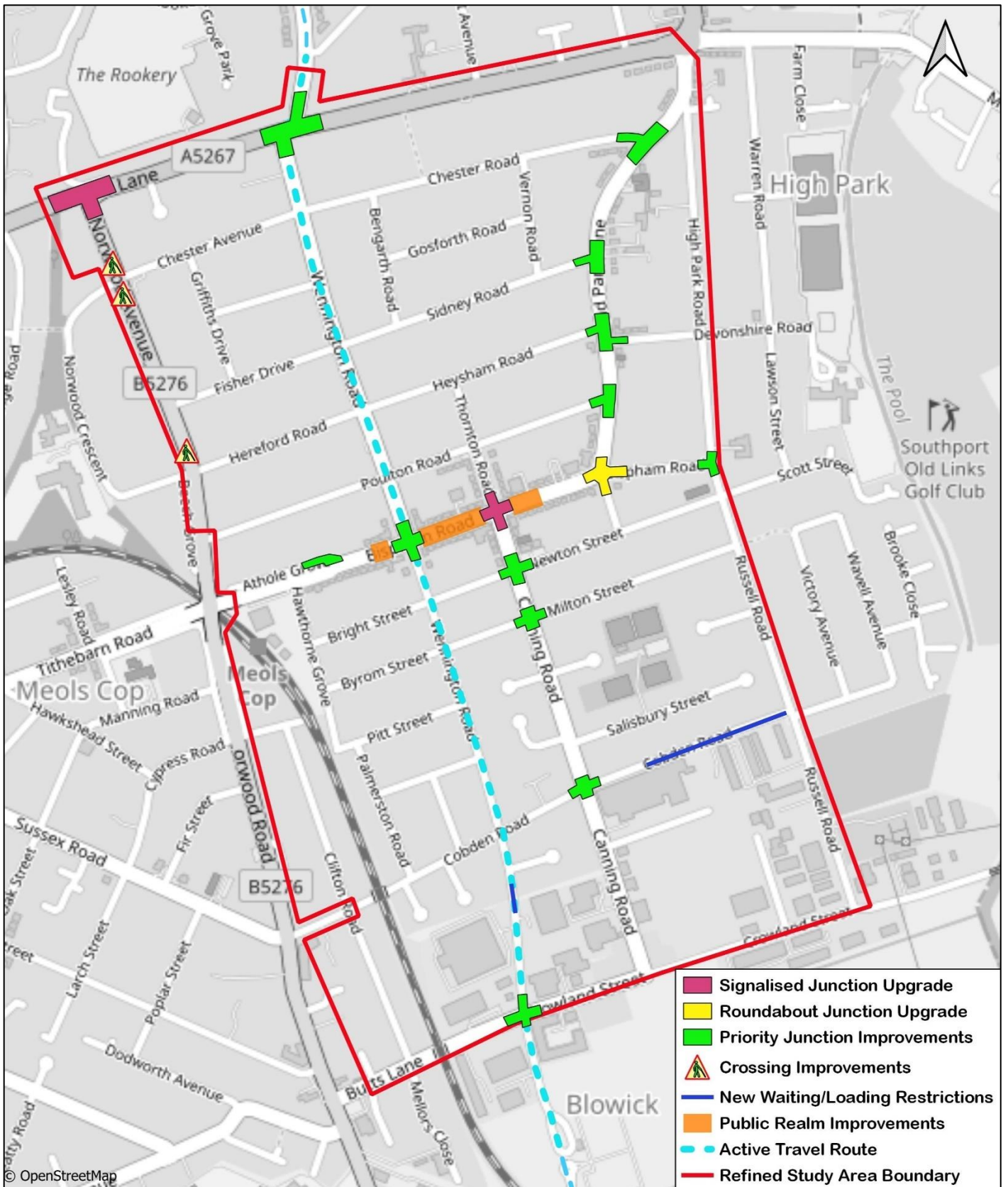
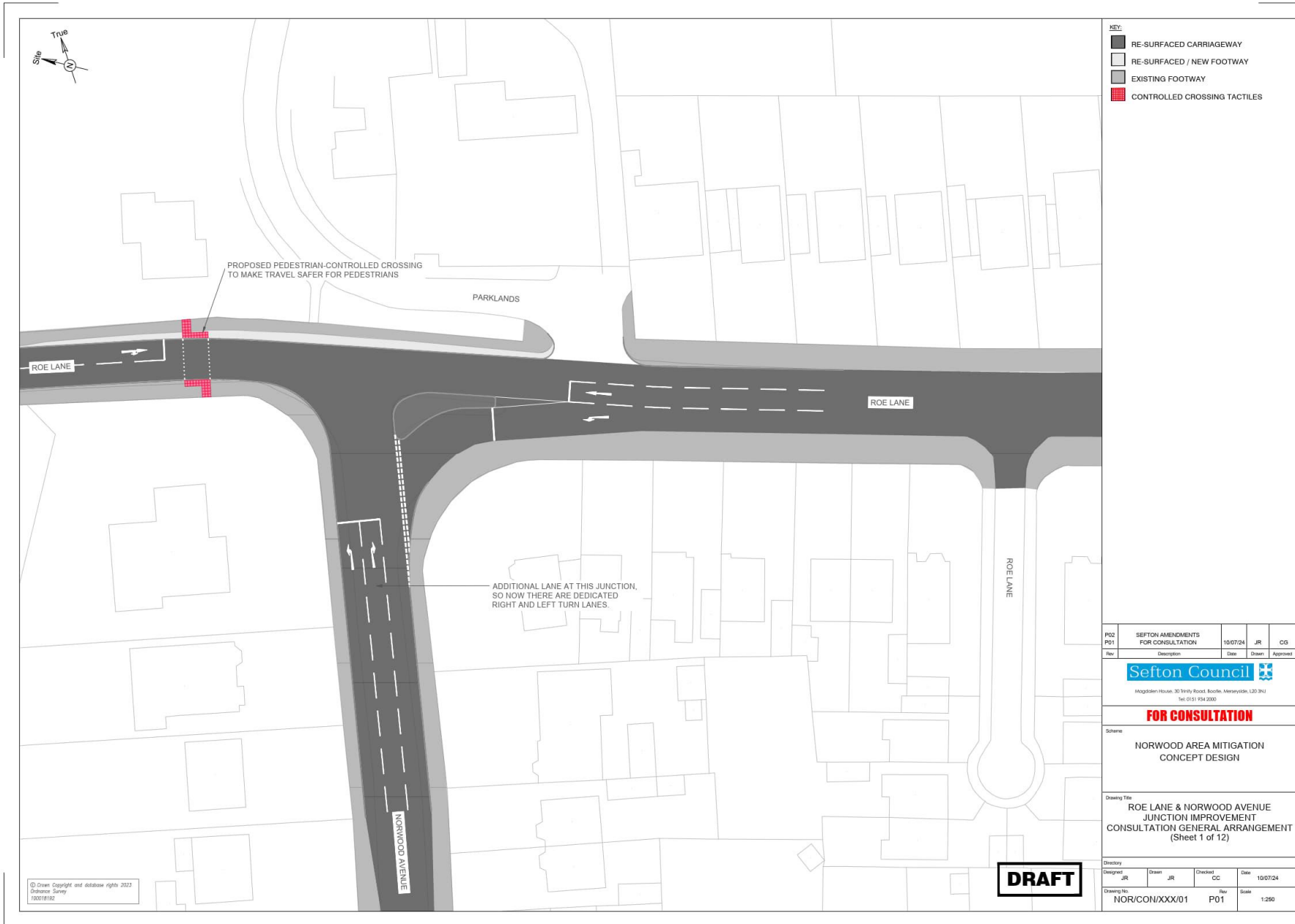


