

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

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**

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 more detailed consultation once these proposals had

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 3<sup>rd</sup> November to the 23<sup>rd</sup> 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><b>CONGESTION CONCERNS</b></p> <p><u>Overall congestion</u></p> <ul style="list-style-type: none"> <li>- A common theme from the Southport Eastern Access consultation was concerns how the proposals may result in more congestion.</li> </ul> <p><u>Congestion during construction</u></p> <ul style="list-style-type: none"> <li>- Another theme related to congestion was the impact on journey times as part of the construction phase.</li> </ul>	<p><u>Overall congestion</u></p> <ul style="list-style-type: none"> <li>- 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.</li> </ul> <p><u>Congestion during construction</u></p> <ul style="list-style-type: none"> <li>- 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.</li> </ul>
2	<p><b>SAINBURY'S</b></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><b>DISPLACED PARKING</b></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><b>ACCESS TO PROPERTIES</b></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><b>FLY TIPPING</b></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><b>ENVIRONMENTAL IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>- Comments were received for concern of loss of trees and greenspace.</li> <li>- Noise and air pollution were raised in consultation responses.</li> </ul>	<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><b>BISPHAM ROAD</b></p> <ul style="list-style-type: none"> <li>- Comments were received that fully segregated cycle lanes should be</li> </ul>	<ul style="list-style-type: none"> <li>- The Council are looking further into where light and fully segregated cycle lanes / infrastructure are appropriate. It should be</li> </ul>

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"> <li>- 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.</li> </ul>	<p>noted that some areas of development are constrained to the available space / width of the highway.</p> <ul style="list-style-type: none"> <li>- Discussions have been held with Merseytravel regarding the whole scheme and these improvements will not affect the bus routes.</li> </ul>
<b>8</b>	<p><b>SUSSEX ROAD / NORWOOD ROAD</b> 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>
<b>9</b>	<p><b>FOUL LANE CYCLEWAY ENHANCEMENT</b> 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>
<b>10</b>	<p><b>KEW ROUNDABOUT</b> 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>
<b>11</b>	<p><b>CASTLEMORE JUNCTION</b> 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>
<b>12</b>	<p><b>MEOLS COP</b> 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>
<b>13</b>	<p><b>HAMPTON ROAD</b> 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>

No.	You Said	We Did
14	<p><b>VIRGINIA STREET ROUNDABOUT</b></p> <p>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><b>BRIDGE STREET JUNCTION</b></p> <p>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

## **(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?**

**(A) Internal Consultations**

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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Email Address:	Andrew.dunsmore@Sefton.gov.uk

### **Appendices:**

Appendix A – General Arrangement Plans

Appendix B – Consultation Letters

Appendix C – Summary of Consultation Responses.

