

DATED

20th January 2026

Highways Act 1980

Acquisition of Land Act 1981

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

Proof of Evidence: Andrew Ivey
Scheme Design

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Appendix A – General Arrangement Plans

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1 Introduction

Personal Details

- 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 Maritime Corridor 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.

Structure of this evidence

- 1.4 This evidence provides an overview of the design of the Scheme and the land required to implement it.
- 1.5 My evidence addresses the following:
 - a) Section 2: Describes the location of the Scheme, the land, the works to be undertaken and the delivery process of the scheme.
 - b) Section 3: Describes the Scheme delivery timescales.
 - c) Section 4: Describes the conclusions of my evidence.

2 The Scheme

Location of the Scheme, Land and Works

- 2.1 The Maritime Corridor covers an area of Bootle, 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 Scheme is located in the south of the 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.

Description of the Scheme, Land and Works

- 2.3 The scheme will deliver a series of interconnected highway, junction, and active travel improvements in separate phases, along Dunnings Bridge Road (A5036), Netherton Way (A5038), Bridle Road, Park Lane, Heysham Road, Sentinel Way and Ormskirk Road (A59).
- 2.4 The Phases for the Maritime Corridor Scheme are outlined below and shown in Figure 2.1:

- Phase 1

Dunnings Bridge Road
Netherton Way

- Phase 2

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

- Phase 3

Park Lane

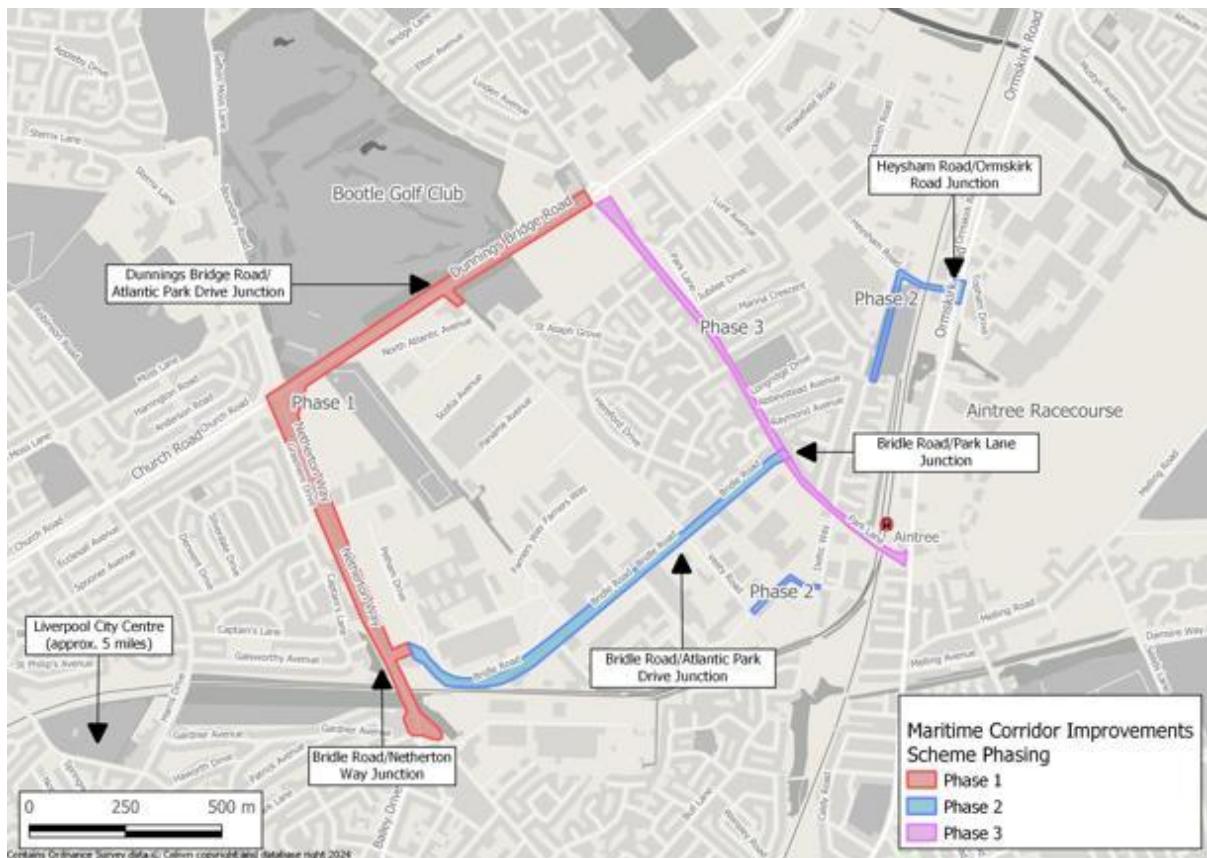


Figure 2.1 – Maritime Corridor Scheme Phasing

2.5 The Sefton Metropolitan Borough Council (Maritime Corridor) 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.

Active Travel Provision

2.6 In addition to highway capacity improvements, an aim of this project is to create a network of active travel infrastructure in the area. Figure 2.2 below shows the proposed network locations. All infrastructure along this route has been designed in accordance with Local Transport Note 1/20 (LTN 1/20) and has also been subject to design review by Active Travel England, the Government body that checks, funds and enforces the quality of active travel schemes in England.

