DATED 12 June 2025

Highways Act 1980

Acquisition of Land Act 1981

Sefton Metropolitan Borough Council (Maritime Corridor) Compulsory Purchase Order 2025

The Acquiring Authority's Statement of Reasons

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Introduction

On the “xxxxx DATE” Sefton Council made the Sefton Metropolitan Borough Council (Maritime Corridor) Compulsory Purchase Order 2025 (“the CPO”).

The land and the interests over land proposed to be compulsorily acquired pursuant to the CPO (“the CPO Order Land”) covers land required for junction and active travel improvements to be delivered. The CPO Order Land is better described in Section 4 of this Statement.

The CPO was made to facilitate Maritimer Corridor (MC) highway improvement scheme. The proposals are better described in Section 3 of this Statement ("the Scheme").

Sefton Metropolitan Borough Council (“the Council”) is the highway authority, as defined by the Highways Act 1980 (“the 1980 Act”).

This is a non-statutory statement provided in compliance with paragraph 21 of the Ministry of Housing, Communities & Local Government Guidance on Compulsory Purchase Processes 2024 and the Crichel Down Rules 2017. We have also had regard to the DfT’s Local Authority Circular 2/97: Notes on the preparation, drafting and submission of compulsory purchase orders for highway schemes and car parks for which the Secretary of State for Transport is the confirming authority.

Background Information

2.1 Section 239 of the Highways Act 1980 Act provides that any highway authority may acquire land required for the construction of a highway which is to be a highway maintainable at the public expense for the improvement of a highway, being an improvement which they are authorised by this Act to carry out in relation to the highway.

2.2 The Council have determined that compulsory purchase is necessary to guarantee the land acquisition required to enable the construction of the Scheme and deliver the improvements and benefits associated with it. The need to deliver the schemes within time constraints is further considered below, but relates primarily to the availability of funding for the Scheme and the requirements imposed on the use of that funding. In Section 3, consideration is given to the background to the Scheme and the desire of the Council to deliver this Scheme and its benefits. Without the use of compulsory purchase powers the Council are satisfied it is unlikely that it will be possible to acquire the necessary land to enable the Scheme to be delivered within the necessary timescale. Compulsory Purchase is a last resort in this instance.

2.3 The CPO will enable the acquisition of all interests in the CPO Order Land which are not currently within the control of the Council (other than mining interests and any other interests specifically excluded) as set out in the schedules to the CPO. The land to be acquired under the CPO is shown coloured pink on the Order Maps associated with the CPO.

2.4 The Council acknowledges that a compulsory purchase order can only be made if there is a compelling case in the public interest to support the making and confirmation of an order. After careful consideration the Council and Highways England considers that there is a compelling case in the public interest to make the CPO to deliver the highway improvements proposed by the Scheme.

The Scheme

3.1 The Maritime Corridor covers an area of Bootle, in Sefton, a local authority area within the Liverpool City Region. Sefton is located to the north of Liverpool city centre, and encompasses the towns of Maghull, Bootle, Crosby, Formby and Southport, and the surrounding areas. The study area is located in the south of Sefton borough, approximately 8km north of Liverpool city centre, to the south of Switch Island (M58 Junction 1/M57 Junction 7). The area is enclosed between A5036 Dunnings Bridge Road to the north/west and A59 Ormskirk Road to the east, providing direct access to Liverpool and its hinterland.

3.2 The scheme will deliver a series of highway, junction, and active travel improvements in separate phases, along Dunnings Bridge Road (A5036), Netherton Way (A5038), Bridle Road, Park Lane, Heysham Road and Sentinel Way, which will improve connectivity and accessibility, and support economic development and growth in the area. There are a number of key residential and employment sites located within the vicinity of the Maritime Corridor study area, including the Strategic employment sites at Atlantic Park and A5036 Dunnings Bridge Road East, both part of the Liverpool City Region (LCR) Growth Strategy. These employment sites are key allocations within Sefton's Local Plan and are essential to meet the demand for employment growth in the area.

3.3 The Phases for the Maritime Corridor Scheme are outlined below:

<u>Phase 1</u>

Dunnings Bridge Road
Netherton Way

<u>Phase 2</u>

Bridle Road
Vesty Road to Deltic Way
Sentinel Way to Heysham Road

3.4 The scheme is considered to deliver on government objectives at a local, sub-regional and national level, in line with a strategy that seeks to promote economic development and improve accessibility to communities, including via active modes. It is also closely aligned with a number of ongoing developments within the region.

3.5 Given the future vision for growth in the LCR, the rationale for investment in the scheme is strong. The proposed scheme is expected to play a key supporting role in that respect for which Sefton Council is the promoter and has received support from all key stakeholders.

3.6 Land is required beyond the highway boundary to facilitate Phase 2 of the scheme, with land acquisition required to enable the proposed designs along Bridle Road, between Vesty Road and Deltic Way, and between Sentinel Way and A59 Ormskirk Road to comply with National design standards and National Policy.

3.7 It should be noted that the junction improvements being delivered in Phase 1 are contained within the Highway. As such, no land is required and the CPO process does not apply to these elements of the Scheme. The contract for the works to deliver Phase 1 was let to enable works to commence in November 2024.

3.8 <u>Bridle Road</u>

The proposed works on Bridle Road are shown on the following drawings contained within Appendix 1.

Bridle Road connects Netherton Way in the south with Park Lane to the north and provides access to several industrial estates and properties in addition to some residential properties.

The Scheme will construct new active travel infrastructure within this strategic area, providing better access to employment and linking to onwards public transport, including Aintree rail station.

The proposals along Bridle Road are to construct a new segregated footway and cycleway between Netherton Way and Vesty Road.

Bridle Road currently has footways on both sides of the carriageway along the full length.

In order to comply with LTN 1/20 Cycle infrastructure design guidance, a width of 3m is required to achieve this with a 0.75m offset from the edge of the carriageway. Additionally, a 2m footway is also proposed. Therefore, a total width of 5.75m is required from the edge of the carriageway to facilitate this

infrastructure. Additional width is required adjacent to bus stops to facilitate a floating bus stop arrangement.

There is insufficient space within the highway boundary to facilitate this infrastructure, and therefore additional land is being sought to deliver the scheme that meets design standards.

The proposed cycle and pedestrian infrastructure will connect to new infrastructure currently under construction along Netherton Way to the south and to other Phase 2 proposals along Vesty Road and Deltic Way. Therefore, this new cycle route along Bridle Road will provide a new route, which will form part of a coherent active travel network.

3.9 Vesty Road to Deltic Way

The proposed works in the area around Vesty Road and Deltic Way are shown on the following drawings contained within Appendix 2.

The Scheme will construct new active travel infrastructure within this strategic area, providing better access to employment and linking to onwards public transport, including Aintree rail station.

The proposals for new active travel infrastructure along Bridle Road are planned between Netherton Way and Vesty Road. To the north of Vesty Road, there are constraints adjacent to the highway which mean that land acquisition to provide LTN 1/20 compliant infrastructure is not viable. Therefore an alternative route between Vesty Road and Park Lane has been explored.

In order to achieve this, a new route between Vesty Road and Deltic Way is proposed, which runs through three different plots of land. There is currently no access to pedestrians or cyclists along the line of this new route.

In order to comply with LTN 1/20 guidance, a total width of 5m is required to provide this infrastructure, comprising a 3m wide cycle track and a 2m wide footway.

The entire route runs through private land, and therefore land is being sought to accommodate the high quality active travel link.

The proposed cycle and pedestrian infrastructure will connect to the proposed route along Bridle Road and to the proposed infrastructure along Park Lane. This will provide good connectivity between the Vesty Business Park and Aintree Rail Station. Therefore, this new route will form an important strategic part of a coherent active travel network.

There are also benefits to travel for people attending the Bootle FC stadium on matchday. This will provide a much shorter route between the football club and the rail station, encouraging more sustainable travel to the club which will also help to tackle the problem of matchday parking.

3.10 Sentinel Way to Heysham Road

The proposed works including Heysham Road and Sentinel Way are shown on the drawings contained within Appendix 3.

The proposals along Sentinel Way and Heysham Road are to construct a new segregated footway and cycleway between Park Lane and A59 Ormskirk Road.

There is currently a shared use piece of infrastructure between Sentinel Way and Heysham Road, and the junction between Sentinel Way and Park Lane currently has footways around the junction.

In order to comply with LTN 1/20 guidance, a total width of 5.0m is required along the route between Sentinel Way and Heysham Road to provide segregated cycleway and footway infrastructure, comprising a 3m wide cycle track and a 2.0m wide footway. Cycle tracks, complying with design standards are also proposed at the junction of Park Lane and Sentinel Way and a 4m wide shared use path is proposed along Heysham Road, adjacent to Ormskirk Road.

Land is needed whether there is insufficient space within the highway boundary to accommodate this infrastructure.

The proposed cycle and pedestrian infrastructure will connect to other Phase 2 proposals along Vesty Road and Deltic Way in the south and will provide a new crossing of the A59 to provide onward connectivity to Aintree Retail Park to the north. Therefore, this new cycle route along Sentinel Way and Heysham Road will provide a new route, which will form part of a coherent active travel network.

The CPO Order Land

4.1 The scheme includes localised widening of the carriageway to ease congestion and the introduction of active travel measures to comply with the standards set out in design guidance, not least LTN 1/20. Whilst every effort has been made to ensure that the scheme can be contained within the highway boundary it is recognised that this has not been possible in order to deliver a scheme which meets the overall objectives of improving safety, reducing congestion and providing quality active travel facilities. Also included is a section of landscaped land linking Vesty Road with Deltic Way. This is a grassed area.

4.2 Most of the land required borders the highway and is made up of grassed verge, landscaped areas and hardstanding. Not all of the land between Vesty Road and Deltic Way directly borders the highway, but the land is required to create a new continuous route for non-motorised road users. This land is made up of grassed and landscaped areas. No buildings are included in the land required. The Council do not require the compulsory acquisition of any land lying beyond

the 220m limit specified in the Highways Act Section 249(1) and in Column 1 of Part 1 of Schedule 18.

4.3 The Order Map in respect of the Order comprises 4 sheets. 21 plots are identified, many of which are small. These are within 7 freehold ownerships.

4.4 The land coloured pink on the Order Map will be acquired by Sefton Council.

4.5 A land referencing exercise has been undertaken to determine ownership and any rights or similar interests which may be relevant to an acquisition process. A land agent has been appointed to carry out negotiations with landowners and their agents. These discussions commenced in Spring 2023.

4.6 Negotiations with the landowners and occupiers of properties affected by the CPO are ongoing and will continue during the compulsory purchase order process. The Council would prefer to acquire any necessary land or other interests by private agreement if this can be achieved and any compulsory purchase order, if confirmed, would be used as a method of last resort to acquire the land or interests affected.

4.7 Confirmation of the CPO will enable Sefton Council to acquire compulsorily land required for the Scheme, that has not been secured through negotiation, in order to construct the scheme.

The need to deliver the Scheme

5.1 The impacts of not investing in the Maritime Corridor Scheme will be wide-ranging and varied. Existing operational, safety, socio-economic and environmental issues will persist and may worsen, particularly in light of forecast growth in the corridor, therefore failing to achieve the aims and objectives at national, regional, sub-regional and local level. Without the proposed interventions, the key ambition of LCR and Sefton Council to deliver improvements to highway and active travel infrastructure, thereby supporting social and economic growth and wider aims of the CRSTS funding, will not be realised. The Maritime Corridor Scheme improvements are required to:

- Provide access to key employment and retail sites by alternative modes, which will allow for increased growth; as well as reduced emissions in association with the climate emergency.

- Address the positive changes necessary to deliver the progressive and resilient transport system that is required to support sustainable growth and prosperity in the area by supporting the delivery for housing and economic growth.

- Promote active modes by improving walking and cycling facilities in the study area by putting less reliance on car journey, thus providing social, economic, and environmental benefits to the community.

- Promote route choices and encourage local community to undertake more journeys on foot or by bike inducing modal shift, thereby coming a step closer to improving air quality and health and well-being and contributing towards net-zero and sustainability goals.

5.2 Overall, the case for change is a strong one as the persistence of existing congestion and active travel accessibility issues, will see the continuation of key problems within the area.

Policy Framework

6.1 The Scheme is supported at national, regional and local policy levels in Sefton. The Scheme supports and complements the Council's approach towards improving its economy and employment and transport facilities. This policy basis forms part of the justification as to why there is a compelling case in the public interest.

6.2 The objectives of the MC derive from two business cases as a result of two funding stream, CRSTS and LUF. The objectives are outlined below.

<u>CRSTS objectives are:</u>

S1: Improve accessibility/ connectivity to the A5036 Dunnings Bridge Road and Atlantic Park development sites.
S2: Improve active travel provision to encourage walking and cycling.
S3: Improve safety and perception of safety for road users across the corridor.
S4: Improve local air quality.

<u>LUF objectives</u>

S1: Reduce congestion.
S2: Improve air quality.
S3: Provide better connectivity to employment sites.
S4: Support economic growth.
S5: Improve levels of health and wellbeing.

The Scheme objectives (CRSTS) are assessed against National and Local Policy Frameworks as set out below;

National Policy and Sub-National Policies

National Planning Policy Framework

6.3 The NPPF sets out core principles for transport planning at paragraph 109. The SEA scheme responds to many of those core principles:

c) understanding and addressing the potential impacts of development on transport networks;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

Department for Transport – Transport Investment Strategy (2017)

6.4 The Transport Investment Strategy sets out the guidance from which department investment decisions should be considered.

6.5 The key themes of the policy are listed below:

Improved transport network
Enhancement of productivity and support for local growth
Enhancement of global competitiveness
House growth

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
✓		✓	

6.6 The Maritime Corridor Scheme Phase 1 and Phase 2 will support the Transport Investment Strategy in that its objectives are firmly based on improvements to the transport network and the productivity and growth benefits that will come alongside transport improvements, such as in employment and housing growth.

Department for Transport – Decarbonising Transport (2021)

6.7 This Decarbonisation plan outlines the role that changes to the transport network and the way people travel has on the UK's wider decarbonisation strategy and outlines a series of commitments to for all modes.

6.8 The key themes of the policy are listed below:

Decarbonisation of all modes of transport

Encouraging model shift
Enhanced efficiency of transport

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
	✓	✓	✓

6.9 The Maritime Corridor Scheme aims to improve the efficiency of the existing highway network while also enabling mode shift towards active modes through enhancement of active travel provision.

Department for Transport – Gear Change (2020)

6.10 Gear Change (A bold vision for cycling and walking) presents the Government's vision for transforming the transport system in favour of active modes.

6.11 The key themes are listed below:

Healthier and happier communities
Enhanced safety
Enhanced accessibility

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
	✓	✓	✓

6.12 The Maritime Corridor Scheme's active travel elements closely align with Gear Change's ambitions to improve the quality, safety and availability of cycle routes and pedestrian facilities that connect communities and services.