Appendix A – General Arrangement Plans

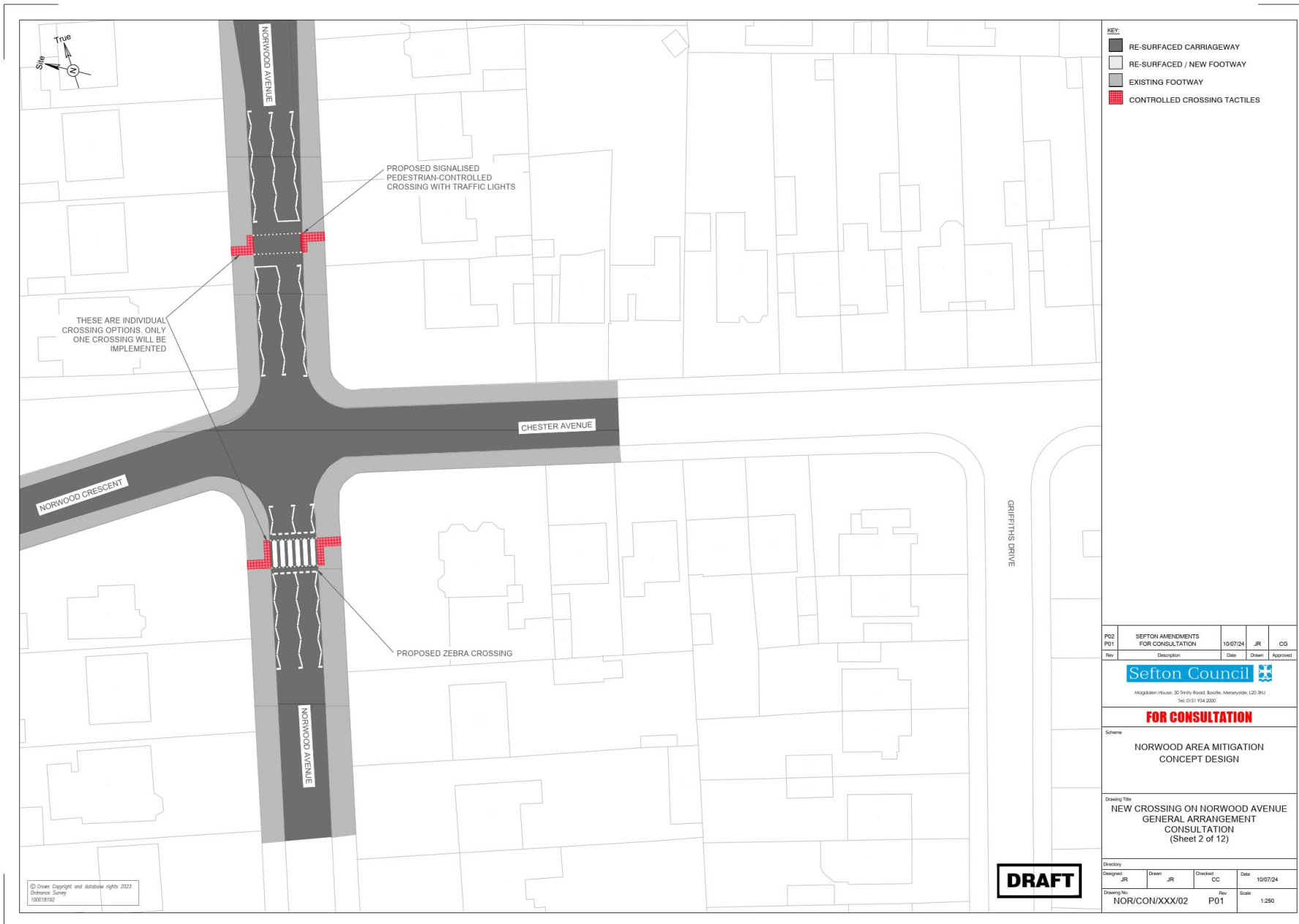
Norwood Mitigation overview map of proposals



