

Feedback on Maritime Corridor Consultation

A public consultation was held on the Maritime Corridor Improvements scheme, between Monday 1st March and Sunday 11th April 2021. The Maritime Corridor area reaches from Switch Island to Netherton Way (A5038), including the A59 Ormskirk Road and the A5036 Dunnings Bridge Road, linking Atlantic Park to the wider region and the Port of Liverpool. The proposed improvements involve the upgrade of 5 key junctions throughout the area; as well as providing better facilities for walking and cycling. The key aim of the scheme is to improve the traffic conditions and make the area more accessible for all transport users.

The following summarises the results of the consultation and the next steps for the project.

Overview of Public Engagement and Consultation

Due to Covid 19 restrictions, public events could not be held, but the Sefton Council Contact Centre phone line was available for those unable to access or complete the online survey.

The Maritime Corridor improvements aim to improve conditions for traffic and for people to get to and around the area by all modes of travel including public transport, walking and cycling. By improving conditions this will help to reduce congestion, which in turn will help to alleviate air pollution concerns and the region's public health. It is also an important scheme to help unlock the economic potential of the area. Development of this area is important for the economic growth of the wider Borough and the scheme has been designed to help manage the potential increases in traffic and travel associated with economic development..

The consultation results will be used to inform the next stages of the scheme as the Council moves towards applying for funding and confirming the final designs. Funding for the scheme is not yet secured and it is still at the early stages of design, so all comments from the consultation will be considered. Further modelling, air quality and noise and social impact assessments will also take place at the next stages of the scheme development.

Findings of the consultation

Within the Your Sefton Your Say survey the public had an opportunity to comment on all individual elements of the scheme. The main findings and answers to some key queries and concerns can be found below:

- We received 146 responses to the online survey. All have been reviewed and analysed alongside emails that came directly via email.
- Overall, the response to each individual junction improvement and the active travel measures was either neutral (neither supportive nor unsupportive) or supportive / very supportive. Comments were received about some elements of the scheme but there were no elements where the majority of responses were unsupportive.

- There were some concerns about the scheme potentially causing increased traffic and pollution and safety concerns, we have explained in the table below how these concerns have been looked at in the development of the scheme
- All comments that have been received and relate specifically to the design elements have been passed onto the scheme designers. These will be considered as part of the design process as it evolves.
- All comments made about the consultation materials and process have been noted and will be considered for future consultations. It is however acknowledged that any communications need to be accessible for all members of the public.

We have picked out the key themes and concerns and tried to answer them below:

We Asked :

We asked how supportive / what people thought of the proposed junction changes for the 5 key junctions on the scheme. We also gave people the opportunity to make any other comments (as an open text box question).

Each of the junction improvement had its own page on the consultation to allow people to comment on them all separately or just one.

The junctions we asked about were:

- Netherton Way (A5038) / Bridle Road – improvements to lanes and road markings and widening of Bridle Way approach.
- Netherton Way (A5038) and Bailey Drive – improvements and pedestrian crossing.
- Bridle Road / Vesty Road / Atlantic Park Drive – realignment to allow a new right turn from Atlantic Park Drive
- Dunnings Bridge Road / Atlantic Park Drive – new left turn into Atlantic Park Drive from Dunnings Bridge Road
- Ormskirk Road / Park Lane - improvements to the traffic light signal timings

We also asked about how people felt about the active travel elements including to the potential of:

- Having a separate path for cycling and walking for the whole length of Dunnings Bridge Road from Switch Island to Netherton Way.
- Having separate paths for cycling and walking on Bridle Way, Netherton Way and Park Lane.

- Closing Heysham road / railway bridge underpass to all traffic except for cyclists linking up to the National Cycle Network route 62.
- Different options to link to the NCN 62 via Park Lane.

You Said

1. There are concerns that the scheme will just lead to increased traffic; and more lanes of traffic at certain junctions would just mean more traffic.
2. There is a need to build Rimrose Valley and this will then directly relate to what is done in the Maritime Corridor area. This is just a “meantime” option before Rimrose.
3. What is happening with the Port of Liverpool Access Scheme? It’s not clear how the scheme relates to Port activities and the Port of Liverpool Access Scheme.
4. HGVs are a problem and this will increase, is there going to be a HGV site / lorry parking on Atlantic Park?
5. Air and Noise pollution are already high and will get worse.
The scheme is not supportive of Sefton’s Climate Emergency for GHG emissions.
6. There is a concern that safety will not be improved it will be made worse.

We Did / Are Doing

1. The scheme has been designed and developed to mitigate the current congestion and the potential future traffic that may result as part of development at key sites on Atlantic Park and in the wider area. Sefton Council are improving existing junctions with this scheme and not increasing or adding to the existing road network area. Atlantic Park has been designated for development within Sefton’s Local Plan. The scheme itself will therefore not attract traffic but will be an enabler for better movement of traffic and accessibility by all modes of transport. The scheme is set against an already busy situation that may get busier due to development ; however, the Council want to ease this and encourage alternative modes as far as possible. Active travel elements are therefore being embedded throughout the scheme.
2. A separate scheme is being progressed by Highways England to alleviate congestion on the A5036 by constructing a new bypass through Rimrose Valley to improve access to the Port of Liverpool. This is known as the Port of Liverpool Access Scheme and this is not under the control of Sefton Council.
3. Due to the Covid-19 pandemic at the time of the consultation, the Highways England scheme Port of Liverpool Access Scheme has been delayed and Highways England are still working on the development of the scheme. Sefton Council is developing the Maritime Corridor scheme as a standalone scheme that is not dependent on or related to the delivery of the Port of Access scheme. Sefton Council and Highways England are in regular contact and will work together wherever possible on improving transport throughout the

wider area. The Maritime Corridor scheme is intended to support potential development within the area, such as at Atlantic Park and it is not related to the Port of Liverpool or the Port of Liverpool Access Scheme.

4. The Council has very little influence over the numbers of HGVs in the area and any increases would depend on the type of development that occurs in the area, but there are no plans to create an HGV parking facility within the area.
5. Air quality and noise have been considered as part of the development of the early stages of the scheme, in accordance with the Department for Transport guidance in these areas and will be assessed further as the scheme develops. Because the road network area is not being increased and traffic levels are expected to remain similar to the current levels, the noise impacts were found to be slight. Air quality and pollution are key environmental factors which are being fully considered. Sefton Council has declared a Climate Emergency (2019) and is committed to comply with worldwide agreements in relation to climate change and be net zero by 2030. Sefton Council aims to improve air quality throughout the whole Borough. This will be achieved via technological improvements, reduced travel, better congestion management and promoting sustainable travel modes. This scheme has been considered under these objectives and further scoping of air quality assessments is being undertaken as part of the next steps of the development of the scheme. The scheme includes a range of measures intended to support walking and cycling in the area, which will make it easier and safer for people to choose to walk or cycle, rather than use cars and help to reduce carbon emissions.
6. One of the main objectives of the scheme is to improve safety for all road users at junctions on all routes within the corridor. The inclusion of the segregated cycling and walking improvements will enable enhanced safety and wellbeing.