

DATED

20th January 2026

Highways Act 1980

Acquisition of Land Act 1981

Sefton Metropolitan Borough Council (Southport Eastern Access)
Compulsory Purchase Order 2025

Summary Proof of Evidence: Andrew Ivey
Scheme Design

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1 Introduction

- 1.1 My name is Andrew Ivey and I am an Associate with WSP, based in Liverpool. I am currently seconded to Sefton Council as Project Manager, responsible for the delivery of Sefton Council's Southport Eastern Access Scheme.
- 1.2 I have 14 years' experience in the field of highways and transportation, and I am a Chartered Civil Engineer with the Institution of Civil Engineers.
- 1.3 The evidence that I have prepared and provided in this Proof of Evidence has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the evidence is true, and the opinions expressed are my true and professional opinions.
- 1.4 This evidence provides an overview of the design of the Scheme and the land required to implement it.

2 The Scheme

- 2.1 Southport Eastern Access is located to the east of Southport, in Sefton, a local authority area within the Liverpool City Region (LCR). 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.
- 2.2 The Southport Eastern Access Improvement Scheme focuses on the eastern approach to Southport Town Centre in an area which is recognised as having a mixture of light industrial, retail, and residential uses. The area includes key access routes into the town and town centre as well as residential areas and major retailers and employers, including at Southport Business Park and Southport and Formby Hospital. It provides an important gateway to the town centre and seafront development area, for supporting and improving the visitor economy, which is vital for the town.
- 2.3 The scheme will deliver a series of interconnected highway, junction, and active travel improvements in separate phases, along Norwood Road / Norwood Avenue (B5276), Foul Lane, Southport Road / Scarisbrick New Road / Eastbank Street (A570), Town Lane Kew.
- 2.4 The Phases for the Southport Eastern Access Scheme are outlined below and shown in Figure 2.1:

- Phase 1

Bispham Road / Norwood Road junction improvement
Sussex Road / Norwood Road junction improvement

- Phase 2

Kew Roundabout junction improvement
Foul Lane Cycleway Enhancement (corridor improvement)

- Phase 3

Castlemore Junction
Meols Cop Active Travel
Hampton Road / Scarisbrick New Road junction improvement
Virginia Street Roundabout junction improvement
Bridge Street / Eastbank Street junction improvement