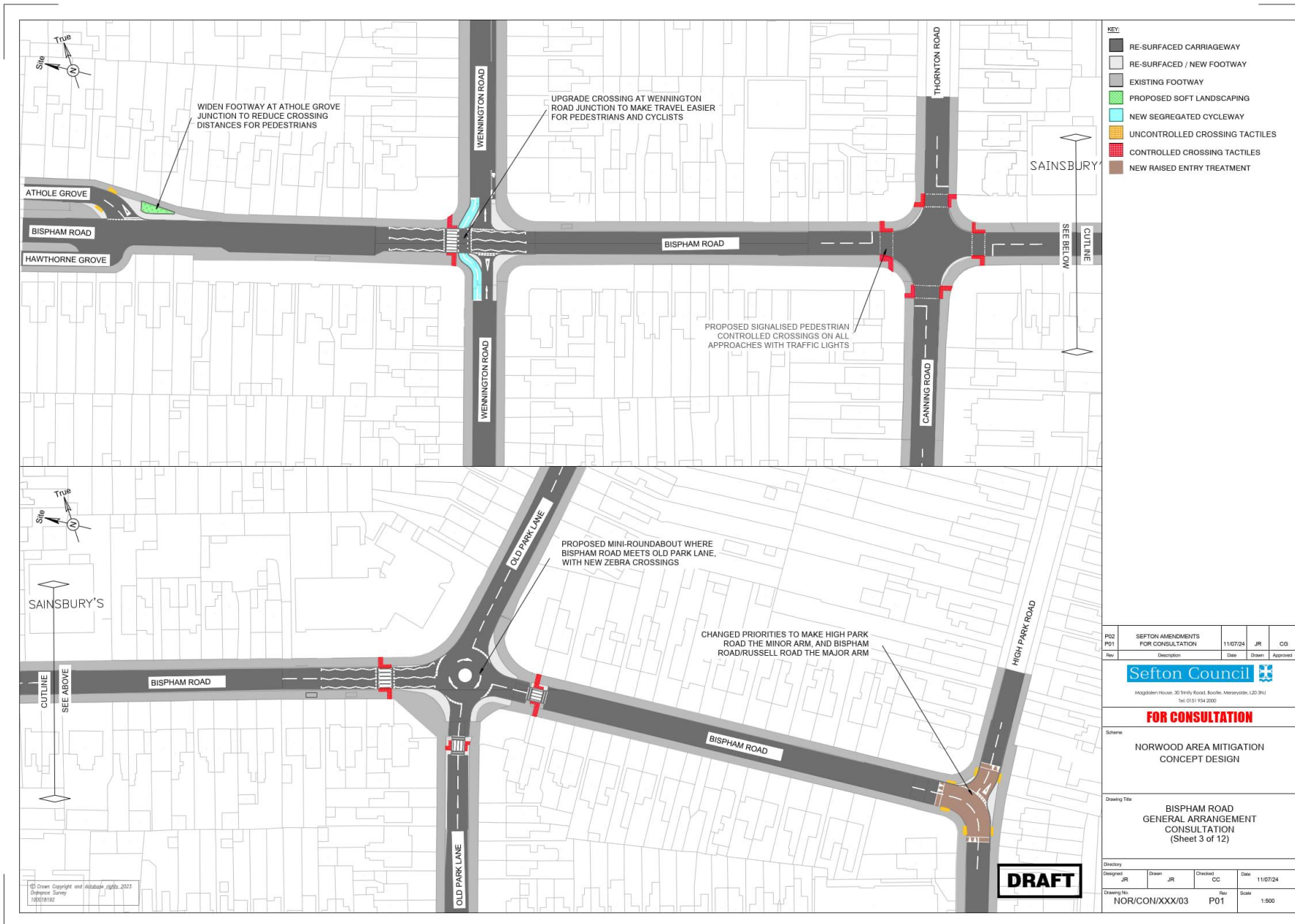
Norwood Avenue: Improving the junction of Norwood Avenue and Roe Lane