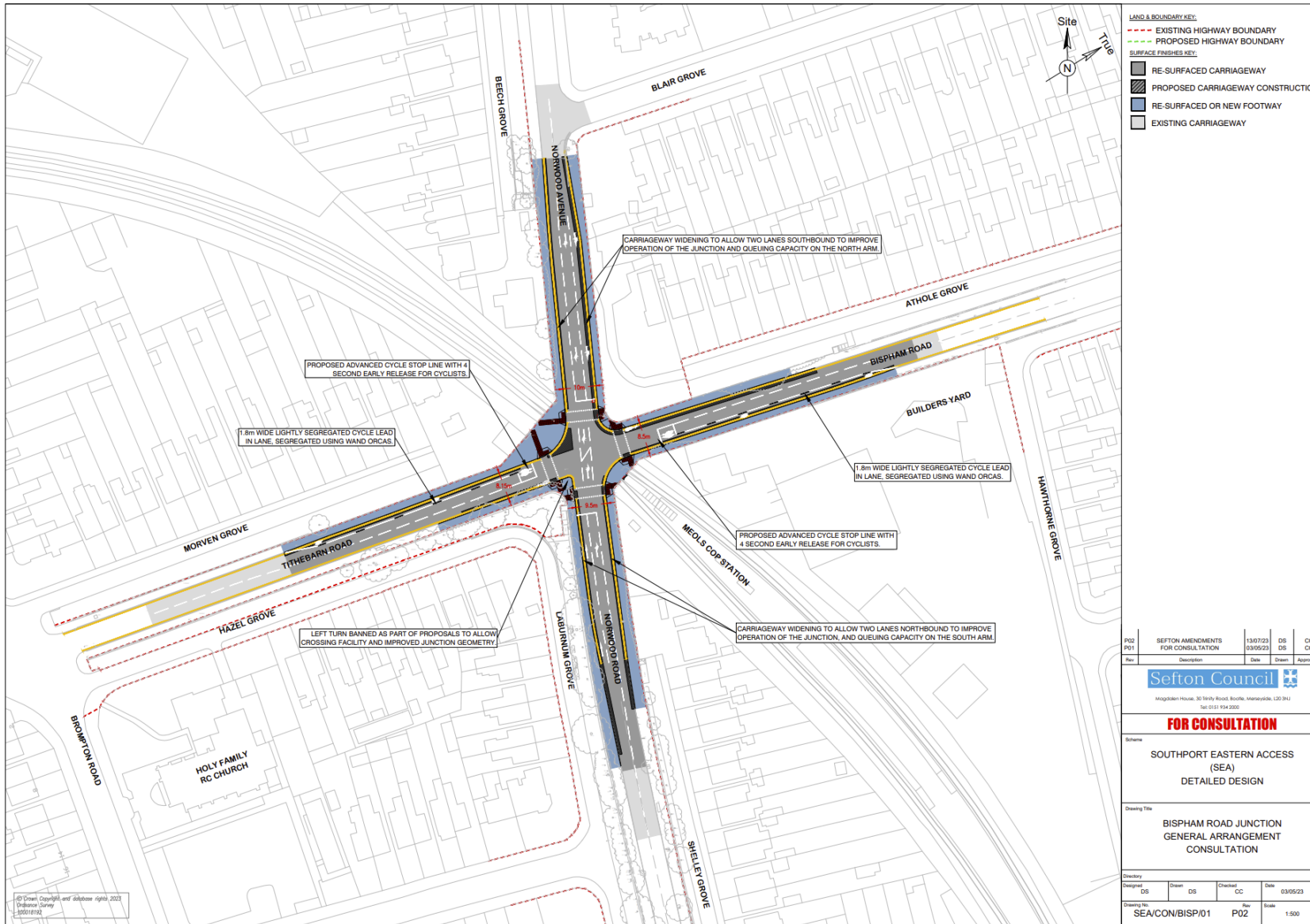
### **Background Papers:**

Report to Public Consultation and Engagement Panel

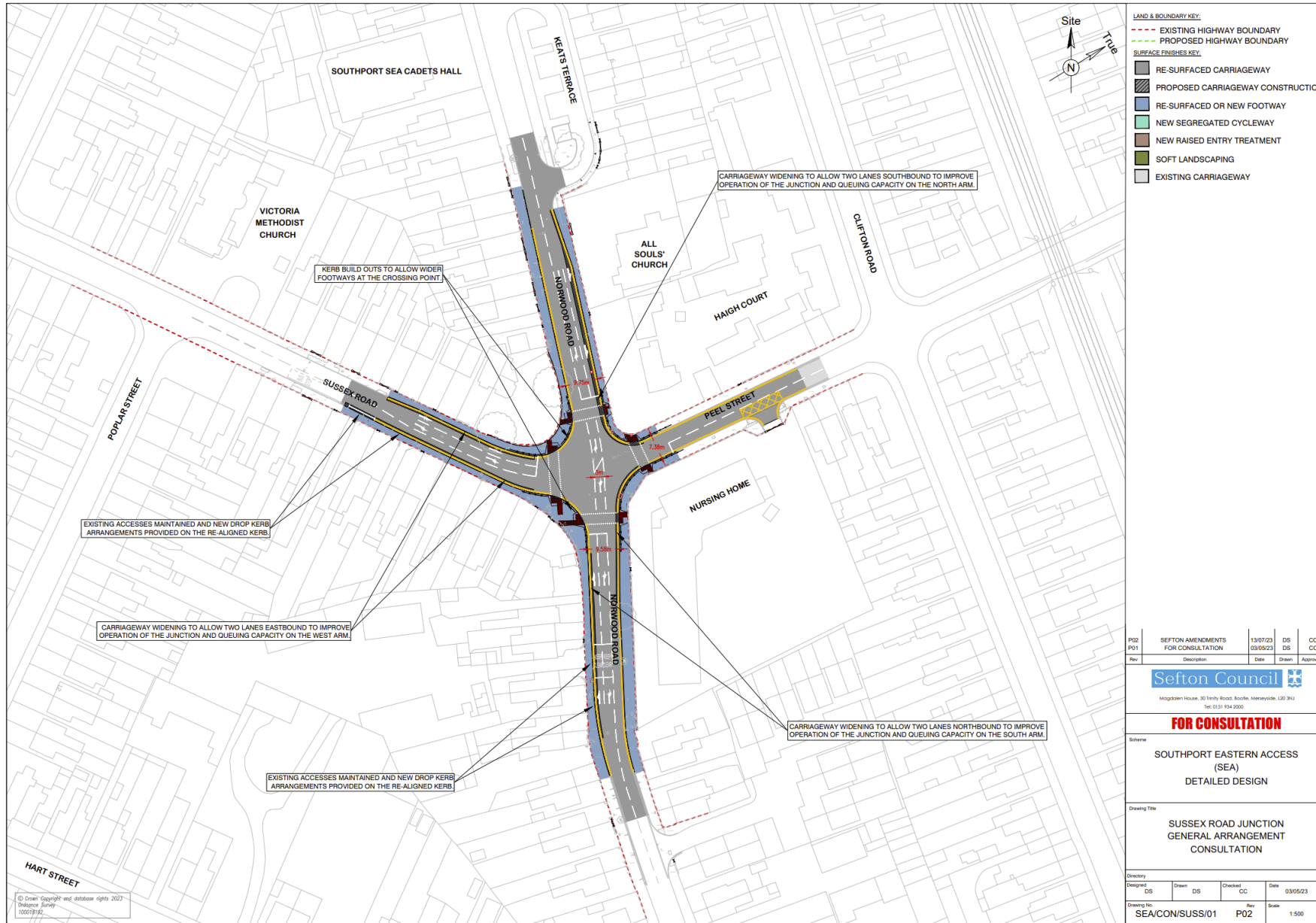


# Appendix A – General Arrangement Plans

## Bispham Road Junction



# Sussex Road