Transport for the North – Strategic Transport Plan

6.13 Transport for the North (TfN) is the voice of the North of England for transport; a statutory body of elected leaders, and a partnership of business leaders, from across the whole of the North of England who collectively represent all the region's 15 million citizens. TfN's vision is outlined below:

6.14 *"By 2050 the North of England will have become a thriving, socially inclusive region. Our communities, businesses and places will all benefit from sustainable economic growth, improved health and wellbeing and access to opportunities for all. This will be achieved through a transformed, zero-emission, integrated, safe and sustainable transport system, which will enhance connectivity, resilience, and journey times for all users".*

6.15 The key themes of the policy are listed below:

Improved economic performance
Enhanced social inclusion
Rapid decarbonisation

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
✓	✓	✓	✓

6.16 The Maritime Corridor Scheme supports the Strategic Transport Plan through improvements to the transport network which will allow for improved accessibility to key employment development sites, encouraging economic growth. Improvements to active travel provision will allow for improved social inclusion and support decarbonisation through modal shift.

Sub-Regional and Local Policies

The Third Local Transport Plan for Merseyside

6.17 The third Local Transport Plan for Merseyside (LTP) provides the statutory framework for the policies and plans that will guide the future provision of transport in Merseyside. The local plan has the vision and in order to support the city region and achieve the transport vision, have set six goals.

6.18 The key themes of the policy are listed below:

Improved transport connectivity and accessibility to key sites
Support for economic success of the region
Improved health, wellbeing and safety
Development of a low emission transport system

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
✓	✓	✓	✓

6.19 The Maritime Corridor Scheme strongly supports the LTP in that transport network improvements will allow for improved accessibility to key development sites, through provision of a more resilient network. Furthermore, upgrades to active travel infrastructure will benefit the health, safety and wellbeing of users and will allow for increased uptake of low emissions transport modes.

Combined Authority Transport Plan – Liverpool City Region Combined Authority (June 2019)

6.20 This document articulates the city region's vision for transport and is closely linked with its Transforming Cities Funding programme, which forms a part of Strategic Investment Fund. A core vision and the strategic objectives set out

below have been developed in order to tackle with the city regions key issues and challenges, around Growth and Jobs; Modal Shift and People Centred approach.

6.21 The key themes of the policy are listed below:

Improved transport connectivity and accessibility to key sites supporting economic development
Inclusive transport network
Improved health, wellbeing and safety
Zero carbon LCR by 2040

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
✓	✓	✓	✓

6.22 The Maritime Corridor Scheme strongly supports the Combined Authority Transport Plan. Improvements to transport network capacity will allow for improved transport connectivity and accessibility to key sites. Active travel provision and congestion reductions will improve the health, well-being and safety of users and will significantly contribute to reduction in emissions, in line with the LCR target to be zero carbon by 2040.

A Plan for Prosperity – Liverpool City Region Combined Authority (2022)

6.23 The Liverpool City Region's Plan for Prosperity establishes a comprehensive framework for achieving long-term economic and social prosperity across the region.

6.24 The key themes of the policy are listed below:

Inclusive economic growth
LCR as a leader in the transition to a net-zero economy
Strengthen international trade and investment opportunities

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
✓	✓		✓

6.25 The Maritime Corridor Scheme is aligned with the above plan, as improvements to the transport network will allow for greater accessibility to key growth sites for all users, whether car users, due to reduced congestion and improved journey times or active travel users who can now effectively engage in walking and cycling. The development of low-cost mode accessibility will further social inclusion and reduce emissions in line with net-zero ambitions.

‘A Local Plan for Sefton – Adopted April 2017’

6.26 The adopted Local Plan for Sefton sets out a strategic pathway through which new developments will help meeting the needs of communities within Sefton. It will help shape Sefton over the next 15 years (2015 to 2030), identifying priority areas for investment in employment, housing, and infrastructure sectors.

6.27 The key themes of the policy are listed below:

Housing and employment growth
Improved accessibility to development sites
Protection of the environment

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
✓	✓	✓	✓

6.28 The Maritime Corridor Scheme is aligned with the Sefton Local Plan, in that transport improvements seek to facilitate housing and employment growth within the area, through improved network performance and accessibility to key development sites. Active travel improvements and reductions in congestion, will mean significant environmental benefits within the area. The scheme will contribute towards the objectives of the Local Plan through addressing congestion and capacity issues and creating conditions for growth in the area.

Sefton Economic Strategy (SES) Update 2022-2024

6.29 The SES Update replaces the Sefton Economic Strategy, that was adopted in 2019, this is done to provide a narrative following the post-pandemic economic climate.

6.30 Sefton Vision 2030 – SES Update aligns.
“An economy that connects Sefton to the City Region and beyond, in which businesses, employees, jobseekers, working age adults and young people receive the help they need, and the benefits of growth are maximised for the people and places of the Borough”.

6.31 The key themes of the policy are listed below:

Improved accessibility to employment and education
Social inclusion
Housing and employment growth

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4
✓	✓	✓	

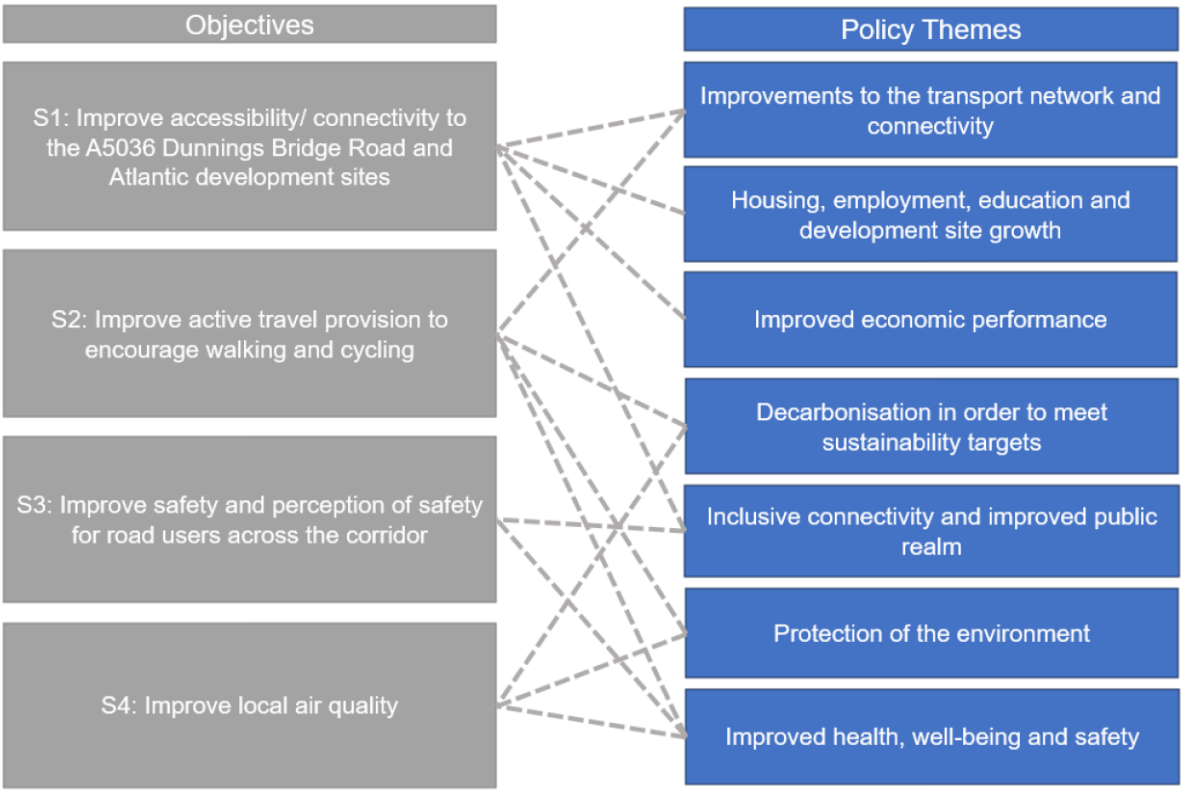
6.32 The Maritime Corridor Scheme supports the Sefton Economic Strategy Update, as improvements to the active travel provision will improve connectivity and accessibility to strategic employment sites at A5036 Dunnings Bridge Road and Atlantic Park. The scheme will allow for better access to key employment sites and upgrades to active travel provision will promote social inclusion.

Summary

6.33 The above section clearly demonstrates an alignment between the Maritime Corridor Scheme and key relevant National and Local and Sub-Regional policy aims and themes. The scheme supports the key policy themes of seeking improvements to the transport network, housing and employment growth, decarbonisation, improved health and well-being, inclusive connectivity and improved economic growth and performance.

Figure 1 below represents the objectives, alongside the core policy themes identified.

Figure 1



Planning position and other approvals

7.1 Agreement has been reached with the Local Planning Authority that the areas which will be converted to highway will need Planning Approval. Three applications will be submitted, one for the Bridle Road, one for Vesty Road – Deltic Way and one for Sentinel Way – Heysham Road.

7.2 To support the application, a number of environmental studies have been completed. The reports and other supporting information will be completed and Planning Applications submitted in June 2025. The Council does not foresee any issue with the granting of planning permission, and nor will the process delay or impede the delivery of the Scheme.

Funding Proposals

8.1 The Council, as sponsor for the Scheme, submitted an outline business case to the Liverpool City Region Combined Authority (LCRCA) for funding to assist the delivery of the Scheme. The Outline Business Case was approved and the Council invited to develop a Full Business Case. The LCRCA insisted that the scheme design be developed as part of this process and provided developing funding to enable this to progress.

8.2 The LCRCA secured some funding from the Levelling Up Fund to contribute to the funding of the Scheme. This was subject to a Business case, compiled by the LCRCA, being approved. As this had to be funded within a time window, which has now been extended, a GFA was issued for Phase 1 of the scheme. Subsequently a Grant Funding Award was made, reviewed and signed by both parties in November 2024.

8.3 The offer of funding of £12.3m, to fund all costs included in Phase 1, was accepted by the Council and the funding brought into the Council's Capital programme at its meeting in November 2024. The funding awarded will meet the total costs of delivering Phases 1 and any costs of acquisition of any land interests required for Phase 2.

8.4 The Full Business Case for Phase 2 was submitted in September 2024. This was approved by the LCRCA at its meeting in November 2024. A GFA covering the costs of Phase 2, valued at £12.15m has been received in March 2025.

8.5 The GFA confirms that the funding will be available until March 2027. This will ensure the completion of the elements of the Scheme for which the CPO relates.

Justification for using compulsory purchase powers

9.1 Section 239 and 240 of the 1980 Act will be employed to acquire the necessary land to construct and maintain the Scheme.

Section 239 of the 1980 Act enables a highway authority to acquire land required for the construction of a highway (other than a trunk road) which is to become maintainable at the public expense as well as any land required for the improvement of a highway.

Section 240 of the 1980 Act enables a highway authority to acquire land required for the use in connection with the construction or improvement of a highway and the carrying out of a diversion or other works to watercourses.

9.2 The Council recognise that a compulsory purchase order can only be made if there is a compelling case in the public interest, which justifies the overriding of private rights and interests in the land to be acquired. The Council are satisfied that a compelling case exists here for the reasons set out in the preceding sections of this Statement.

9.3 The current issues associated with the area have been considered earlier in this Statement. The Scheme has been carefully designed to bring about active travel and junction improvements whilst designed sympathetically to require the minimum amount of land necessary to deliver the Scheme. There is therefore a need for the Scheme.

9.4 Those affected by the CPO, including all freehold owners, occupiers and lessees have been invited to enter into discussions with the Council with a view to agreeing appropriate terms for the acquisition of the land required to deliver the Scheme. These negotiations began in Spring 2023 and are ongoing and will continue until the CPO is confirmed.

9.5 The Council has sought (and is continuing to seek) to acquire all of the third-party interests in the CPO Order Land through negotiation. Whilst discussions are continuing with the outstanding owners and occupiers that remain within the CPO Order Land, it is unlikely that agreement will be reached with all interested parties within a reasonable timescale. The Council have determined to make the CPO to secure the outstanding interests and rights required to enable the implementation of the Scheme to deliver the identified public benefits to the area. Discussions will however continue with those affected by the CPO in an endeavour to secure the land affected by the CPO, or rights over such land, by agreement with a view to limiting those interests which may need to be acquired compulsorily. This approach is in accordance with national guidance and best practice. Full details of the consultation and engagement undertaken with affected landowners to date can be found appended to this document.

9.6 Since the OBC stage, the scheme objectives have been refined to establish linkages with the CRSTS funding objectives and reflect the business strategies for the scheme promoters and regional bodies.

9.7 If the scheme were not to progress the following impacts are predicted:

Operational

- Increased journeys made by private cars due to limited facilities for walking and cycling.
- Impacts on safety along key routes.

Social

- Limited access and opportunities to employment and social opportunities via sustainable modes.
- Reduced ability for users to use active travel infrastructure and limits opportunities such as improved health through walking and cycling.

Environmental

- Limited modal shift due to active modes resulting in restricted impact of transport on environment i.e. contribute to increased greenhouse gases emissions and deterioration of air quality.

Economic

- Increased travel costs to businesses (due to congestion / delay) that use the junctions and to users, as active travel accessibility is limited;
- Conditions deter business investment, which impacts on the local and regional economy.

9.8 Funding has been secured to deliver the Scheme, if the land is available to do so. Although, as already stated, negotiations will continue with landowners affected by the proposals. The Council are satisfied that it is necessary to make the CPO in order to ensure that the land can be made available to deliver the Scheme in a timely and expedient manner. Should negotiations not be successful whilst enabling certainty in programming the delivery of the Scheme, it can result in failure to deliver the Scheme in a timely manner may result in funding ceasing to be available and the benefits identified above would not be secured.

9.9 Following confirmation of the CPO Sefton Council will utilise appropriate powers, either through the use of a Notice to Treat and Notice of Entry or by way of a General Vesting Declaration, to secure ownership of the Order Land.

9.10 It is the Council's opinion that the proposed CPO is necessary to facilitate the delivery of the Scheme and that the statutory requirements for the use of compulsory purchase powers under the Highways Act 1980 have been met. The Order Land has been determined to be the minimum needed to deliver the Scheme and the Scheme has been designed carefully to minimise the impact on those with land interests in the area. Given the significant public benefits that will be achieved with the delivery of the Scheme and the support of local, regional and national policy, it is considered that the use of compulsory purchase powers is necessary and justifiable in the public interest.

Consideration of Human Rights Issues

10.1 The Human Rights Act 1998 incorporated into UK law the European Convention on Human Rights ("the Convention"). The Convention includes provisions which aim to protect the rights of the individual (including companies and other corporate bodies). In resolving to make the CPO, Highways England considered the rights of the property owners affected by the CPO generally and, in particular, under the following Articles of the Convention:

Article 1 of the First Protocol

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.

The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties.