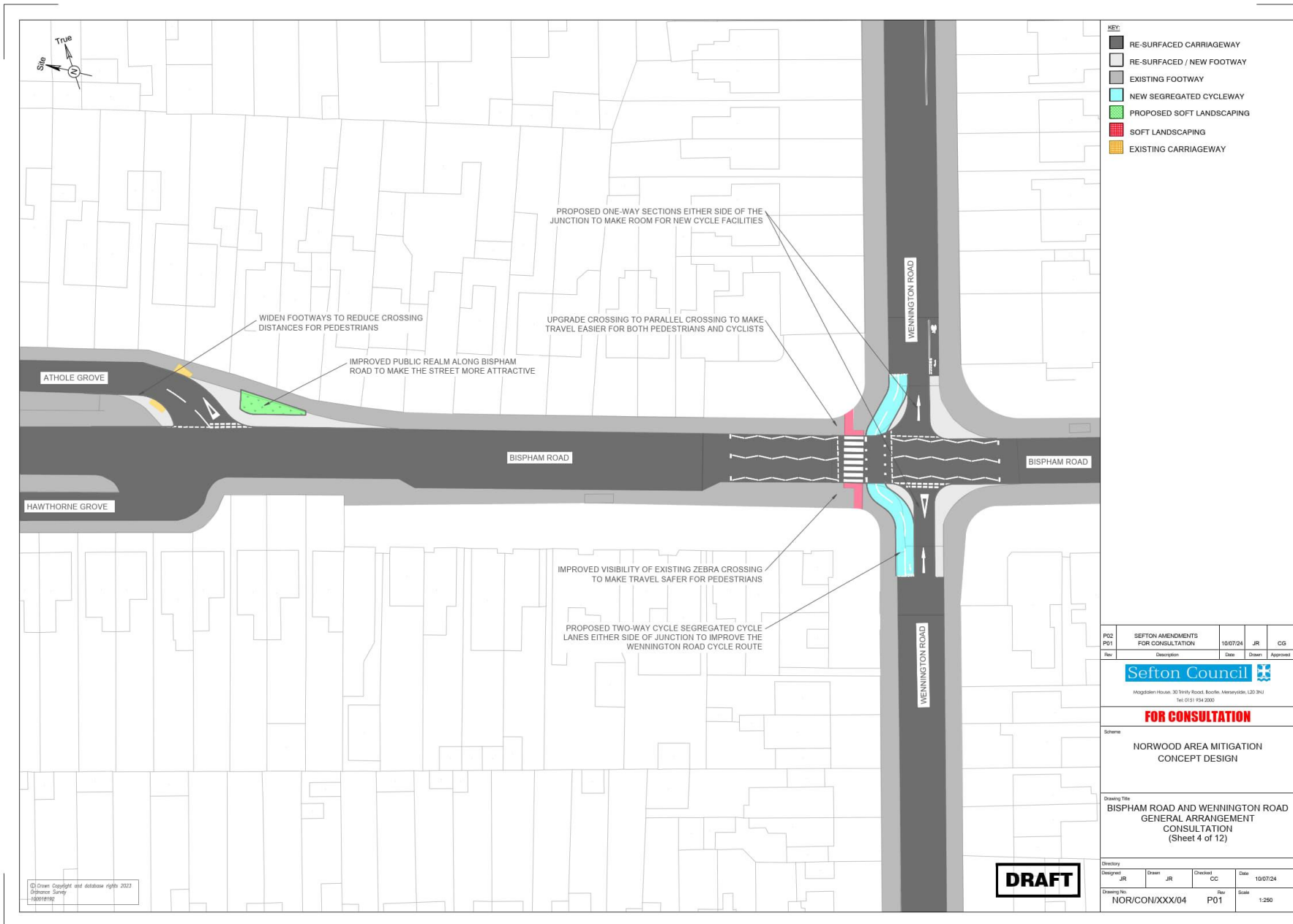
Norwood Avenue: A new crossing on Norwood Avenue (options)