Junction



P02	SEFTON AMENDMENTS FOR CONSULTATION	13/07/23	DS	CC
P01		03/05/23	DS	CC

**Sefton Council**  
 Magdalen House, 30 Farley Road, Sefton, Merseyside, L30 3HJ  
 Tel: 0151 934 2000

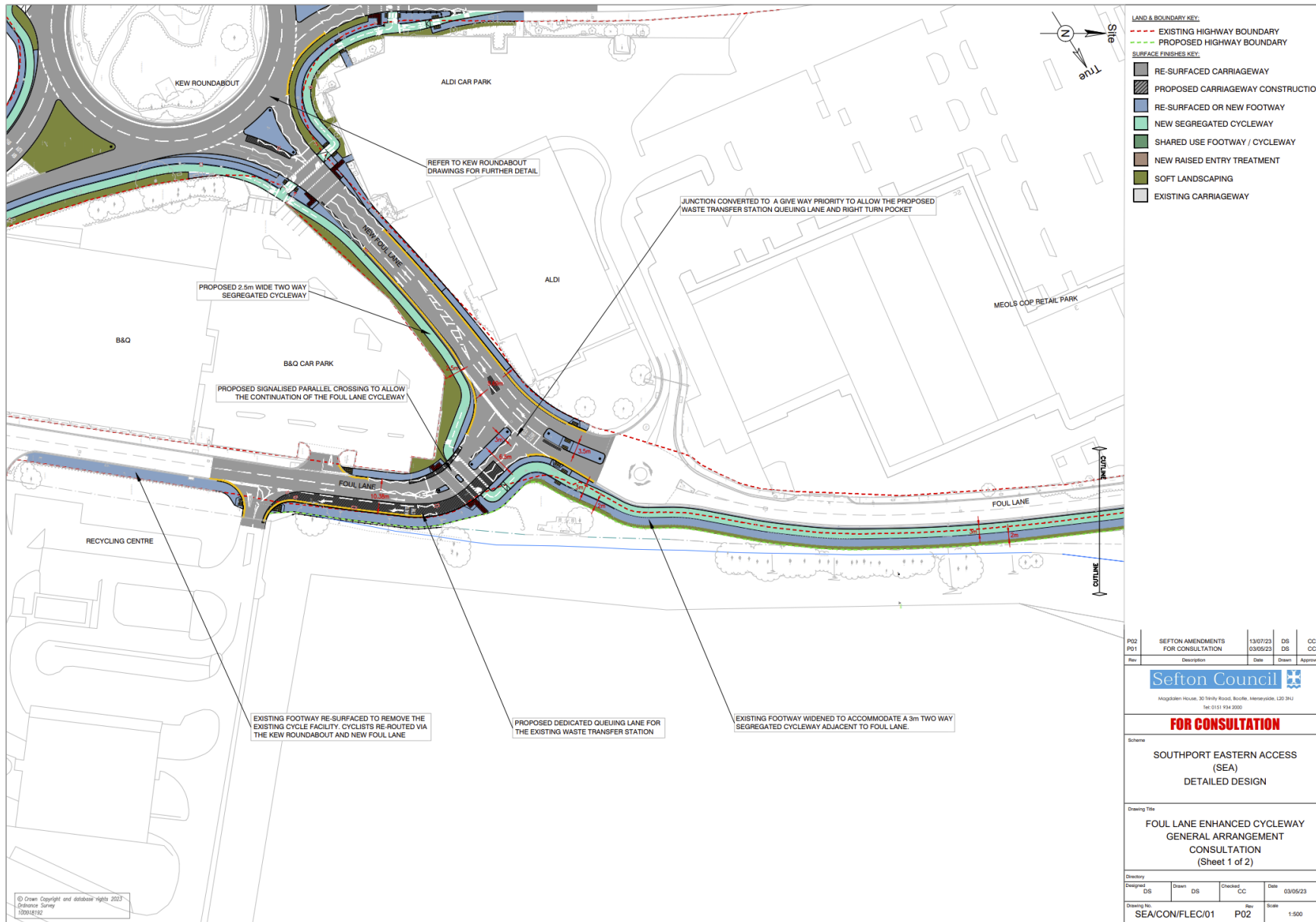
**FOR CONSULTATION**

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		

# Foul Lane (drawing 1)



- 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

P02	SEFTON AMENDMENTS FOR CONSULTATION	13/07/23	DS	CC
P01		03/05/23	DS	CC
Rev	Description	Date	Drawn	Approved