Article 6 – Right to a Fair Trial

In the determination of his civil rights and obligations or of any criminal charge against him, everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law. Judgment shall be pronounced publicly but the press and public may be excluded from all or part of the trial in the interest of morals, public order or national security in a democratic society, where the interests of juveniles or the protection of the private life of the parties so require, or to the extent strictly necessary in the opinion of the court in special circumstances where publicity would prejudice the interests of justice…

Article 8 Right to respect for private and family life

Everyone has the right to respect for his private and family life, his home and his correspondence.

There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

10.2 In each of the articles referred to above (and in respect of many of the provisions of the Convention) the rights afforded to an individual are "qualified rights"; this means that they do not prevent proposals affecting those rights providing the interference is proportionate and justified. The public authority seeking to affect those rights is obliged to satisfy itself that it has struck the correct balance between the rights of the individuals affected and the public interest in delivering the Scheme.

10.3 As set out above, the Council and Highways England consider that the Scheme will deliver significant public benefits to the area. In the circumstances and given that the interests affected by the proposals will be limited, given the scale of the Scheme and the nature of the land interests affected, the Council consider that the proposed CPO would not constitute an unlawful interference with the individuals' property rights given the overall public benefits which will be delivered if the Scheme is progressed.

10.4 Furthermore, the compulsory purchase process clearly provides for those affected to have a right to object to any order being confirmed and this objection will be considered by an independent Inspector appointed by the Secretary of State for Transport. Any objection may also be considered through a public inquiry. Notwithstanding this, any person affected by the proposed orders will be entitled to compensation proportionate to any loss they may incur as a result of their rights or interests being affected by the CPO.

10.5 Paragraph 6.1 of the October 2024 MHCLG Guidance on the Compulsory Purchase Process provides that:

"…acquiring authorities are bound by the Public Sector Equality Duty as set out in Section 149 of the Equality Act 2010.

10.6 The Council considers that making the Order to bring forward the Scheme is justified and there is no unlawful discrimination.

10.7 The Public Sector Equality Duty has been considered at each stage of the key decision-making process for the Scheme. An Equalities Impact Assessment was carried out when the Council decided to make the Order Consideration of any impact is ongoing and will be reviewed regularly in light of information about affected parties and will include engagement with all affected parties on an

ongoing basis. The Council is aware of and has had due regard (and will continue to have due regard to) its Public Sector Equality Duty.

Other Matters

Related Orders/Applications

11.1 Traffic Regulation Orders will also be promoted by the Council to reflect the changes to the highway network that the Scheme will introduce. These will be promoted under the provisions of the Road Traffic Regulation Act 1984 and will not form part of the CPO process. However the provisions of the 1984 Act will require the proposed Traffic Regulation Orders to undergo a public consultation process before any orders are made.

Special Considerations affecting the Order Land

11.2 No listed buildings are directly affected by the CPO and none of the land that would be affected by the CPO is within a conservation area.

11.3 The land affected does not fall within any other designation of protected status.

11.4 Statutory undertaker's equipment will be affected by the proposed works. As the works are highways works, it is not proposed that any removal of apparatus will be required and affected undertakers will retain their apparatus in the adopted highway; some, however, will be required to be diverted to a new location. No operational land belonging to any statutory undertakers will be affected by the proposed Scheme and those affected will be asked to confirm this. In any event, provision exists for the relevant Minister to certify that land can be taken by way of compulsory purchase if he is satisfied that it would have no significant detrimental effect on the undertaking in question. In this case, the Secretary of State with authority to confirm the CPO (or to approve its confirmation by the Council) is the Secretary of State who would certify in respect of the undertaker affected.

Compensation Issues

11.5 As part of the compulsory purchase order process the Council has entered into discussions with the land owners and occupiers that would be affected if the CPO is confirmed. As part of those discussions the Council has sought to discuss compensation issues as well as seeking to agree to acquire any land needed to enable the Scheme by agreement with those affected.

11.6 These negotiations will continue to take place with the intention of seeking to acquire any land interests which may be needed to deliver the Scheme by agreement, rather than compulsorily wherever possible.

11.7 Provision is made by statute with regard to compensation for the compulsory purchase of land or interests in land as well as for the depreciation in the value of properties affected by the Scheme. More information is given in a series of guides published by the Department for Communities and Local Government, namely;

Guide 1 – Compulsory Purchase Procedure
Guide 2 – Compensation to Business Owners and Occupiers
Guide 3 – Compensation to Agricultural Owners and Occupiers
Guide 4 - Compensation to Residential Owners and Occupiers

11.8 Copies of these Guides can be obtained online from https://www.gov.uk/government/collections/compulsory-purchase-system-guidance#compulsory-purchase-and-compensation:-plain-english-guides or directly from the Department of Transport.

Contact Information

11.09 Owners and occupiers or tenants of properties affected by the proposed CPO, who wish to discuss the CPO and who want to understand how they may be affected by the CPO, or who wish to discuss the option of acquiring their interest in the land by agreement, should contact:

Andrew Dunsmore, Andrew.Dunsmore@sefton.gov.uk

11.10 Further information on the engineering aspects of the Scheme and the highway works which may be involved can be obtained by contacting:

Andrew Dunsmore, Andrew.Dunsmore@sefton.gov.uk

Inspection of documents

11.11 Documents and large scale plans can be inspected at the following locations:

Building	Times
Bootle Library 220 Stanley Road Bootle Merseyside L20 3EN	10am – 5pm Monday to Friday 10am – 1pm Saturday

11.12 Copies of the documents can also be inspected at the following website https://www.sefton.gov.uk/parking-roads-travel/major-highway-projects-in-sefton/maritime-corridor/phase-2-bridle-road-heysham-road-vesty-road/compulsory-purchase-orders-mc/

Next Steps

12.1 Objections to the compulsory purchase order for the Scheme will be considered by the Secretary of State for Transport and he may, in appropriate circumstances, determine to call a public inquiry to consider any objections. Please note the deadline for receipt of representations set out in the Notice you have received.

12.2 Letters of support or objection to the CPO should be addressed to:

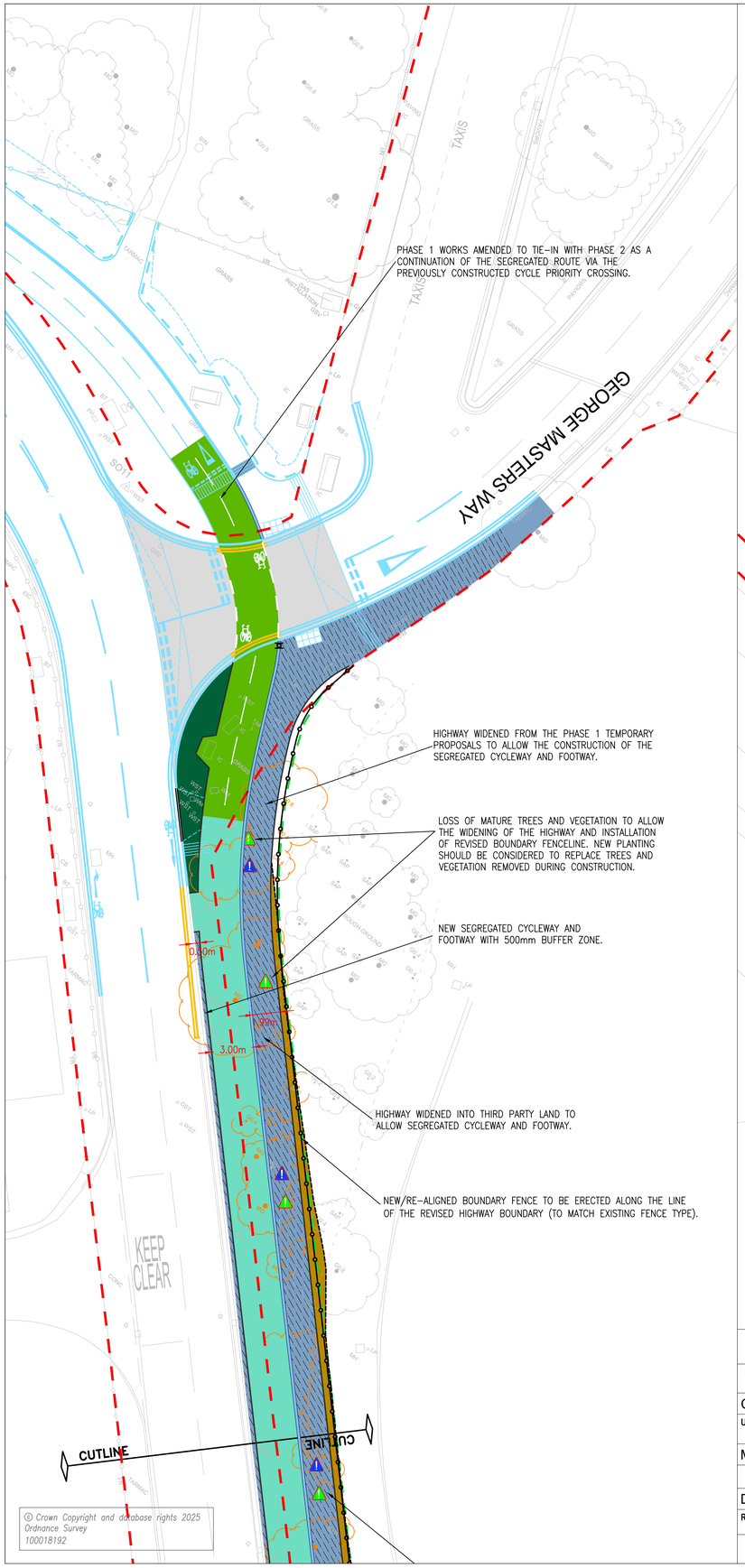
Secretary of State for Transport National Transport Casework Team Tyneside House Skinnerburn Road Newcastle Business Park Newcastle upon Tyne NE4 7AR nationalcasework@dft.gov.uk

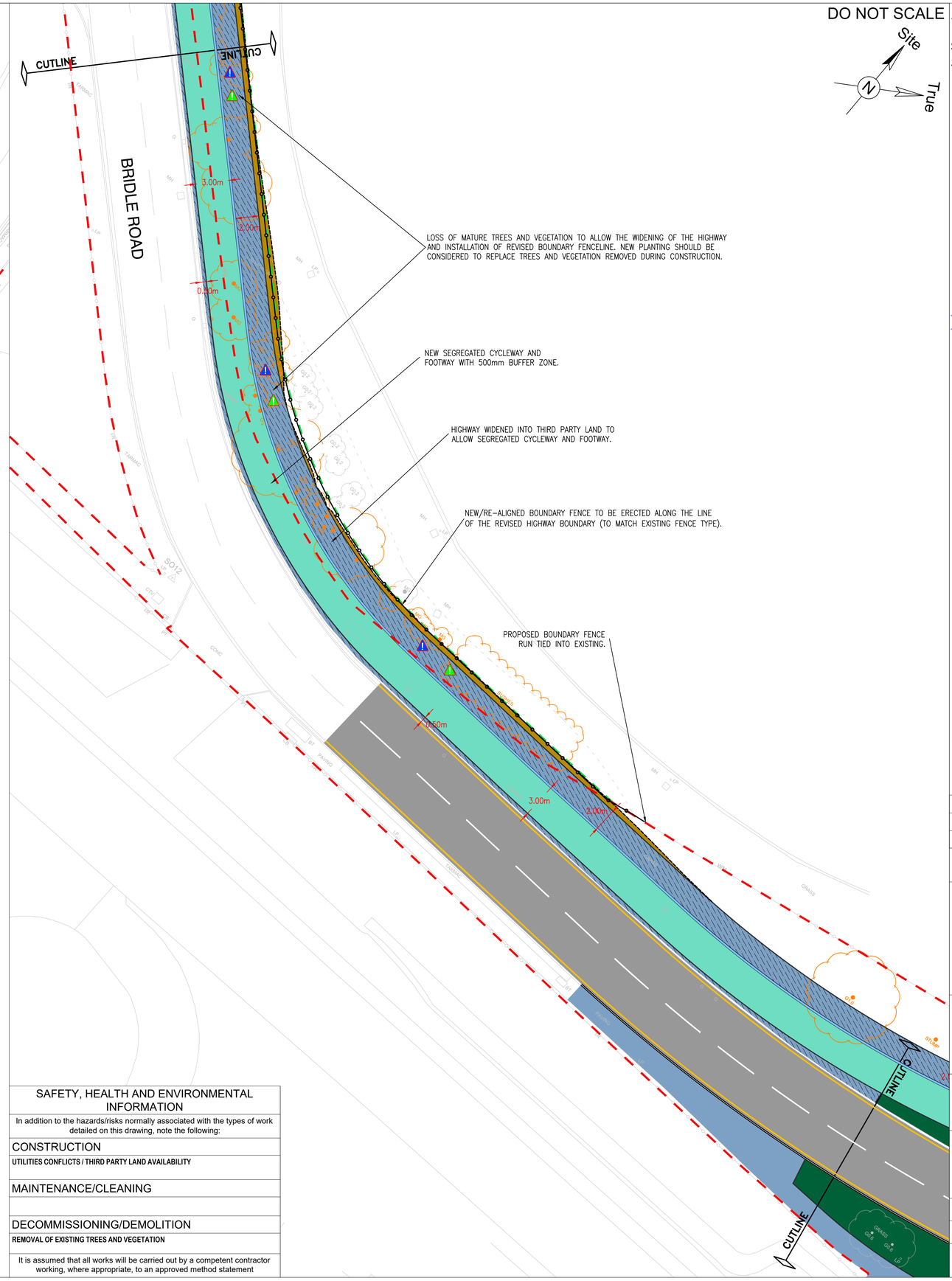
#’

Appendix 1

Bridle Road General Arrangement Drawings

- 5219216-ATK-HGN-MAT-DR-D-D201A
- 5219216-ATK-HGN-MAT-DR-D-D201B
- 5219216-ATK-HGN-MAT-DR-D-D201C
- 5219216-ATK-HGN-MAT-DR-D-D201D
- 5219216-ATK-HGN-MAT-DR-D-D201E
- 5219216-ATK-HGN-MAT-DR-D-D201F
- 5219216-ATK-HGN-MAT-DR-D-D201G
- 5219216-ATK-HGN-MAT-DR-D-D201H





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Site

True

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Tel: 0151 934 2000

Project Title

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ACTIVE TRAVEL
DETAILED DESIGN

Drawing Title

BRIDLE ROAD
PHASE 2
GENERAL ARRANGEMENT
(Sheet 1 of 8)

Scale	Designed	Drawn	Checked	Authorised
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Drawing Number: 5219216-ATK-HGN-MAT-DR-D-D201A