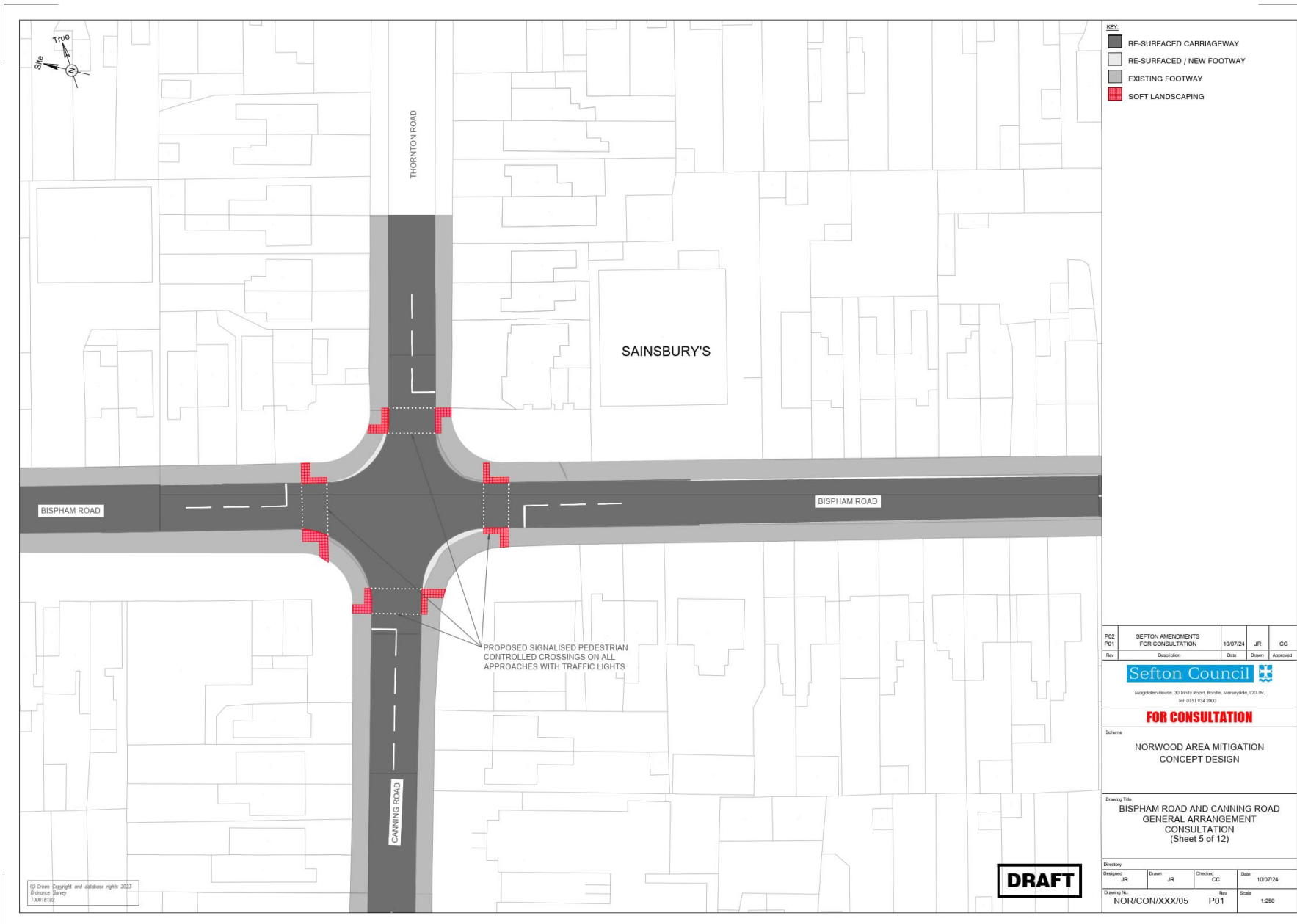
Bispham Road: Overview of Bispham Road proposals



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



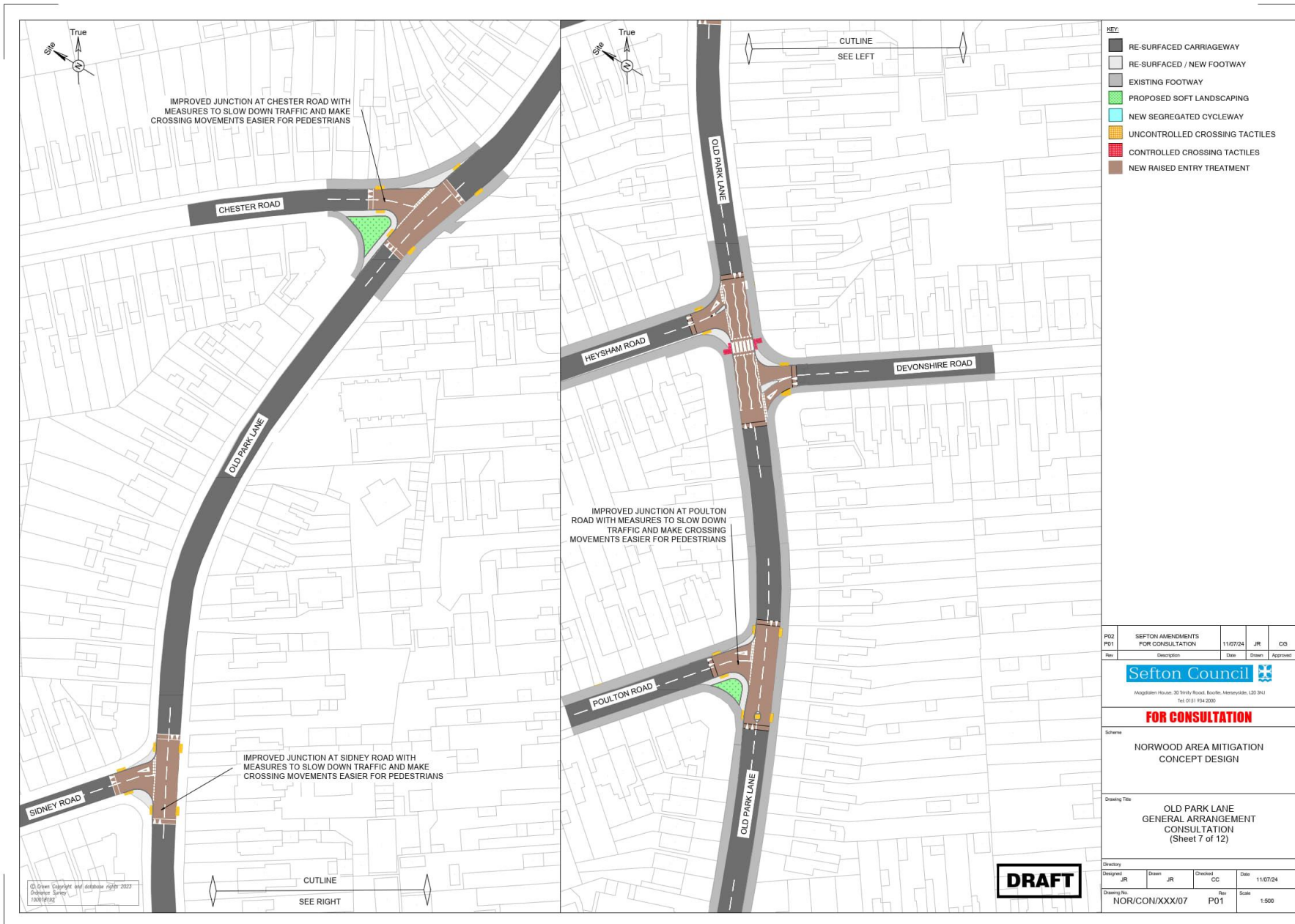
Bispham Road: Improving the junction of Bispham Road and Canning Road