**Sefton Council**  
 Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3HU  
 Tel: 0151 934 2000

**FOR CONSULTATION**

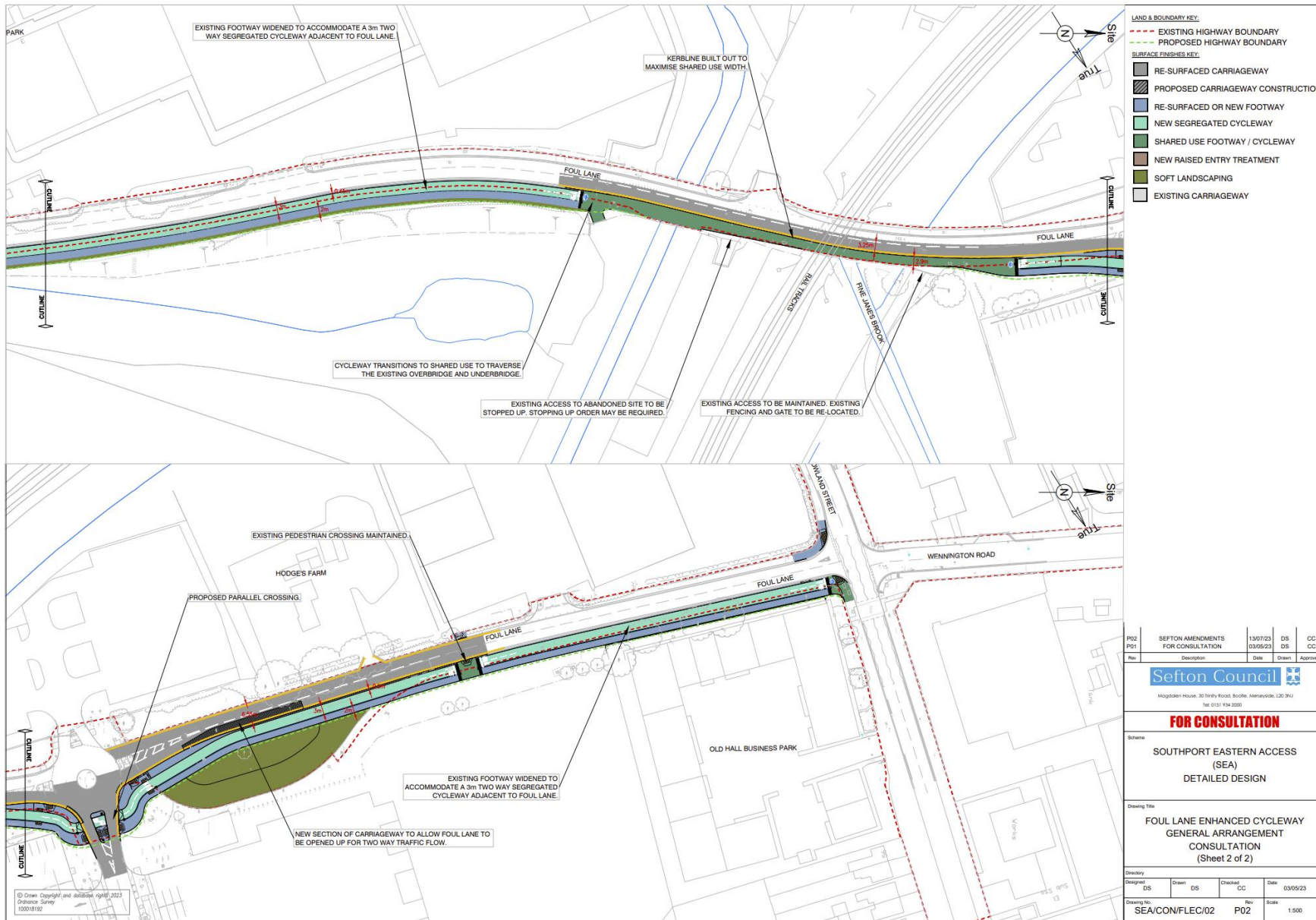
Schema  
**SOUTHPORT EASTERN ACCESS (SEA)**  
**DETAILED DESIGN**

Drawing Title  
**FOUL LANE ENHANCED CYCLEWAY**  
**GENERAL ARRANGEMENT**  
**CONSULTATION**  
 (Sheet 1 of 2)