Revision: P 02

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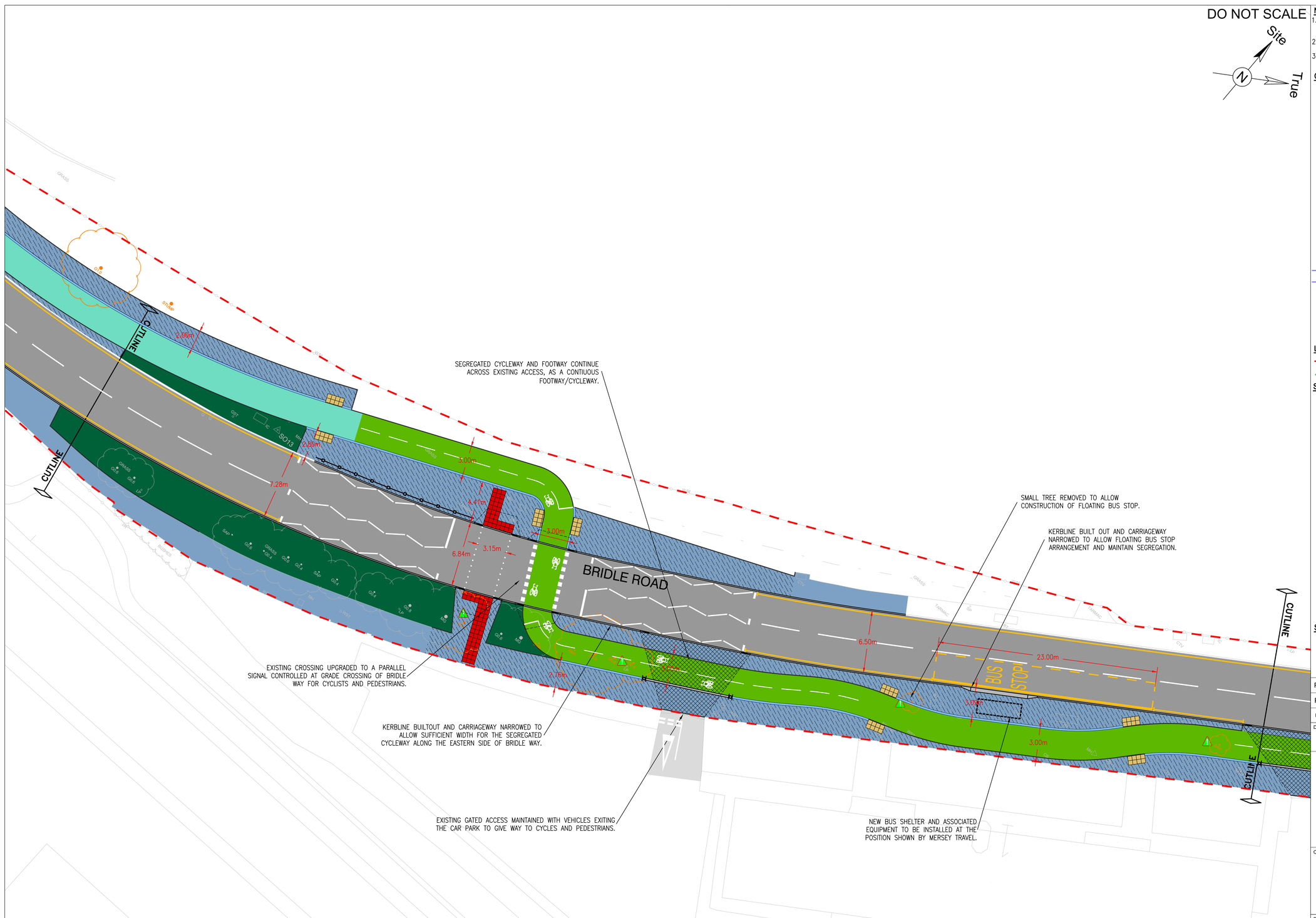

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(Sheet 2 of 8)

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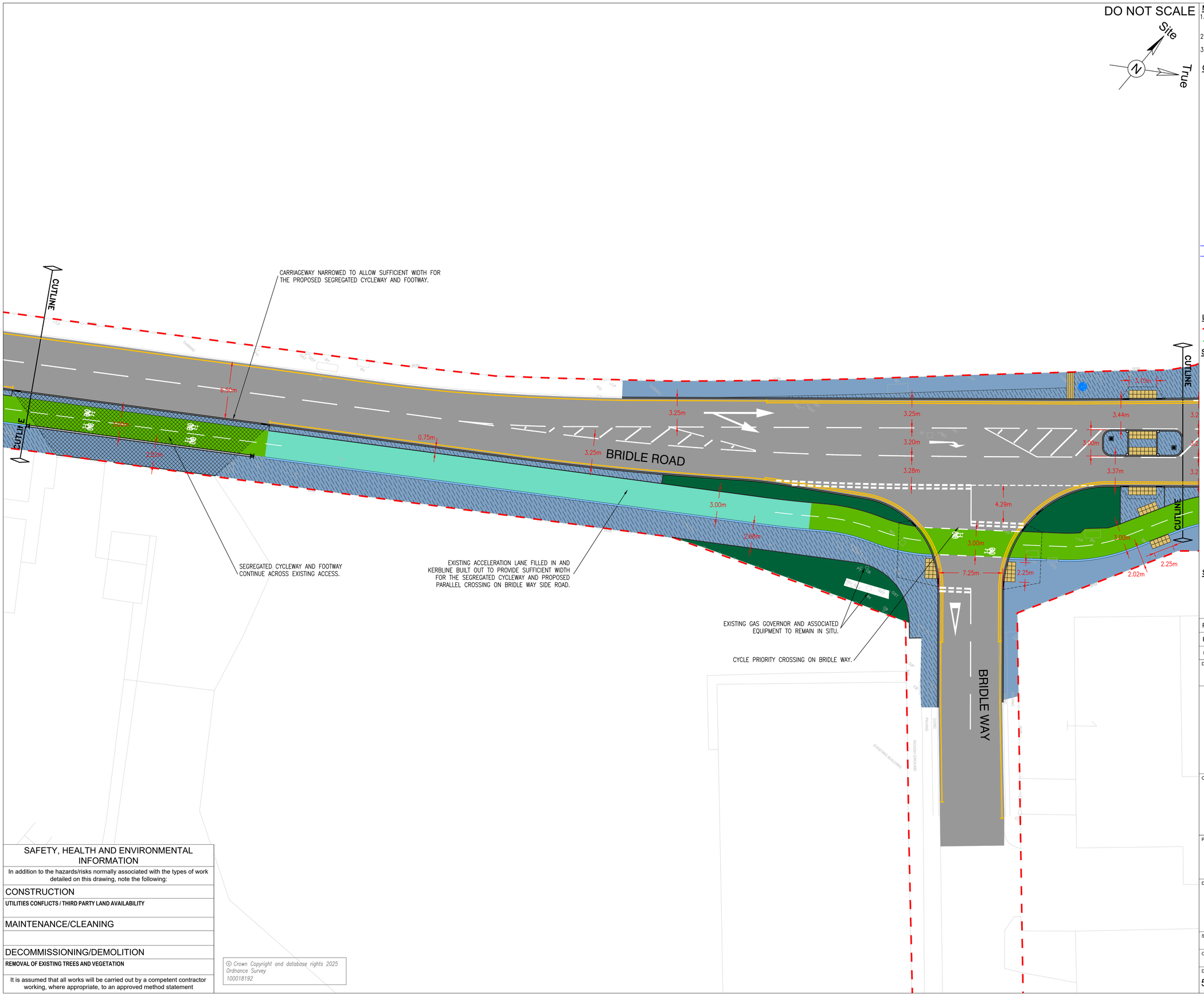

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CYCLE TRANSITION TO/FROM CARRIAGEWAY AND PROPOSED SHARED USE ROUTE.

SEGREGATED CYCLEWAY AND FOOTWAY CONTINUE ACROSS EXISTING ACCESS.

EXISTING BUS SHELTER AND ASSOCIATED EQUIPMENT TO BE RE-INSTALLED AT THE POSITION SHOWN BY MERSEY TRAVEL.

EXISTING TREE TO BE REMOVED TO ALLOW SEGREGATED CYCLEWAY AND SEGREGATED PEDESTRIAN CROSSING POINT.

EXISTING CROSSING FACILITY RELOCATED.

KERBLINE BUILT OUT AND CARRIAGEWAY NARROWED TO ALLOW CONSTRUCTION OF THE PROPOSED SEGREGATED CYCLEWAY AND FOOTWAY.

JUNCTION RE-DESIGNED TO ALLOW BUILDING OUT OF THE EASTERN KERBLINE TO ALLOW SUFFICIENT WIDTH FOR THE PROPOSED SEGREGATED CYCLEWAY.

KERBLINE BUILT OUT TO ALLOW SUFFICIENT WIDTH FOR THE PROPOSED SEGREGATED CYCLEWAY.

HIGHWAY WIDENED INTO THIRD PARTY LAND TO ALLOW SEGREGATED CYCLEWAY AND FOOTWAY.

SEGREGATED FACILITY WIDENED INTO THIRD PARTY GRASSED VERGE. EMBANKMENT RE-GRADING REQUIRED TO TIE-IN BACK OF FOOTWAY LEVELS.

BRIDLE ROAD

BUS STOP

CUTLINE

2.18m 2.12m 2.19m 3.25m 3.25m 3.25m 3.23m 3.51m 3.15m 21m 3.15m 3.15m 3.15m 3.45m 3.22m 1.80m 3.35m 3.25m 3.00m 1.64m 3.00m 2.50m 2.25m

Site True N

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- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

Rev.	Date	Description	By	Chk'd	App'd
P02	XX/XX/25	PHASE 2 EXTENTS AMENDED / CADENT RE-DESIGN / DESIGN UPDATES	DS	DS	PE
P01	07/02/24	ISSUED FOR INFORMATION	DS	DS	PE

Drawing Status: **WORK IN PROGRESS**

Suitability: S1

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Client: Sefton Council

Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel: 0151 934 2000

Project Title: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: BRIDLE ROAD PHASE 2 GENERAL ARRANGEMENT (Sheet 4 of 8)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	PE
Original Size	Date	Date	Date	Date
A1	06/02/24	07/02/24	07/02/24	07/02/24

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-D201D

Revision: P 02

Internal Project Number:

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF EXISTING TREES AND VEGETATION

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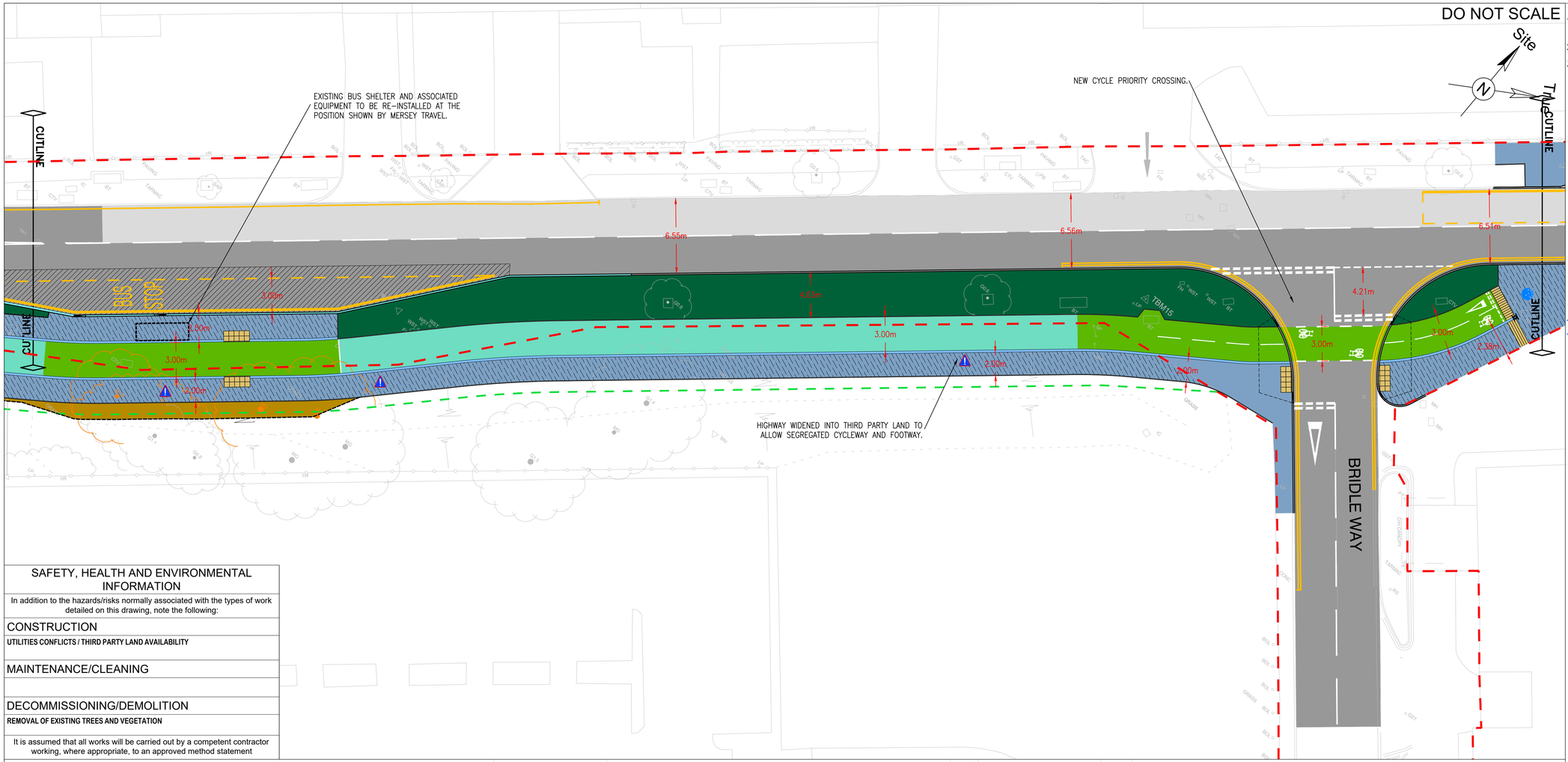
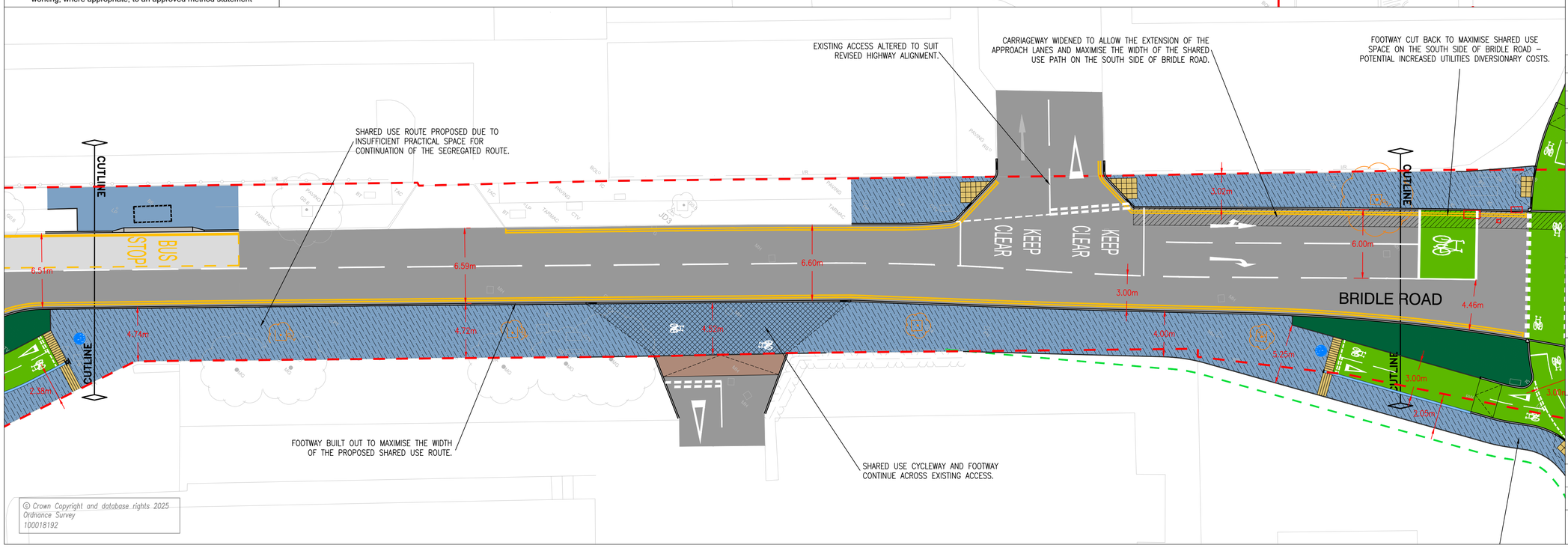
DO NOT SCALE