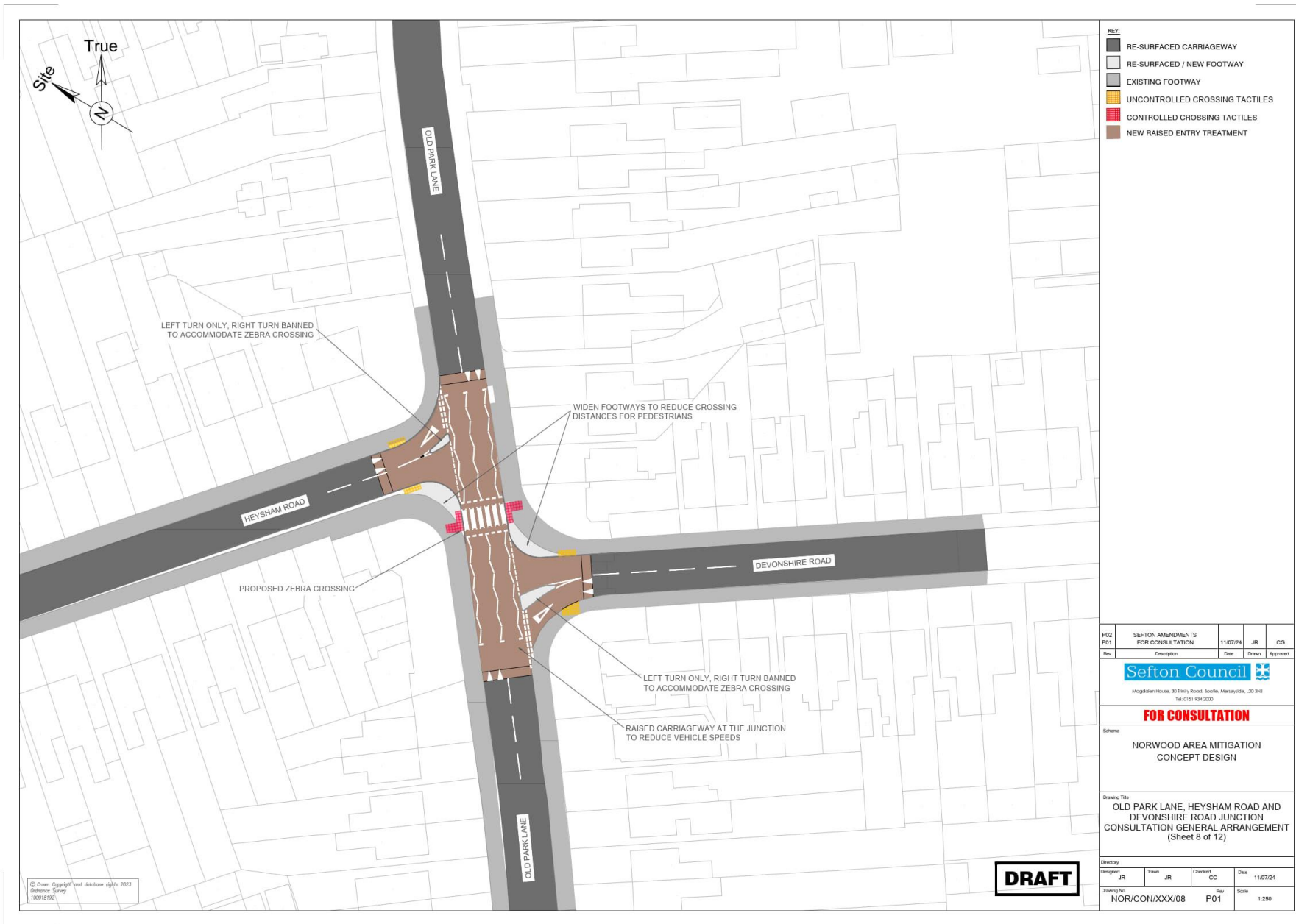
Bispham Road: Improving the junction of Bispham Road and Old Park Lane