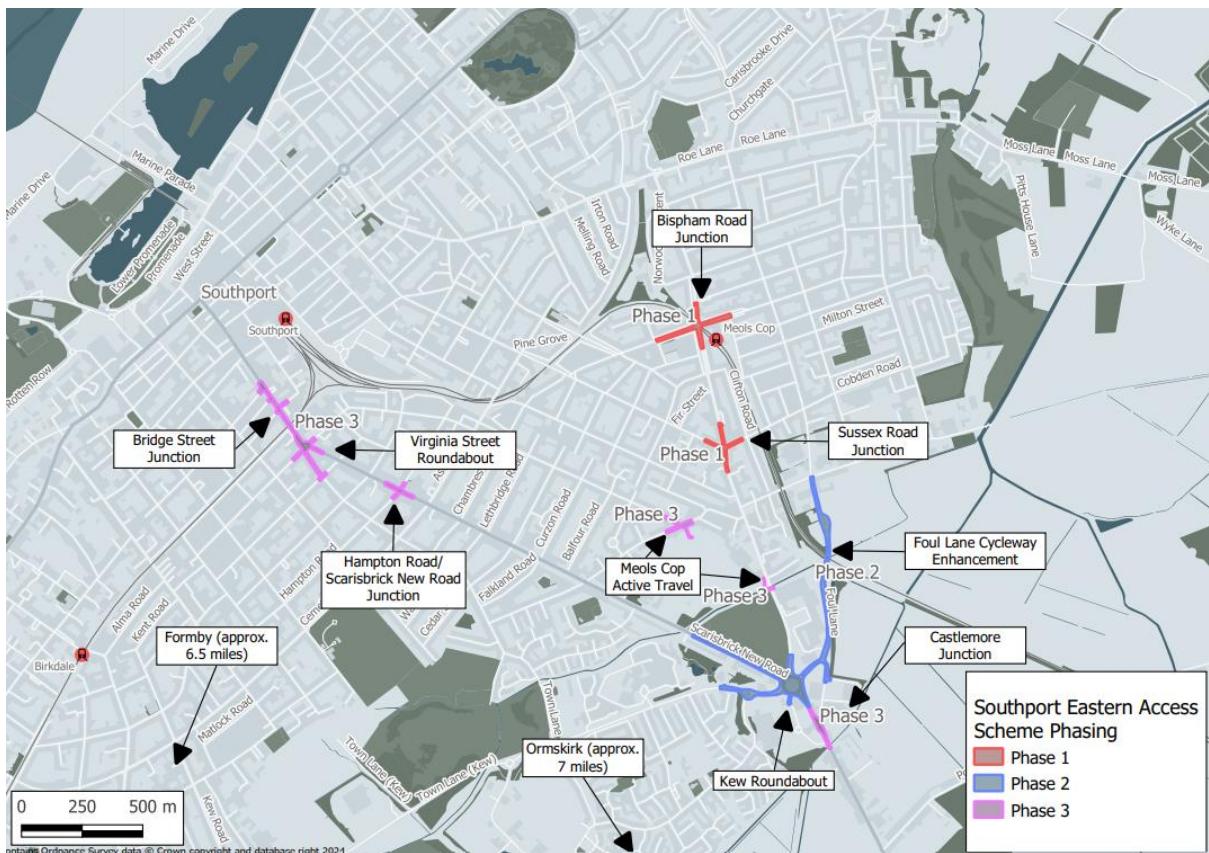


Figure 2.1 – Southport Eastern Access Scheme Phasing

2.5 The Sefton Metropolitan Borough Council (Southport Eastern Access) Compulsory Purchase Order 2025 (“the CPO”) concentrates solely on land required to deliver Phase 2. Phase 1 is currently under construction and scheduled to complete in February 2026. Phase 3 is subject to confirmation of future funding.

Foul Lane

2.6 The Scheme seeks, firstly, to open up Foul Lane to vehicular traffic, by removing the physical barriers in the carriageway and locally repairing the carriageway. Land acquisition is not required to enable the reopening of Foul Lane, and this aspect of the proposals will still progress should land acquisition to deliver the other elements of the scheme be unsuccessful.

2.7 A new active travel route will be provided along the full length of Foul Lane, comprising of a fully segregated footway and cycleway.

2.8 In addition, a new left turn lane will be provided into the Southport Household Waste Recycling Centre and the junction between Foul Lane and New Foul Lane will be reconfigured to facilitate this.

2.9 The proposed scheme along Foul Lane covers an area of 1.6ha, which includes 0.472ha of additional land outside of the existing highway boundary. The land outside of the existing highway boundary comprises grassland, shrubbery and individual trees. This land is required to facilitate improvements as shown in Figure 2.2:

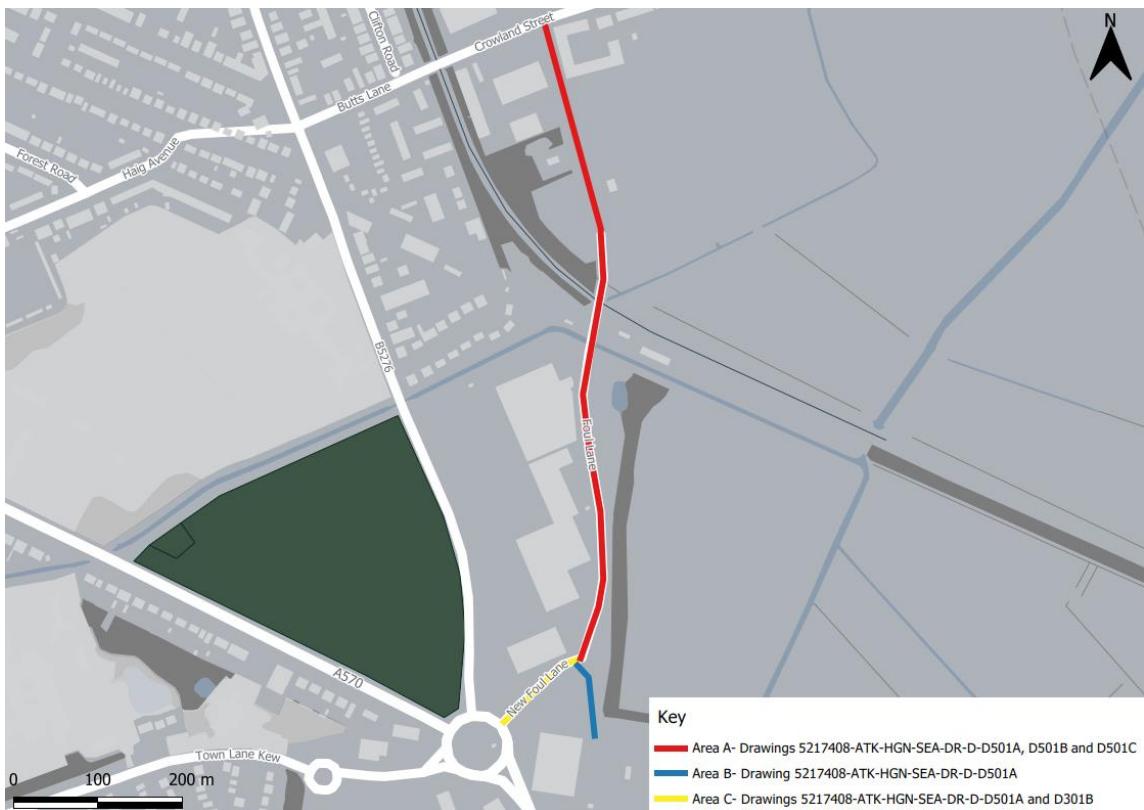


Figure 2.2 – Areas of Land Acquisition Required on Foul Lane

Kew Roundabout, including Scarisbrick New Road and Town Lane Kew

2.10 It is proposed to improve the pedestrian and cycle infrastructure at the junction, by providing new segregated footway and cycleway infrastructure around the junction and along all approaches, to comply with LTN 1/20. The proposals also include the construction of new signalised crossing points across 5 arms of the junction, whilst a priority crossing will be provided across the other arm which is the access to the Tesco store.

2.11 New active travel infrastructure will be implemented on both of Scarisbrick New Road and Town Lane Kew. Between Kew Roundabout and Queenscourt Hospice, a new segregated footway and cycleway is proposed on the northern side of Town Lane Kew. Between Kew Roundabout and Fine Jane's Brook, a new segregated footway and cycleway is proposed on the northern side of Scarisbrick New Road.

2.12 The proposed scheme at Kew Roundabout, Scarisbrick New Road and Town Lane Kew covers an area of 2.57ha, which includes 0.288ha of additional land outside of the existing highway boundary. The land outside of the existing highway boundary comprises grassland, shrubbery and individual trees. This land is required to facilitate the improvements as shown in Figure 2.3:

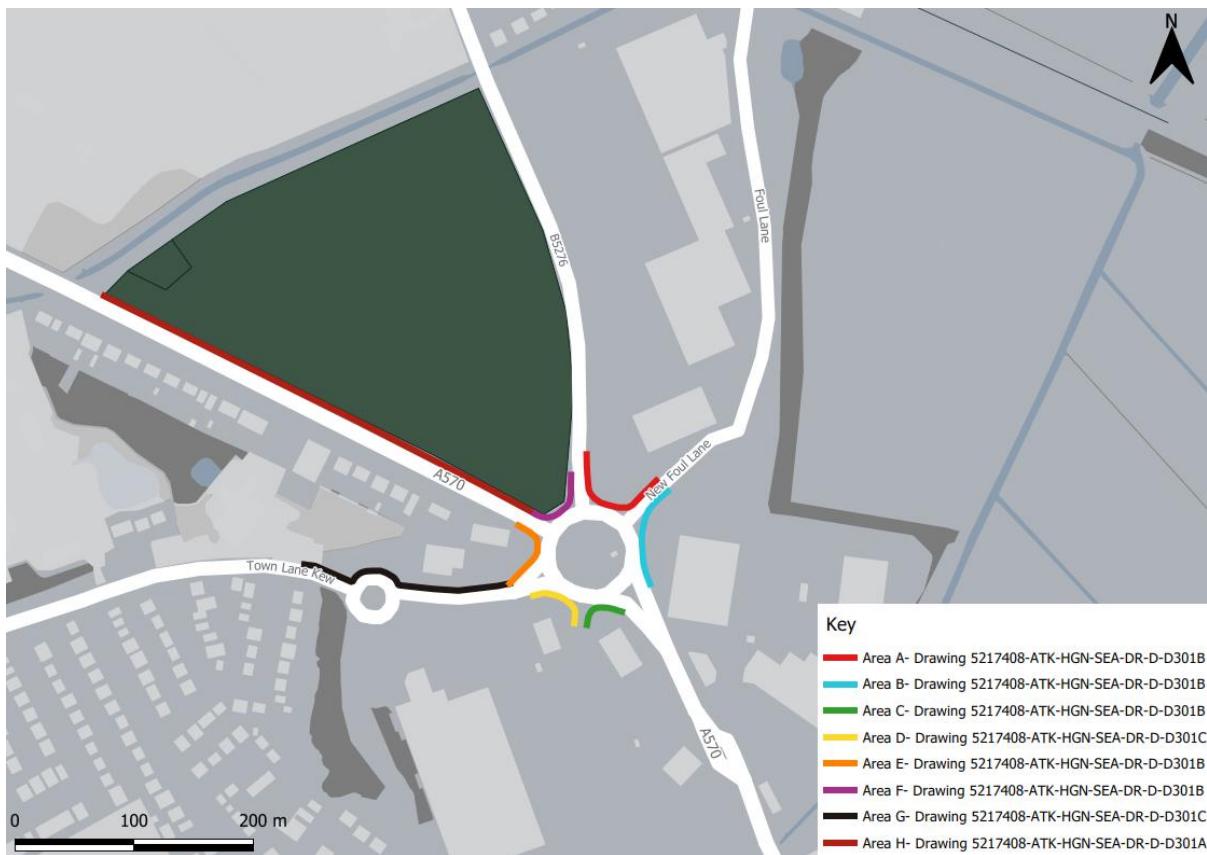


Figure 2.3 – Areas of Land Acquisition Required around Kew Roundabout, Along Scarisbrick New Road and Town Lane Kew

Land

2.13 The scheme requires targeted land acquisition to widen parts of Foul Lane, Scarisbrick New Road, Town Lane Kew and Kew Roundabout. Most remaining land is already within the existing highway. During preliminary and detailed design, alternatives to compulsory purchase were explored, with land needs refined through traffic modelling, alignment design, and assessments of drainage, signage and maintenance access. This confirmed the minimum land required to deliver the scheme. Designs follow LTN 1/20 standards, meaning additional width is necessary for compliant active travel infrastructure. The CPO therefore includes only the essential plots needed for new walking, cycling and highway improvements.

Additional Land Excluded from the CPO

2.14 In the course of negotiations with Leicestershire County Council it became apparent that the CPO Map had excluded land which was required for the Scheme. The reason for this was that the parties had previously believed that the land was highway land when it was in fact not.

2.15 Mr Dunsmore will set out the modification which the Council is asking the Inspector to make (with the landowner's consent) under s.14.

3 Delivery and Scheme Timescales

- 3.1 The Southport Eastern Access Scheme is being delivered by Sefton Council using funding from the City Region Sustainable Transport Settlement (CRSTS), overseen by the Liverpool City Region Combined Authority (LCRCA). The scheme has been progressed in accordance with the LCRCA Gateway Assurance Process, which provides a structured governance framework to ensure consistency, manage risks effectively, and confirm alignment with CRSTS objectives before advancing through each development stage.
- 3.2 The scheme originated in 2018 when accessibility and congestion issues were identified on the eastern approach to Southport. These challenges, combined with anticipated future development pressures on the highway network—including routes forming part of the Liverpool City Region Key Route Network—highlighted the need for targeted interventions. Atkins prepared an Outline Business Case in 2020, which subsequently evolved following the publication of the Department for Transport's *Gear Change* strategy and LTN 1/20. These national policy shifts prompted the incorporation of enhanced active travel infrastructure to address the limited walking and cycling connections in the area.
- 3.3 Public consultation was undertaken twice: initial engagement in 2021 based on concept designs, followed by a more detailed consultation in 2023 that included targeted engagement with affected landowners. Following these consultations and completion of preliminary design, Atkins began preparing the Full Business Case in 2024 and were appointed to undertake detailed design in 2025.
- 3.4 Balfour Beatty were commissioned in 2023 to assess deliverability across all phases and later appointed to deliver Phase 1 and provide Pre-Construction Services for Phase 2. They are currently supporting buildability, programme management and procurement, with a formal construction offer expected in February 2026. Subject to Public Inquiry outcomes, construction can begin later in 2026.
- 3.5 The scheme is expected to complete in 2027, followed by a three-year monitoring period. Confirmation of the necessary Orders in 2026 is essential to secure all required land interests and maintain delivery within the CRSTS funding window.

4 Conclusion

4.1 In summary, having been involved as the Project Manager during the development of the preliminary and detailed design of Southport Eastern Access, I consider that:

- The Scheme layout enables the delivery of the traffic and economic benefits detailed in other evidence provided.
- The Scheme benefits cannot be delivered wholly within existing highway land.
- The land included within the CPO for the scheme is essential to deliver the proposed design.