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- PROPOSED DRAINAGE KERBS (150mm PCC)
- PROPOSED BUS STOP ACCESS KERBS (PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED OR RE-LOCATED PEDESTRIAN GUARDRAILING
- RE-LOCATED OR NEW BOUNDARY FENCE (TO MATCH EXISTING)
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
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LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

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Rev.	Date	Description	By	Chk'd	App'd
P02	XX/XX/25	PHASE 2 EXTENTS AMENDED / CADENT RE-DESIGN / DESIGN UPDATES	DS	DS	PE
P01	07/02/24	ISSUED FOR INFORMATION	DS	DS	PE

Drawing Status: **WORK IN PROGRESS**

Suitability: S1

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

Project Title: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: BRIDLE ROAD PHASE 2 GENERAL ARRANGEMENT (Sheet 5 of 8)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	PE
Original Size: A1	Date: 06/02/24	Date: 07/02/24	Date: 07/02/24	Date: 07/02/24

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-D201E

Revision: P 02

Internal Project Number:

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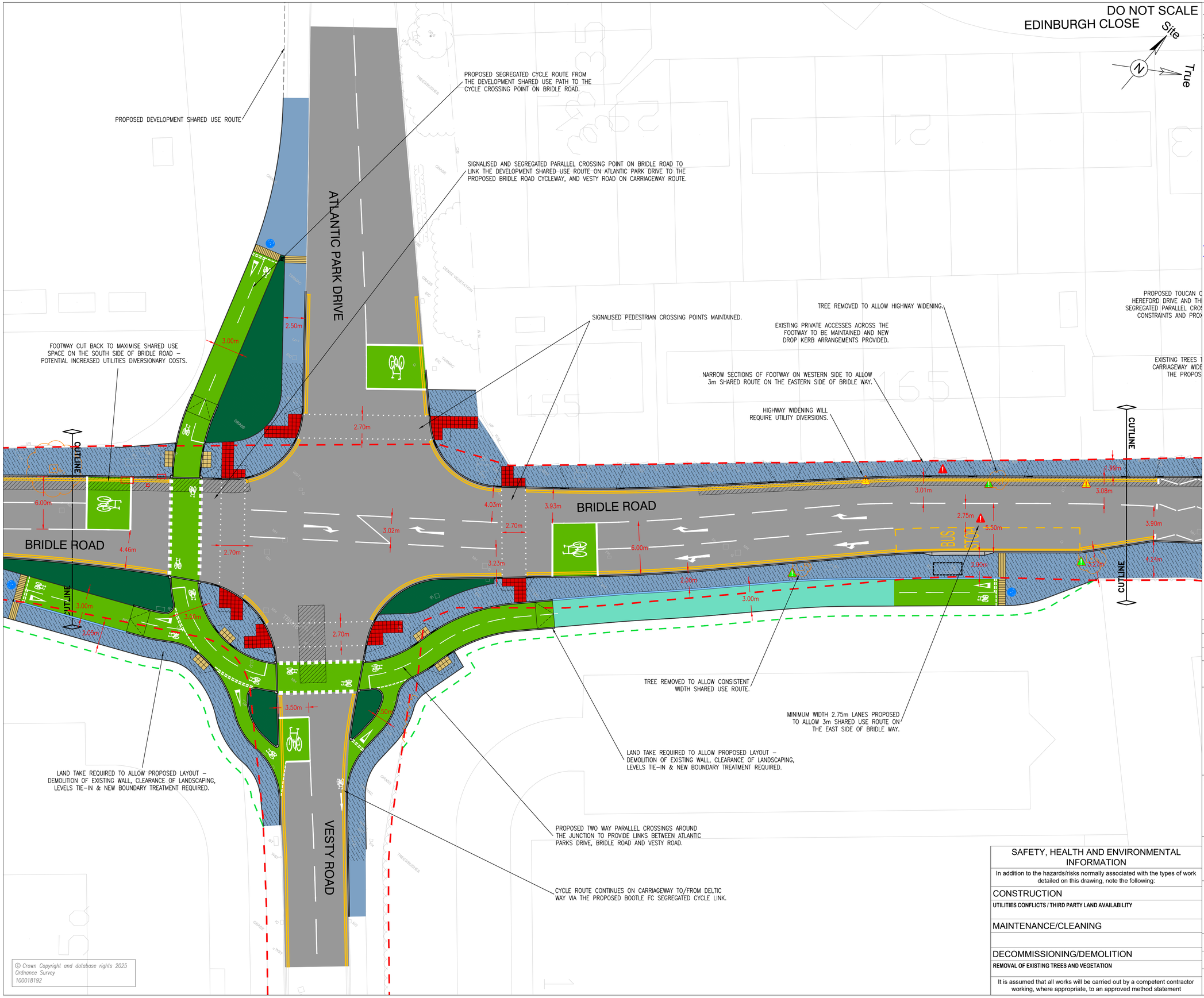

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- PROPOSED BUS STOP ACCESS KERBS (PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED OR RE–LOCATED PEDESTRIAN GUARDRAILING
- RE–LOCATED OR NEW BOUNDARY FENCE (TO MATCH EXISTING)
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- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
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- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS
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LAND & BOUNDARY KEY:

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- PROPOSED HIGHWAY BOUNDARY

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- H&S / DESIGN ISSUE
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Rev.	Date	Description	By	Chk'd	App'd
P02	XX/XX/25	PHASE 2 EXTENTS AMENDED / CADENT RE-DESIGN / DESIGN UPDATES	DS	DS	PE
P01	07/02/24	ISSUED FOR INFORMATION	DS	DS	PE

Drawing Status: **WORK IN PROGRESS**

Suitability: S1

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

Project Title: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: BRIDLE ROAD PHASE 2 GENERAL ARRANGEMENT (Sheet 6 of 8)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	PE
Original Size: A1	Date: 06/02/24	Date: 07/02/24	Date: 07/02/24	Date: 07/02/24

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-D201F

Revision: P 02

Internal Project Number:

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF EXISTING TREES AND VEGETATION

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DO NOT SCALE

CYCLE TRANSITION TO/FROM HEREFORD DRIVE – POTNETIAL FOR RESIDENTIAL ROADS QUIETWAY TO PARK LANE VIA HEREFORD DRIVE AND SALISBURY AVENUE.

HEREFORD DRIVE

PROPOSED TOUCAN CROSSING TO PROVIDE LINK BETWEEN HEREFORD DRIVE AND THE PROPOSED BRIDLE WAY CYCLEWAY. SEGREGATED PARALLEL CROSSING NOT POSSIBLE DUE TO SPACE CONSTRAINTS AND PROXIMITY OF BUS STOP AND ACCESSES.

HIGHWAY WIDENING TO ALLOW INCREASED CAPACITY ON THE BRIDLE ROAD SOUTHBOUND ARM.

EXISTING TREES TO BE REMOVED TO ALLOW CARRIAGEWAY WIDENING AND INSTALLATION OF THE PROPOSED TOUCAN CROSSING.

EXISTING BUS LAY-BY FILLED IN AND BUS CAGE MOVED TO ALLOW POSITIONING OF THE PROPOSED TOUCAN CROSSING.

KERBLINE BUILT OUT TO MAXIMISE WIDTH OF THE PROPOSED SHARED USE FACILITY.

EXISTING PRIVATE ACCESS TO REMAIN.

BUS STOP

CUTLINE

TREE REMOVED TO ALLOW CONSISTENT WIDTH SHARED USE ROUTE.

TREE REMOVED TO ALLOW CONSISTENT WIDTH SHARED USE ROUTE AND POSITIONING OF THE PROPOSED TOUCAN CROSSING.

WIDENING TIED IN AT EXISTING RETAINING WALL.

WIDTH RESTRICTED ON SHARED USE FACILITY BY BOUNDARY WALL AND THIRD PARTY LAND LEVEL DIFFERENCES AT THE REAR OF THE EXISTING FOOTWAY. LIMITS OPPORTUNITY TO WIDEN THE HIGHWAY DUE TO COST AND BENEFIT IMPLICATIONS.

SHARED USE CYCLEWAY AND FOOTWAY CONTINUE ACROSS EXISTING ACCESS.

FOOTWAY BUILT OUT TO MAXIMISE SHARED USE SPACE.

KERBLINE BUILT OUT TO MAXIMISE WIDTH OF THE PROPOSED SHARED USE FACILITY.

BRIDLE ROAD

WIDTH RESTRICTED ON SHARED USE FACILITY BY BOUNDARY WALL AND THIRD PARTY LAND LEVEL DIFFERENCES AT THE REAR OF THE EXISTING FOOTWAY. LIMITS OPPORTUNITY TO WIDEN THE HIGHWAY DUE TO COST AND BENEFIT IMPLICATIONS.

EMBANKMENT RE-GRADING REQUIRED TO TIE-IN LEVELS THROUGH EXISTING EMBANKMENT, WHERE THE EXISTING FOOTWAY IS TO BE WIDENED FOR THE PROPOSED SHARED CYCLEWAY.

SMALL RETAINING WALL (MAX. 1m HEIGHT) REQUIRED TO TIE-IN LEVELS THROUGH EXISTING EMBANKMENT, WHERE THE EXISTING FOOTWAY IS TO BE WIDENED FOR THE PROPOSED SHARED CYCLEWAY (APPROXIMATE EXTENT OF RETAINING WALL SHOWN BY THICK BLUE LINE).

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY

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Rev.	Date	Description	By	Chk'd	App'd
P02	XX/XX/25	PHASE 2 EXTENTS AMENDED / CADENT RE-DESIGN / DESIGN UPDATES	DS	DS	PE
P01	07/02/24	ISSUED FOR INFORMATION	DS	DS	PE

Drawing Status: **WORK IN PROGRESS**

Suitability: S1

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Client: Sefton Council

Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel: 0151 934 2000

Project Title: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: BRIDLE ROAD PHASE 2 GENERAL ARRANGEMENT (Sheet 7 of 8)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	PE
Original Size: A1	Date: 06/02/24	Date: 07/02/24	Date: 07/02/24	Date: 07/02/24

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-D201G

Revision: P 02

Internal Project Number:

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY

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P01	07/02/24	ISSUED FOR INFORMATION	DS	DS	PE

Drawing Status: **WORK IN PROGRESS**

Suitability: S1

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Project Title: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: BRIDLE ROAD PHASE 2 GENERAL ARRANGEMENT (Sheet 8 of 8)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	PE
Original Size: A1	Date: 06/02/24	Date: 07/02/24	Date: 07/02/24	Date: 07/02/24

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-D201H

Revision: P 02

Internal Project Number:

Appendix 2

Vesty Road to Deltic Way General Arrangement Drawings

- 5219216-ATK-HGN-MAT-DR-D-D401A,
- 5219216-ATK-HGN-MAT-DR-D-D401B,

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

BOOTLE FC EX LANDFILL SITE (CONTAMINATED GROUND) / EXISTING METHANE VENT – REFER TO DRA

MAINTENANCE/CLEANING

REFER TO DRA

DECOMMISSIONING/DEMOLITION

REFER TO DRA

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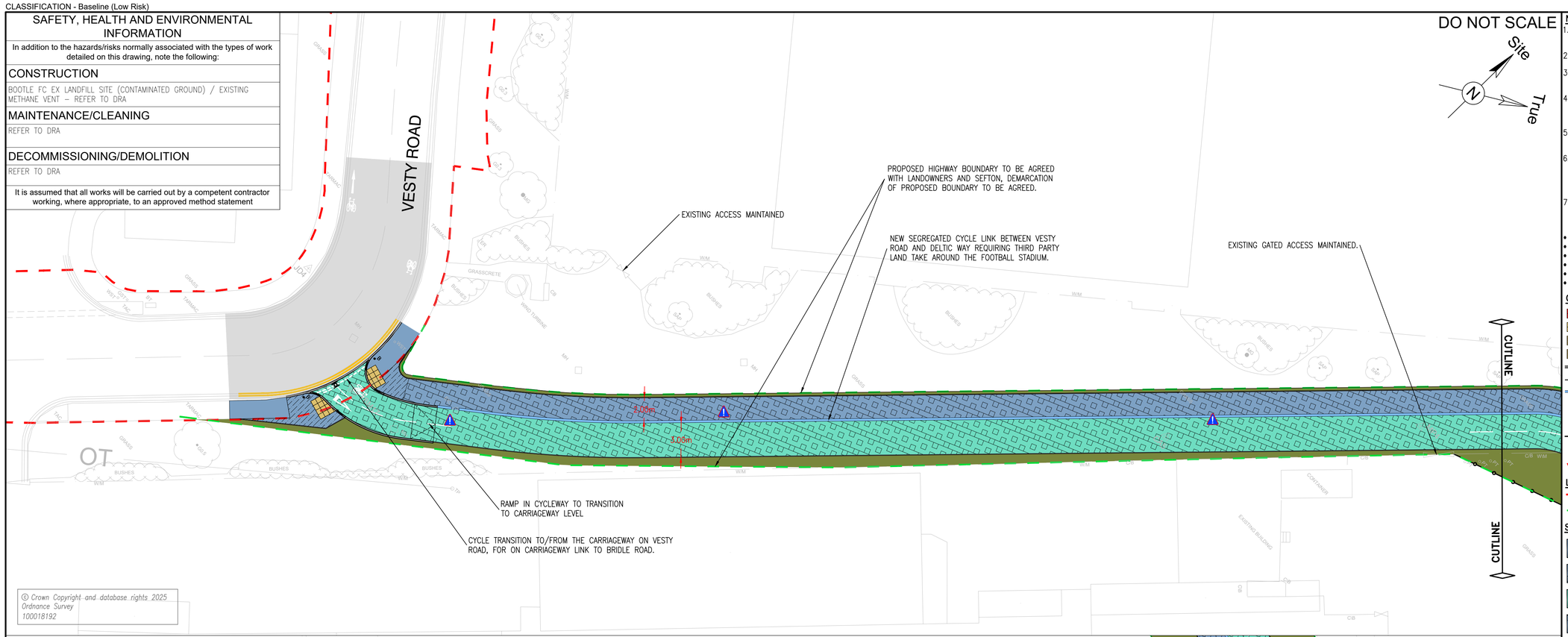
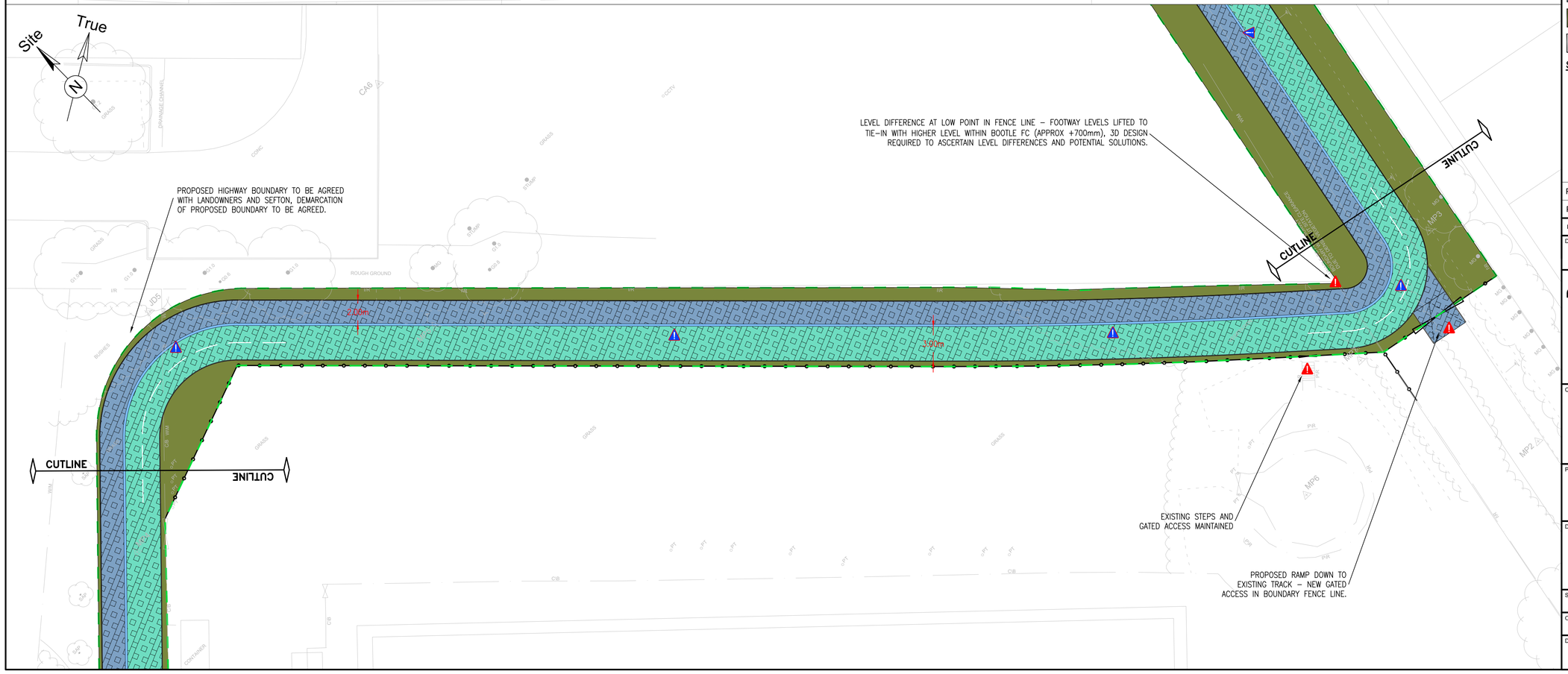
DO NOT SCALE





NOTES:

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2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
3. REFER TO THE DRAWINGS LISTED IN THE DRAWING INDEX SHEET FOR FULL CONSTRUCTION INFORMATION AND DETAILS.
4. THE LAYOUT IS SUBJECT TO CHANGE DUE TO ONGOING DEVELOPMENT WITH SEFTON COUNCIL, STAKEHOLDER INVOLVEMENT, PUBLIC CONSULTATIONS AND AVAILABILITY OF LAND FOR HIGHWAY WIDENING.
5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
6. C2 UTILITIES INVESTIGATIONS HAVE BEEN UNDERTAKEN. LOCATIONS WHERE UTILITY CONFLICTS ARE EXPECTED ARE HIGHLIGHTED ON THE PLAN. C3/C4 UTILITIES INVESTIGATIONS WILL BE UNDERTAKEN THROUGH DETAILED DESIGN.
7. PERMEABLE FOOTWAY AND CYCLEWAY CONSTRUCTION TO BE FULLY DESIGNED DURING THE DETAILED DESIGN. INDICATIVE CONSTRUCTION AS FOLLOWS, DEPENDENT ON GROUND CONDITIONS AND CBR VALUES:

- 20mm AC6 POROUS ASPHALT SURFACING (GREEN IN CYCLEWAYS)
- 50mm AC10 POROUS ASPHALT BINDER COURSE
- 150mm TYPE 4/20 CLEAN STONE (FILTRATION LAYER)
- GEOTEXTILE MEMBRANE
- 150mm TYPE 3 SUB BASE (THICKNESS DEPENDENT ON CBR VALUE)
- GEOGRID REINFORCEMENT IF SUBGRADE IS <5%

GENERAL KEY:

- CONCRETE BLISTER TACTILE PAVING (RED)
- CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- MINI-ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED BOUNDARY FENCE (SPECIFICATION TBA)
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- PERMEABLE FOOTWAY OR CYCLEWAY (INDICATIVE CONSTRUCTION TO NOTE 7)
- SOFT LANDSCAPING (TOPSOIL AND GRASS SEED/POTENTIAL FOR PLANTING)
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

Rev.	Date	Description	By	Chk'd	App'd
P02	23/05/25	AMENDMENTS TO VESTY RD TRANSITION ALIGNMENT TO AVOID THIRD PARTY LAND	DS	DS	PE
P01	19/02/25	ISSUED FOR INFORMATION	DS	DS	PE

Drawing Status: FOR INFORMATION

Suitability: S1

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

Project Title: MARITIME CORRIDOR PHASE 2 ACTIVE TRAVEL DETAILED DESIGN

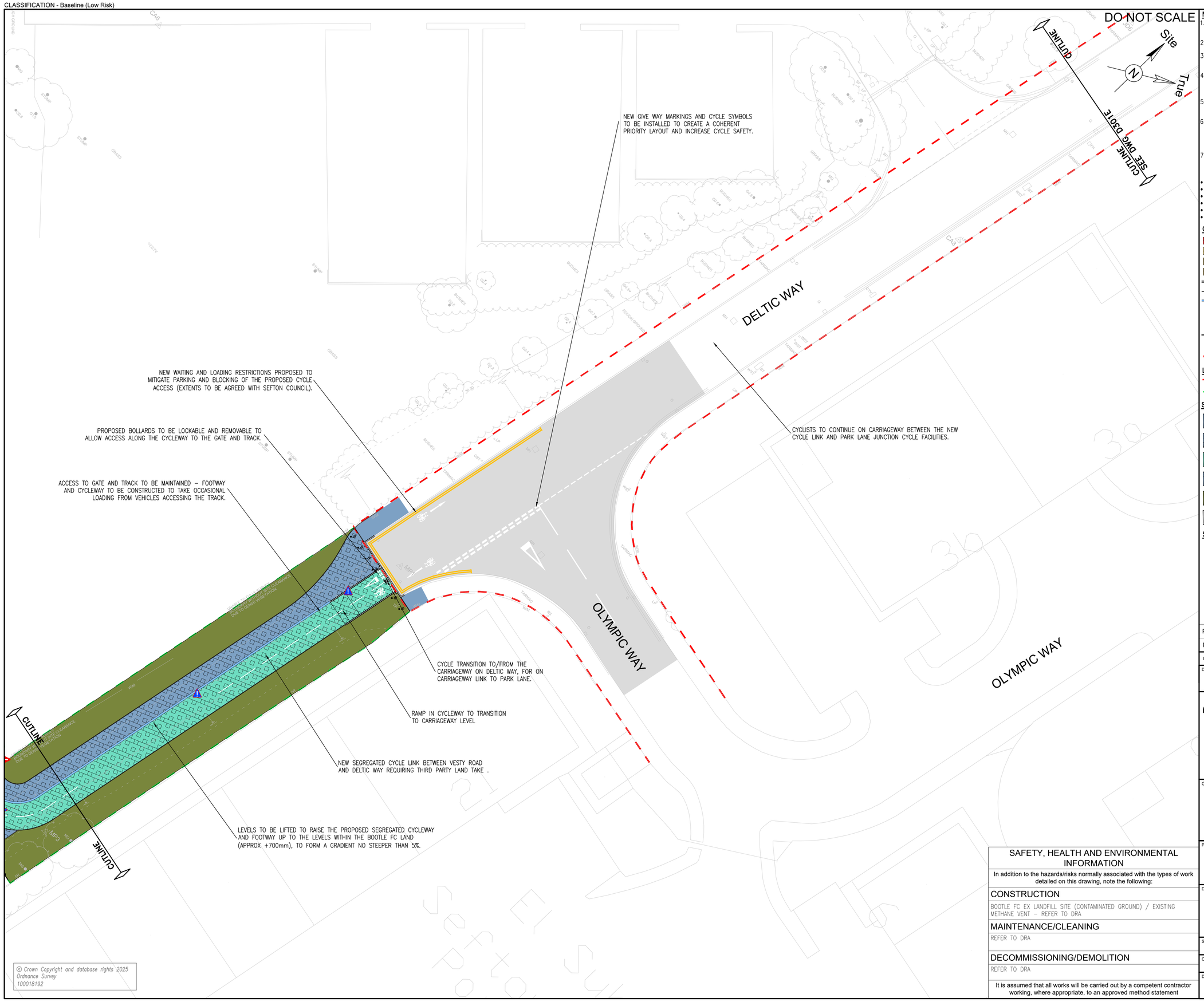
Drawing Title: BRIDLE WAY TO PARK LANE CYCLE LINK VIA VESTY RD & DELTIC WAY GENERAL ARRANGEMENT SHEET (1 of 2)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	PE
Original Size: A1	Date: 22/01/24	Date: 22/01/24	Date: 22/01/24	Date: 22/01/24

Drawing Number: 5219216-ATK-HGN-MAT-DR-D401A

Revision: P02

Internal Project Number: 5219216



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5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
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- GEOTEXTILE MEMBRANE
- 150mm TYPE 3 SUB BASE (THICKNESS DEPENDENT ON CBR VALUE)
- GEOGRID REINFORCEMENT IF SUBGRADE IS <5%

GENERAL KEY:

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- CONCRETE BLISTER TACTILE PAVING (BUFF)
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- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- MINI–ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED BOUNDARY FENCE (SPECIFICATION TBA)
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS

LAND & BOUNDARY KEY:

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- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE–SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- PERMEABLE FOOTWAY OR CYCLEWAY (INDICATIVE CONSTRUCTION TO NOTE 7)
- SOFT LANDSCAPING (TOPSOIL AND GRASS SEED/POTENTIAL FOR PLANTING)
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

Rev.	Date	Description	By	Chk'd	App'd
P02	23/05/25	AMENDMENTS TO VESTY RD TRANSITION ALIGNMENT TO AVOID THIRD PARTY LAND	DS	DS	PE
P01	19/02/25	ISSUED FOR INFORMATION	DS	DS	PE

Drawing Status: FOR INFORMATION

Suitability: S1

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

Project Title: MARITIME CORRIDOR PHASE 2 ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: BRIDLE WAY TO PARK LANE CYCLE LINK VIA VESTY RD & DELTIC WAY GENERAL ARRANGEMENT SHEET (2 of 2)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	PE
Original Size: A1	Date: 22/01/24	Date: 22/01/24	Date: 22/01/24	Date: 22/01/24

Drawing Number: 5219216-ATK-HGN-MAT-DR-D401B

Revision: P02

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

BOOTLE FC EX LANDFILL SITE (CONTAMINATED GROUND) / EXISTING METHANE VENT – REFER TO DRA

MAINTENANCE/CLEANING

REFER TO DRA

DECOMMISSIONING/DEMOLITION

REFER TO DRA

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Internal Project Number: 5219216

Appendix 3

Sentinel Way to Heysham Road General Arrangement Drawings

- 5219216-ATK-HGN-MAT-DR-D-D601A,
- 5219216-ATK-HGN-MAT-DR-D-D601B,
- 5219216-ATK-HGN-MAT-DR-D-D601C,
- 5219216-ATK-HGN-MAT-DR-D-D601D,
- 5219216-ATK-HGN-MAT-DR-D-D601E.

Millimetres 0 10 100

DO NOT SCALE

True site N

NEW CABINETS INSTALLED SINCE TOPO SURVEY UNDERTAKEN. PROPOSED CROSSING POSITIONED TO AVOID CABINETS AND SPACE CONSTRAINED BETWEEN FENCE AND CABINETS.

EXISTING CENTRAL ISLAND WIDENED TO 5m TO ALLOW 'STRAIGHT' TWO STAGE CROSSING ARRANGEMENTS.

ORMSKIRK ROAD

ORMSKIRK ROAD

5.00m

4.50m

5.00m

2.70m

7.30m

7.30m

3.70m

3m

GIVE WAY

EXIT ONLY

NO ENTRY

HEYSHAM ROAD

EXISTING TRANS PENNINE TRAIL CYCLE DIRECTIONAL SIGN MAINTAINED.

PROPOSED SIGNALISED TWO STAGE PARALLEL CROSSING OF ORMSKIRK ROAD AND THE SERVICE ROAD TO ALLOW CYCLE AND PEDESTRIAN ACCESS BETWEEN HEYSHAM ROAD AND THE EXISTING ORMSKIRK ROAD CYCLEWAY.

PROPOSED SHARED USE AREA WITH DROP KERB ACCESS TO PROVIDE TRANSITION TO/FROM THE ORMSKIRK ROAD PARALLEL CROSSING.

EXISTING CAR PARK ENTRANCE MAINTAINED.

DROP KERB ARRANGEMENT FOR CONTINUATION OF ROUTE ON CARRIAGEWAY TO THE PROPOSED ORMSKIRK ROAD CROSSING.