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



P02	SEFTON AMENDMENTS FOR CONSULTATION	11/07/24	JR	CG
Rev	Description	Date	Drawn	Approved

Sefton Council
 Magdalen House, 30 Trinity Road, Eccles, Manchester, M20 3JL
 Tel: 0161 954 2300

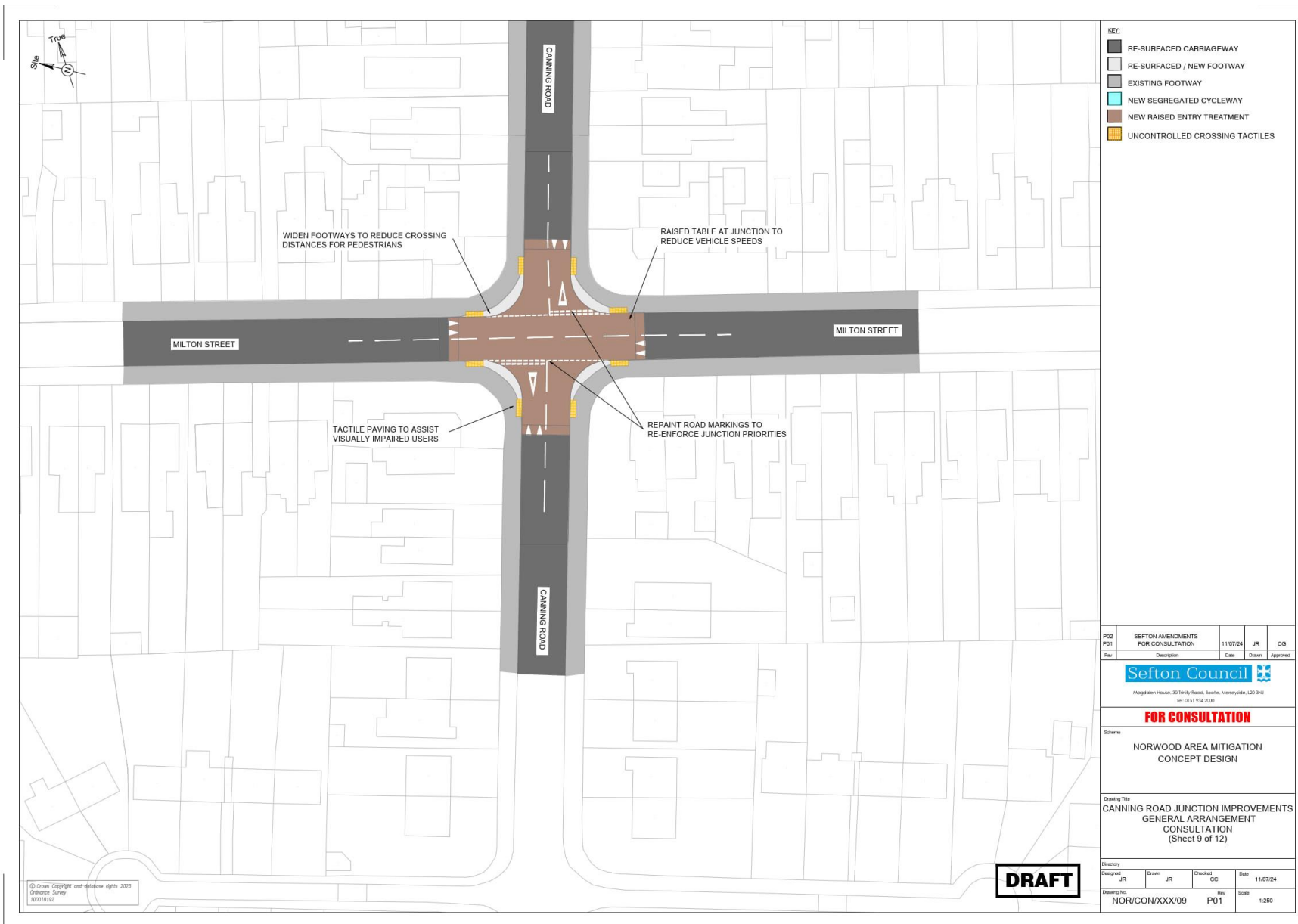
FOR CONSULTATION

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		
NOR/CON/XXX/08	P01	1:250		

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



- KEY:
- RE-SURFACED CARRIAGEWAY
 - RE-SURFACED / NEW FOOTWAY
 - EXISTING FOOTWAY
 - NEW SEGREGATED CYCLEWAY
 - CONTROLLED CROSSING TACTILES
 - UNCONTROLLED CROSSING TACTILES