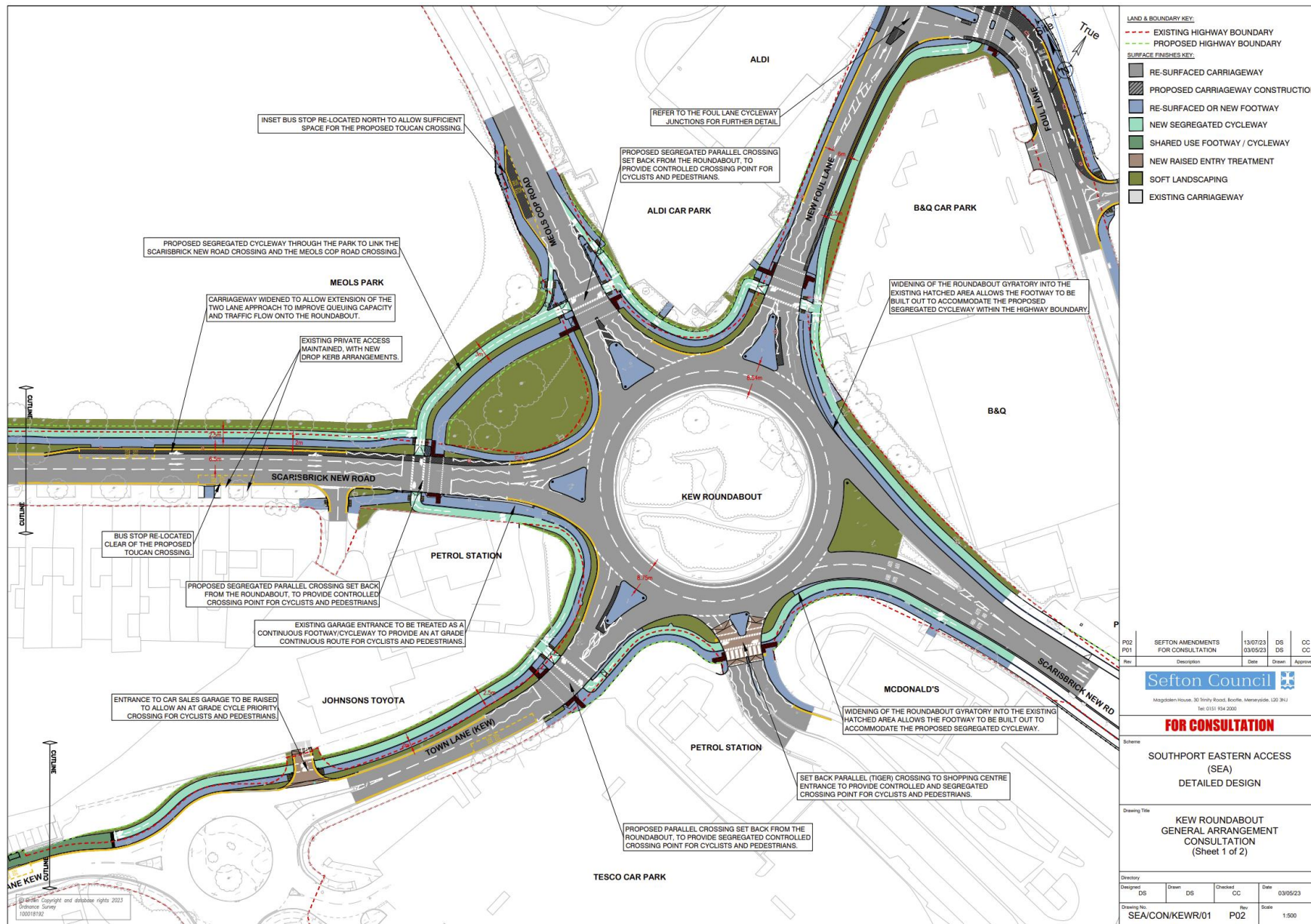
Designed	Drawn	Checked	Date
DS	DS	CC	03/05/23
Drawing No.	Rev	Scale	
SEA/CON/FLEC/01	P02	1:500	

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# Foul Lane (drawing 2)