HEYSHAM ROAD UNDERBRIDGE CLOSED TO TRAFFIC AND CONVERTED TO A SHARED USE PATH.

CUTLINE

CUTLINE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

LOSS OF ESTABLISHED TREES AND VEGETATION / UTILITIES CONFLICTS / WORKING UNDER RAIL BRIDGE (NR)

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

CLOSURE OF HEYSHAM ROAD UNDERBRIDGE TO TRAFFIC

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- PROPOSED KERB LINE (125mm PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- MINI-ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED PEDESTRIAN GUARDRAILING
- RE-LOCATED BOUNDARY FENCE
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (ASPHALT CONCRETE 100mm PLANE, INLAY AND REGULATE)
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- SOFT LANDSCAPING (150mm TOPSOIL AND GRASS SEED)
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

Rev.	Date	Description	By	Chk'd	App'd
P02.1	02/06/25	AMENDMENTS TO MITIGATE LAND TAKE REQUIREMENTS	DS	DS	PE
P02	31/03/25	ISSUED FOR APPROVAL / RSA1	DS	DS	PE
P01	06/01/23	ISSUED FOR INFORMATION	DS	DS	CC

Drawing Status: ISSUE FOR APPROVAL

Suitability: S1

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Tel: 0151 934 2000

Project Title: MARITIME CORRIDOR PHASE 2 ACTIVE TRAVEL DETAILED DESIGN

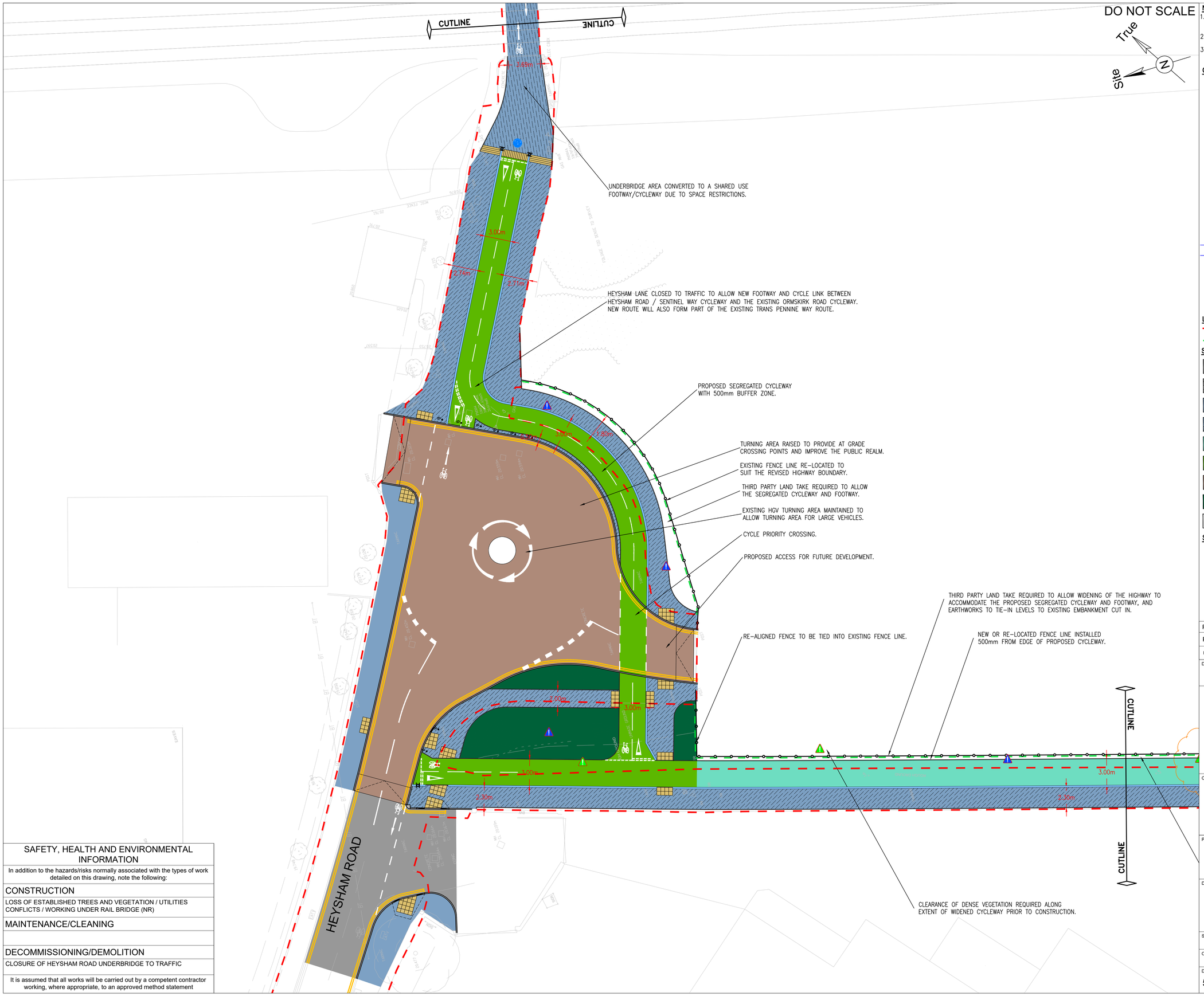
Drawing Title: ORMSJIRK ROAD TO DELTIC WAY CYCLE LINK GENERAL ARRANGEMENT (SHEET 1 of 5)

Scale	Designed	Drawn	Checked	Authorised
1:250	DS	DS	DS	CC
Original Size: A1	Date: 04/01/23	Date: 04/01/23	Date: 06/01/23	Date: 06/02/23

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-601A

Revision: P02.1

Internal Project Number: 5219216



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- RE-LOCATED BOUNDARY FENCE
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS
- DRAINAGE KERB OUTLET – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL & CONNECTIONS/DISCONNECTIONS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (ASPHALT CONCRETE 100mm PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
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- NEW RAISED ENTRY TREATMENT (ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (150mm TOPSOIL AND GRASS SEED)
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

Rev.	Date	Description	By	Chk'd	App'd
P02	09/04/24	ISSUED FOR IAPPROVAL	DS	DS	PE
P01	06/01/23	ISSUED FOR INFORMATION	DS	DS	CC

Drawing Status: **FOR APPROVAL**

Suitability: S1

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

Project Title: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: ORMSKIRK ROAD TO SENTINEL WAY CYCLE LINK GENERAL ARRANGEMENT (Sheet 2 of 3)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC
Original Size: A1	Date: 04/01/23	Date: 04/01/23	Date: 06/01/23	Date: 06/01/23

Drawing Number: 5219216-ATK-FBC-MAT-DR-D-D601B

Revision: P01

Internal Project Number:

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

LOSS OF ESTABLISHED TREES AND VEGETATION / UTILITIES CONFLICTS / WORKING UNDER RAIL BRIDGE (NR)

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

CLOSURE OF HEYSHAM ROAD UNDERBRIDGE TO TRAFFIC

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DO NOT SCALE

Millimetres 0 10 100

OW WIDENING OF THE HIGHWAY TO
CYCLEWAY AND FOOTWAY, AND
EMBANKMENT CUT IN.

E INSTALLED
ED CYCLEWAY.

ON.

EXISTING TREE TO BE TAKEN DOWN.

NEW OR RE-LOCATED FENCE LINE INSTALLED 500mm FROM EDGE OF PROPOSED CYCLEWAY.

CLEARANCE OF DENSE VEGETATION AND GROUND LEVELLING REQUIRED PRIOR TO CONSTRUCTION OF THE SEGREGATED CYCLEWAY AND FOOTWAY.

CUTLINE

CUTLINE

CUTLINE

CUTLINE

3.00m

3.00m

3.00m

EARTHWORKS REQUIRED TO RE-GRADE EXISTING EMBANKMENT TO TIE-IN LEVELS OF WIDENED SEGREGATED CYCLEWAY AND FOOTWAY.

CLEARANCE OF DENSE VEGETATION REQUIRED ALONG EXTENT OF WIDENED CYCLEWAY PRIOR TO CONSTRUCTION.

EARTHWORKS REQUIRED TO RE-GRADE EXISTING EMBANKMENT TO TIE-IN LEVELS OF WIDENED SEGREGATED CYCLEWAY AND FOOTWAY.

True Site N

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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DECOMMISSIONING/DEMOLITION

CLOSURE OF HEYSHAM ROAD UNDERBRIDGE TO TRAFFIC

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RE-ALIGNED FENCE TIED INTO EXISTING FENCE RUN.

PROPOSED CYCLEWAY TO BE TIED INTO THE EXISTING TRANSPENNINE (NCN26 ROUTE) TRAIL AND THE LONGRIDGE DRIVE FOOTWAY VIA A SHARED USE JUNCTION.

CUTLINE

CUTLINE

3.00m

3.00m

3.00m

EXISTING VEGETATION TO BE CUT BACK AND TREE CROWNS LIFTED PRIOR TO CONSTRUCTION OF THE SEGREGATED CYCLEWAY.

THIRD PARTY LAND TAKE REQUIRED TO ALLOW WIDENING OF THE HIGHWAY TO ACCOMMODATE THE PROPOSED SEGREGATED CYCLEWAY AND FOOTWAY.

NEW RAISED TABLE TO BE INSTALLED TO PROVIDE AT GRADE CROSSING FOR PEDESTRIANS AND AN AT GRADE TRANSITION BETWEEN SENTINEL WAY AND THE PROPOSED CYCLEWAY FOR CYCLISTS.

ROUTE CONTINUES ON CARRIAGEWAY ALONG SENTINEL WAY TO THE PARK LANE JUNCTION AND THE SEGREGATED ROUTE SHOWN ON DRAWING NUMBER D301E.

EXISTING VEGETATION TO BE CUT BACK AND TREE CROWNS LIFTED PRIOR TO CONSTRUCTION OF THE SEGREGATED CYCLEWAY.

True Site N

NOTES:

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- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED PEDESTRIAN GUARDRAILING
- RE-LOCATED BOUNDARY FENCE
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
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- NEW RAISED ENTRY TREATMENT (ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (150mm TOPSOIL AND GRASS SEED)
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

Rev.	Date	Description	By	Chk'd	App'd
P02	09/04/24	ISSUED FOR IAPPROVAL	DS	DS	PE
P01	06/01/23	ISSUED FOR INFORMATION	DS	DS	CC

Drawing Status: **FOR APPROVAL**

Suitability: S1

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Client: Sefton Council

Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel: 0151 934 2000

Project Title: MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

Drawing Title: ORMSKIRK ROAD TO SENTINEL WAY CYCLE LINK GENERAL ARRANGEMENT (Sheet 3 of 3)

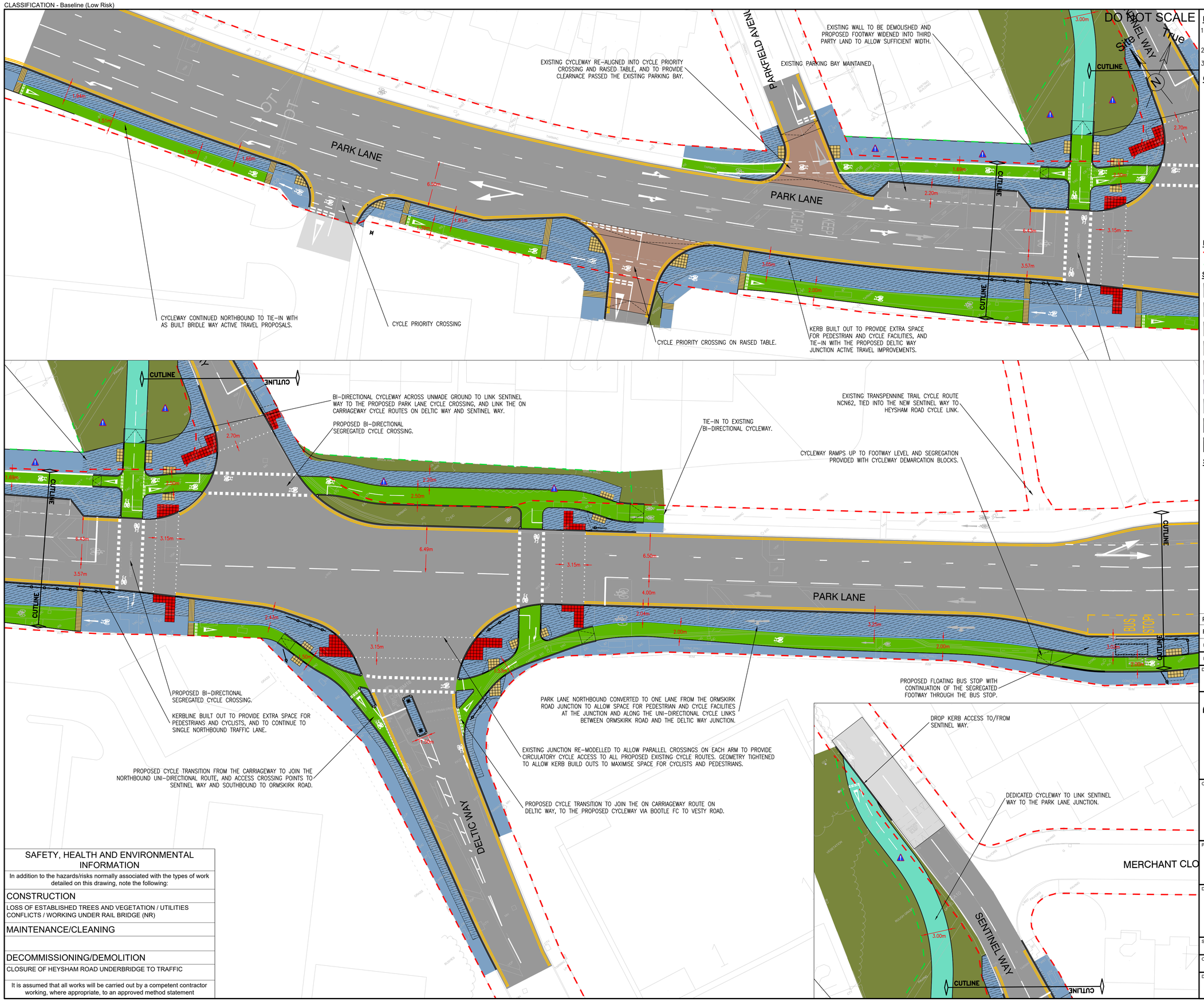
Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC
Original Size: A1	Date: 04/01/23	Date: 04/01/23	Date: 06/01/23	Date: 06/01/23

Drawing Number: 5219216-ATK-FBC-MAT-DR-D-D601C

Revision: P01

Internal Project Number:

Millimetres 0 10 100



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

LOSS OF ESTABLISHED TREES AND VEGETATION / UTILITIES CONFLICTS / WORKING UNDER RAIL BRIDGE (NR)

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

CLOSURE OF HEYSHAM ROAD UNDERBRIDGE TO TRAFFIC

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

NOTES:

1. THIS DRAWING IS INTENDED AS A DETAILED DESIGN GENERAL ARRANGEMENT AND IS NOT FOR CONSTRUCTION PURPOSES.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
3. REFER TO THE DRAWINGS LISTED IN THE DRAWING INDEX SHEET FOR FULL CONSTRUCTION INFORMATION AND DETAILS.