P02	SEFTON AMENDMENTS FOR CONSULTATION	11/07/24	JR	CG
P01				
Rev.	Description	Date	Drawn	Approved
<p>FOR CONSULTATION</p>				
<p>Scheme</p> <p>NORWOOD AREA MITIGATION CONCEPT DESIGN</p>				
<p>Drawing Title</p> <p>CROWLAND STREET JUNCTION IMPROVEMENT CONSULTATION GENERAL ARRANGEMENT (Sheet 11 of 12)</p>				
<p>Directory</p>				
Designed	JR	Drawn	JR	Checked
			CC	Date
				11/07/24
Drawing No.	NOR/CON/XXX/11	Rev	P01	Scale
				1:250

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)**

Designed	Drawn	Checked	Date
JR	JR	CC	11/07/24
Drawing No.	Rev	Scale	
NOR/CON/XXX/12	P01	1:500	

DRAFT

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 Ordnance Survey
 100018192

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

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

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.

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

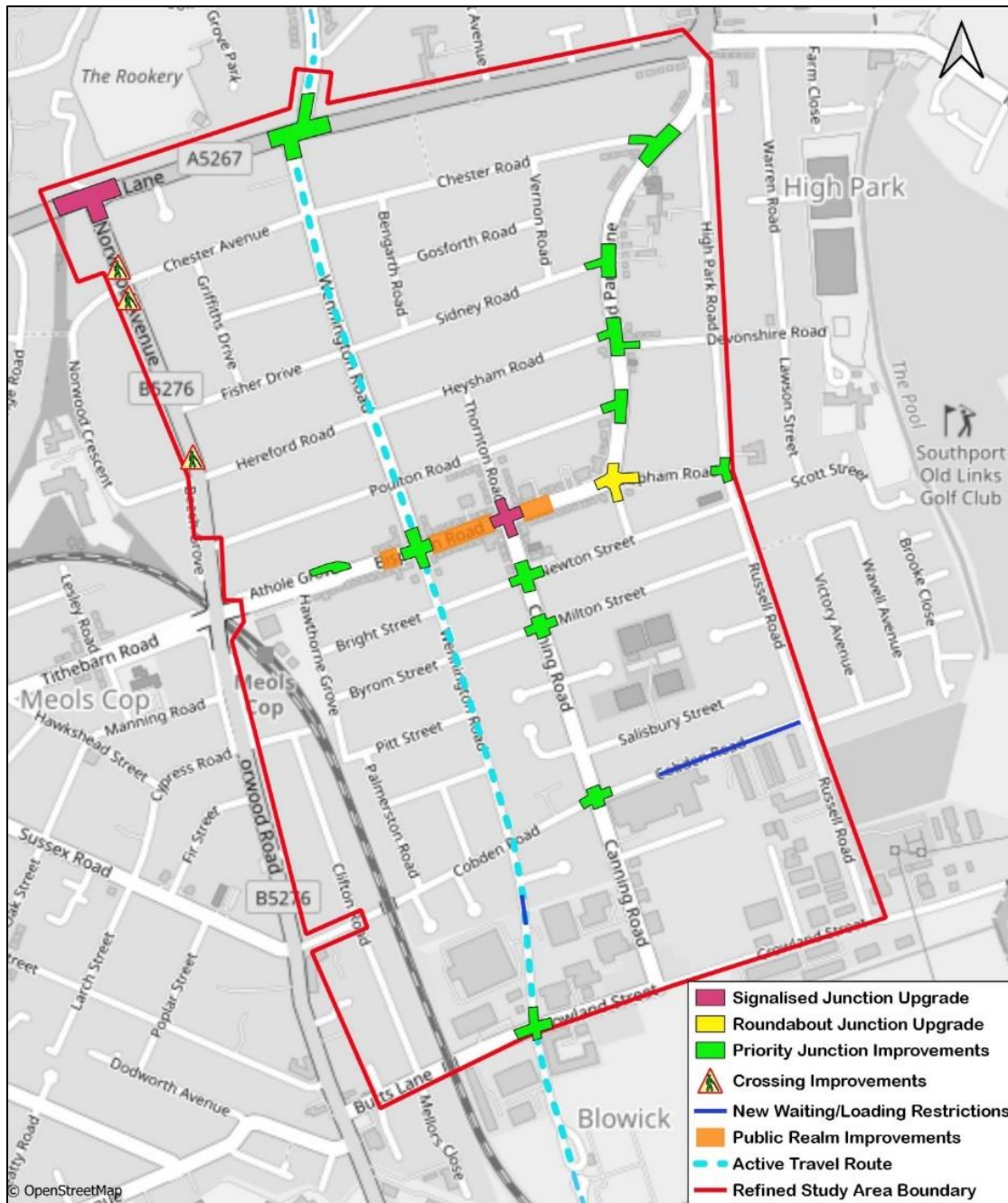
Norwood Mitigation Improvement Scheme **Online Consultation**

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.

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.



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

Andrew Dunsmore
Transport Planning Manager



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CITY REGION
COMBINED AUTHORITY

Sefton Council 

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.

- 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.

- 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

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.

- 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.

- 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.