# Kew Roundabout (drawing 1)

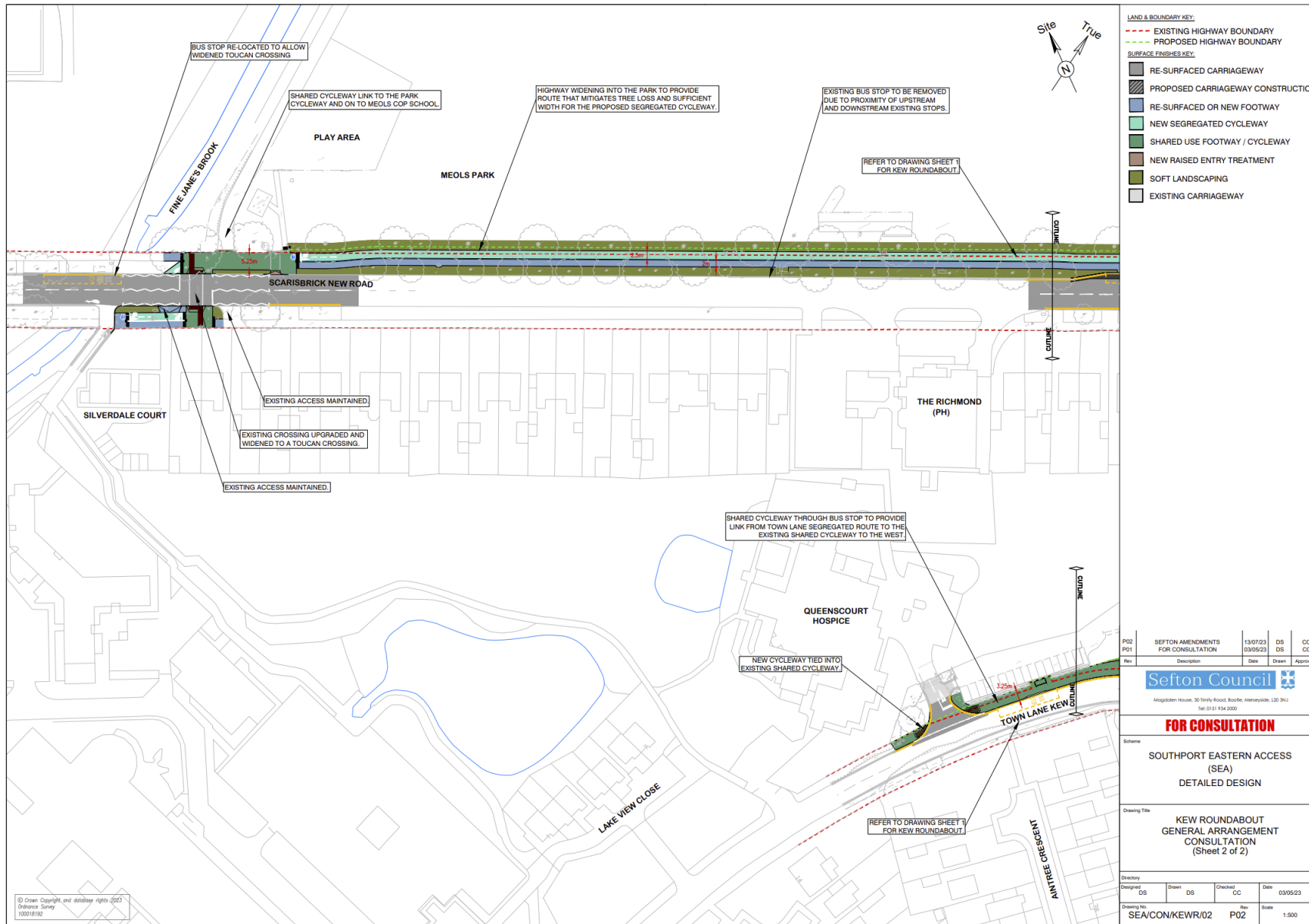


P02	SEFTON AMENDMENTS FOR CONSULTATION	13/07/23	DS	CC
P01		03/05/23	DS	CC
Rev	Description	Date	Drawn	Approved
 Sefton Council Magdalen House, 30 Trinity Road, Bostle, Merseyside L20 3UJ Tel: 0151 934 2000				
<b>FOR CONSULTATION</b>				
Scheme				
SOUTHPORT EASTERN ACCESS (SEA)				
DETAILED DESIGN				
Drawing Title				
KEW ROUNDABOUT GENERAL ARRANGEMENT CONSULTATION (Sheet 1 of 2)				
Directory				
Design	Drawn	Checked	Date	
DS	DS	CC	03/05/23	
Drawing No.				
SEA/CON/KEWR/01		P02	Scale	1:500

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# Kew Roundabout (drawing 2)



## Appendix B – Consultation Letters



Andrew Dunsmore  
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11<sup>th</sup> 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

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](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 Bisham Road Junction, Sussex Road Junction, Foul Lane Enhanced Cycleway and Kew Roundabout.

The phases for SEA are:

### Phase 1 (Delivered in 2025)

- Bisham Road Junction
- Sussex Road Junction
- 

### Phase 2 (Delivered in 2026):

- Kew Roundabout
- Foul Lane Reopening and Cycleway Enhancement

## BISPHAM ROAD JUNCTION

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

<b>Negative / Concern</b>
<b>General</b> Unnecessary / ridiculous idea / object / waste of money / spend funding on better things.
<b>Rat running</b> 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"> <li>- Cypress Rd</li> <li>- Hazelgrove</li> </ul>
<b>Noise pollution</b> Shelley Grove residents object due to noise pollution.
<b>Advanced cycle stop lines</b> Concerns over encouraging cyclists to stop in front of motorised traffic.
Early release cycle signals Early release cycle signals are a waste of time.

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

<b>Design related</b>
<p><b>Pedestrian crossing</b> 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.</p>
<p><b>Early release cycle signals</b> Early release signals / advanced stop lines should be on every road (so include Norwood Road and Norwood Avenue too).</p>