GENERAL KEY:

- CONCRETE BLISTER TACTILE PAVING (RED)
- CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- MINI-ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED PEDESTRIAN GUARDRAILING
- RE-LOCATED BOUNDARY FENCE
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (ASPHALT CONCRETE 100mm PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
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Rev.	Date	Description	By	Chk'd	App'd
P02	31/03/25	ISSUED FOR APPROVAL / RSA1	DS	DS	PE
P01	06/01/23	ISSUED FOR INFORMATION	DS	DS	CC

Drawing Status: ISSUE FOR APPROVAL

Suitability: S1

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Client: Sefton Council
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Tel: 0151 934 2000

Project Title: MARITIME CORRIDOR PHASE 2 ACTIVE TRAVEL DETAILED DESIGN

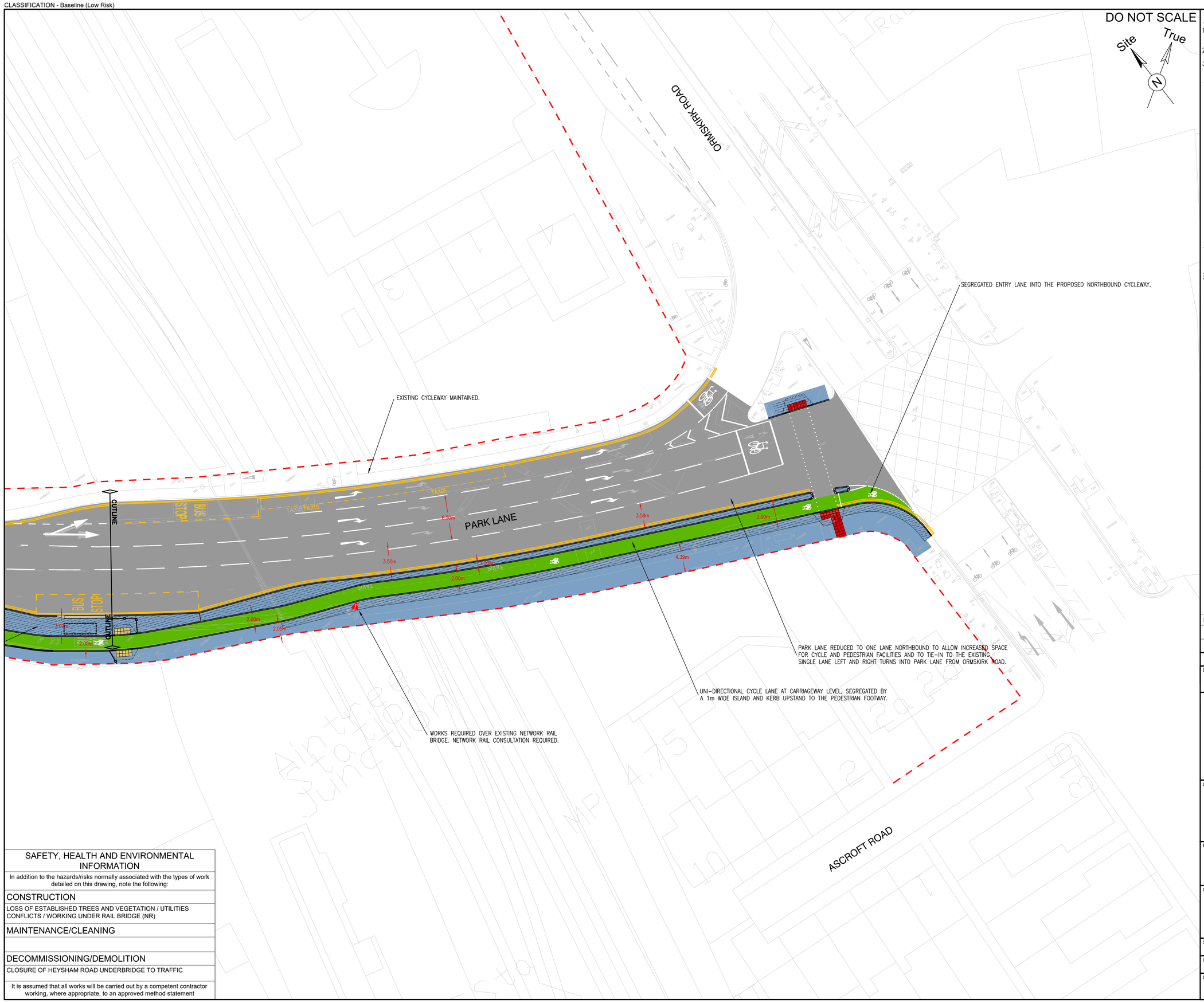
Drawing Title: ORMSJIRK ROAD TO DELTIC WAY CYCLE LINK GENERAL ARRANGEMENT (SHEET 4 of 5)

Scale	Designed	Drawn	Checked	Authorised
1:250	DS	DS	DS	CC
Original Size: A1	Date: 04/01/23	Date: 04/01/23	Date: 06/01/23	Date: 06/02/23

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-601D

Revision: P02

Internal Project Number: 5219216



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Rev.	Date	Description	By	Chk'd	App'd
P02	31/03/25	ISSUED FOR APPROVAL / RSA1	DS	DS	PE
P01	06/01/23	ISSUED FOR INFORMATION	DS	DS	CC

Drawing Status: ISSUE FOR APPROVAL

Suitability: S1

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Drawing Title: ORMSJIRK ROAD TO DELTIC WAY CYCLE LINK GENERAL ARRANGEMENT (SHEET 5 of 5)

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: 04/01/23	Date: 04/01/23	Date: 06/01/23	Date: 06/02/23

Drawing Number: 5219216-ATK-HGN-MAT-DR-D-601E

Revision: P02

Internal Project Number: 5219216

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Appendix 4

Consultation Schedule

Maritime Corridor Improvements - Key Stakeholder Information			
Revised Plot No's	**Name of Company/Individual**	**Corridor**	**Comments/Record of Contact**
1,2,4, 8, 9,10, 11, 12, 13	Your Housing ("YH")	Heysham Road	16.10.23 - Agent at WSP acting for YH contacted SLC regarding arranging meeting to discuss initial proposals 30.11.23 - Contact at YH contacted to say he is retiring and confirming who will be taking his place 25.02.25 - SLC arranged round table meeting wwith YH and WSP and Council for 6.3.25 03.03.25 - SLC sent details of plots and meeting attendees to WSP after request 06.03.25 - SLC met with WSP and YH. 07.03.25 - Email from Neighbourhood Planning Manager (NPM) . SLC responded on 10.03.25 informing him that had meeting with YH on 06.03 02.04.25 - SLC forwarded Notice of Requisition (NoR). YH raised queries post meeting and SLC responded 11.04.25 - SLC received details from NPM re NoR. called to confirm details arrived 14.04.25 - SLC called NPM to confirm arrival of details 17.04.25 - SLC emailed YH re contact in late summer 07.05.25 - SLC emailed request for YH to update regarding their proposals
3	Map Property Investments ("MPI")	Heysham Road	12.02.25 - MPI called SLC post Brabners letter. SLC ran through proposals and sent email with scheme details. MPI to consider and revert 26.02.25 - SLC chasing up MPI to arrange meeting 11.03.25 - SLC chased up MPI re email of 26.02 18.03.25 - SLC chased up previous emails 02.04.25 - SLC emailed Notice of Requisition

5, 6, 7	Bellway Homes ("BH")	Heysham Road	11.02.25 - SLC emailed BH attaching Brabners Letter 12.02.25 - SLC forwarded details to BH of land required 13.02.25 - BH to view land plot and revert once seen 26.02.25 - SLC chased up to meet 03.03.25 - SLC sent across updated details of land required to BH 06.03.25 - SLC sent offer to BH post morning meeting 25.03.25 - SLC called and emailed to chase up offer of 06.03.25 31.03.25 - SLC emailed and called to chase up offer of 06.03.25 02.04.25 - SLC emailed Notice of Requisition 10.04.25 - SLC called - BH on leave until 14.04.25 11.04.25 - BH contacted SLC re RFI and now dealing with case 14.04.25 - SLC contacted BH to progress case. Spoke and sent across email to BH from February. . 30.04.24 - SLC called to progress with BH - BH to call back 01.05.25 - BH contacted SLC and requested HoT to be sent. SLC prepared HoT and sent to BH.
14	Northern Trust ("NT")	Deltic Way	23.11.23 - Site Meeting re rerouting proposed path. 08.02.24 - Emailed revised plans to NT - await response 08.05.24 - Met with NT. NT are willing to extinguish part of leases to allow Sefton take the road and path elements of titles back to enable scheme. SLC to check with Council. 09.05.24 - Follow up emails post meeting on 08.05 10.07.24 - NT emailed to say they are taking solicitors advice on how best to progress 29.07.24 NT in touch to take case forward. SLC seeking instructions 21.08.24 - NT emailed - solicitors in touch with Brabners - SLC sent holding response 11.09.24 - SLC sent Council draft Heads of Terms 25.09.24 - SLC sent draft Heads of Terms to NT 12.12.24 - SLC sent email re Brabners letter 08.02.25 SLC sent heads of terms 10.02.25 - SLC emailed NT attaching Brabners Letter

15	Bootle Football Club ("BFC")	Vesty Road	11.10.23 - SLC made initial contact to arrange meeting and discussion regarding re-routing Cycle Path on perimeter of BFC land. BFC said that members had raised query of foot access from Heysham Road so they were favourable. BFC also knows number of local owners 12.10.23 - SLC to meet BFC on 17.10.23 then with SC and BFC Trustees on 30.10.23 30.10.23 - SLC met with BFC with SC. Looked at proposals which were acceptable to all and will discuss further at meeting on 01.11.23 01.11.23 - Met on site and BFC outlined possibilities and how could work with project. To arrange meeting with designers and Northern Trust if possible regarding southern access to land 23.11.23 - Meeting with BFC, Northern Trust and Atkins to consider whether route can be designed. Topographical Surveys of land will be required. Will also require access from adjacent third party owned land 07.02.24 - Emailed across revised Design Plan to allow new access. Awaiting response 15.04.24 - Arranged site meeting for 29.04.24 29.04.24 - Site Meeting with BFC 12.12.24 - SLC updated re Brabners letter 10.02.25 - SLC emailed BFC attaching Brabners Letter 13.02.25 - SC sent across BFC Lease for LR purposes 02.04.25 - SLC emailed across Requisition Notice

16, 18, 19	Portfield Investments ("PI")	Bridle Road	22.11.23 - PE emailed and called re land at corner of Bridle/Vesty Road 23.11.23 - PE follow up call and text 04.12.23 - SLC met with PI on TEAMS Call. PI said the scheme is extremely well run and presented and the proposals, especially the path to Bootle FC creates an "escapees ratrun". He is also unenthusiastic as to the road widening at Bridle Road junction which he sees as unnecessary. Any change to the estate requires input and consent from the 18 long leaseholders on the estate. 12.02.24 - PI responded very negatively to proposal and not willing to work with us. 17.02.25 - PI in contact with Elaine Field claiming not heard from Sefton Council. SLC called PI and reminded of correspondence of 02.24. PI had hoped problem would go away. SLC to arrange meeting with SC/Designers and PI and tenants. SLC to send plan of route. 17.02.25 PI emailed SLC with summary of objections and required confirmation that previous objections been raised with SC 25.02.25 - SLC contacted PI requesting dates to meet with SC to discuss 11.03.25 - SLC called and emailed PI to arrange dates to meet with SC - in week of 8-10 April. To confirm when heard from SC 13.03.25 - SLC emailed PI chasing up meeting dates 14.03.25 - PI responded - SLC emailed re points raised and called 18.03.25 to chase up agreed dates. 24.03.25 - SLC called to chase up meetings 25.03.25 - SLC called - no answer 31.03.25 - Arranged meeting with PI/Zak Property (ZP) on 02.04.25 02.04.25 - Met with ZP/PI/SLC/SC - Still unhappy at route and impact upon estate. 02.04.25 - SLC sent Notice of Requisition 04.04.25 - SLC called PI. Unproductive meeting as differences of opinions regarding letter. SLC to confirm with SC/Brabners and respond. 07.04.25 - SLC sent PI holding email whilst awaiting response from SC 10.04.25 - SLC emailed PI with details post meeting last week.

20	Rachel and Aubrey Weis ("RAW")	Bridle Road	11.10.23 - SC requested SLC contact landowners regarding pre-planning queries 12.10.23 - SLC written to RAW making initial contact 05.12.23 - Update Letter sent to RAW 20.02.25 - SLC emailed Bowcliffe LLP in Leeds who Highgate Properties suggested acted for RAW. Awaiting response 02.04.25 - Notice of Requisition sent to RAW 10.04.25 - Benjamin Hassan of Control Property Group sent completed Requisition Notice. PE contacted - CPG to appoint surveyors later in month. 06.05.25 - Axis been appointed to act for RAW. SLC responded to email and called Axis to arrange site meeting. 06.05.25 - SLC emailed across details re land required 07.05.25 -SLC/Axis met on site and discussed case and tenancies
20	Abbey Commercial Investments ("ACI")	Bridle Road	11.10.23 - SC requested SLC contact landowners regarding pre-planning queries 12.10.23 - SLC written to ACI making initial contact - Tried further via LinkedIn 06.03.23 - SC to send update letter 11.02.25 - Brabners letter sent - no response 01.04.25 - SLC phoned ACI post introduction from L51 Developments. Discussed basics of Project and arranged Teams Meeting with ACI and agent at Eddisons on 09.02.25. SLC emailed wsp for programme details 02.04.25 - SLC emailed across Notice of Requisition 09.04.25 - Met with ACI and Eddisons 07.05.25 - SLC Emailed ACI to inform of descoping of one of plots sought from ACI 08.05.25 - SLC Emailed Eddisons re details of Axis
21	Domino - UK/Printing Sciences ("D")	Bridle Road	13.02.25 - SLC sent details to Property Manager - SLC to chase up 11.03.25 - SLC left VM for D to chase up 11.03.25 - SLC emailed D with details of requirement 18.03.25 - SLC chased up email of 11.03 31.03.25 - SLC chased up email of 11.03 02.04.25 - SLC emailed Notice of Requisition 08.05.25 - SLC inspected site and requirement

21	KFIM	Bridle Road	31.03.25 - SLC emailed initial details. KFIM responded 01.04.25 - SLC sent details of reuired land 02.04.25 - SLC sent Notices of Requisition 11.04.25 - Email from KFIM with RFI details 14.04.25 - SLC acknowledged email and asked for details of advisors 08.05.25 - SLC inspected site and requirement