<p><b>Cycle lanes</b> Cycle lanes should be on all arms of junction.</p>
<p><b>Type of cycle lanes</b> Fully segregated should be used, not lightly segregated.</p>
<p><b>Visibility</b> Consider improvements to Bispham Road and Tithebarn Road arms of this junction to improve sight lines.</p>
<p><b>Meols Cop Railway Station drop off bay</b> Drop off bay for outside Meols Cop Railway Station</p>
<p><b>Bus 46 (Russel Road – Carr Lane)</b> Concern the proposed ban of left turn (Norwood Rd to Tithebarn Road) will impact 46 Bus service.</p>

## 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.

<b>Design related</b>
<b>Speed enforcement</b> More enforcement of speed required on Sussex Road.
<b>Box junction</b> Reinstate box junction to prevent blockage.
<b>Traffic calming</b> 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.
<b>Cycle infrastructure</b> It would be useful to have a cycleway down Norwood Road / Meols Cop Road.
<b>Trees</b> Concern about the loss of mature trees.

### FOUL LANE ENHANCED CYCLEWAY

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

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



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

<b>Design related</b>
<b>Crowland Street / Wennington Road</b> 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
<b>Foul Lane / Crowland St / Wennington Rd</b> 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.
<b>Open all of Foul Lane</b> Open all of Foul Lane (so section outside of Waste Centre).
<b>Safety</b> To improve safety / attractiveness, make sure there is enough street lighting.
<b>Traffic calming / enforcement</b> New traffic calming, speed cameras needed.
<b>Speed</b> Foul lane (area) should be 20mph.
<b>One-ways suggestions</b> <ul style="list-style-type: none"> <li>- Make Wennington Road one-way from Crowland Street to Cobden Road.</li> <li>- Make Canning Road one-way from Cobden Road to Crowland Street.</li> </ul> <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>
<b>Cycle lane design</b> 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."