2.7 Figure 2.2 shows the level of provision required to comply with LTN 1/20 in each location of the scheme.

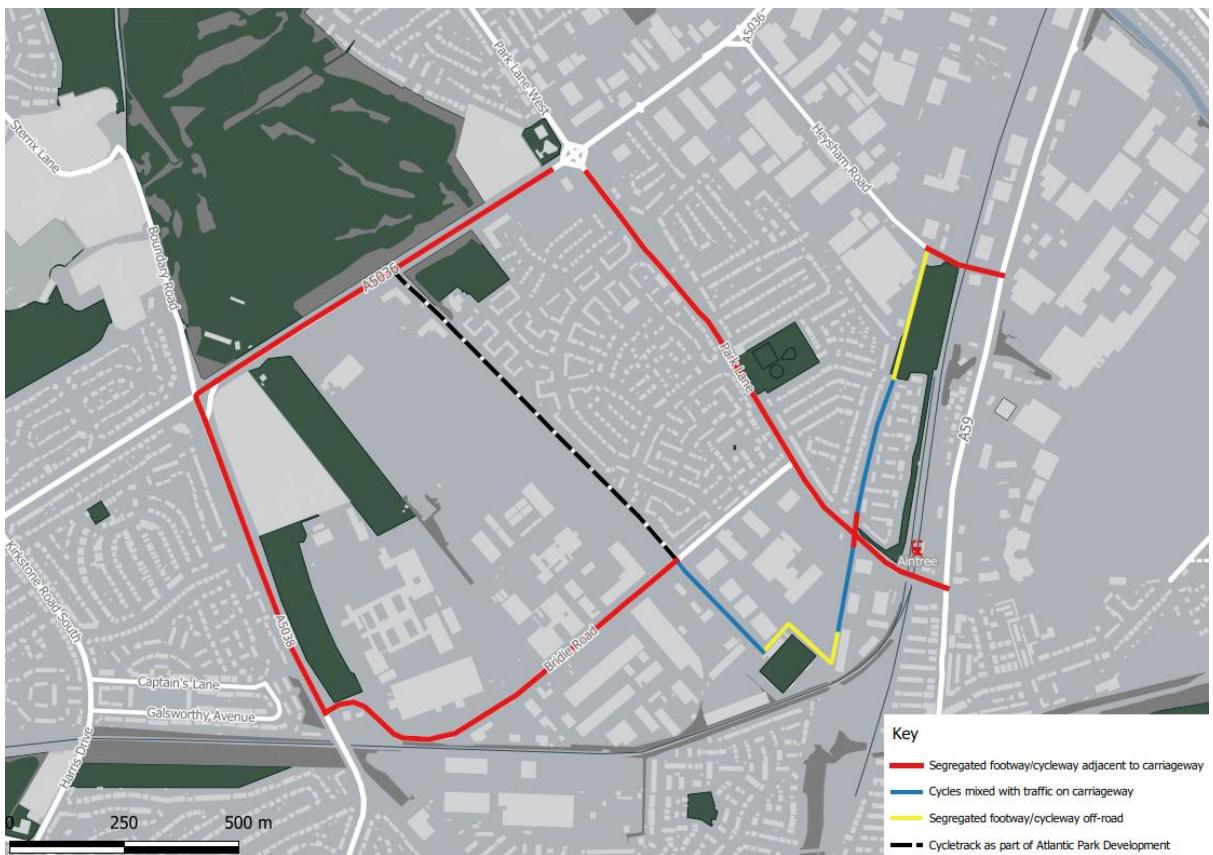


Figure 2.2 – Maritime Corridor Proposed Active Travel Network and Provision Required to Comply with LTN 1/20

2.8 Within the extents of Phase 2 of Maritime Corridor, there are 2 locations where the proposed active travel infrastructure does not meet the requirements of LTN 1/20. These are listed below and shown in Figure 2.3. Sefton Council have been through a process with ATE to justify the areas where provision does not meet the level set out in LTN 1/20.

- Bridle Road between Bridle Way and Vesty Road, as shown by the blue line in Figure 2.3 and in drawing 5219216-ATK-HGN-MAT-DR-D-D201E. Land take was considered in this location to enable segregated infrastructure throughout. However, additional engineering constraints, such as the need for structural retaining walls and the reconfiguration of the access into the business would add significant cost to the scheme. This detail was agreed with Active Travel England.
- Bridle Road between Vesty Road and Park Lane, as shown by the red line in Figure 2.3 and in drawings 5219216-ATK-HGN-MAT-DR-D-D201G and D201H.
- An alternative fully compliant active travel route between Vesty Road and Park Lane (bypassing the non-compliant section shown in red on Figure 2.3) is provided as part of Maritime Corridor Phase 2 as shown by the green line in Figure 2.3 and on drawings 5219216-ATK-HGN-MAT-DR-D-D401A and D401B.



Figure 2.3 – Locations of Active Travel Provision that do not Comply with LTN 1/20 and Alternative Route Provided as Mitigation to this.

Bridle Road

2.9 Bridle Road is an existing single carriageway road, connecting Netherton Way to Park Lane, predominantly serving a large industrial area along the full length but with some residential properties at the northern end. The carriageway accommodates one 3.5m wide traffic lane in each direction, which is considered the minimum appropriate width given the high proportion of large vehicles accessing the industrial area. There are ghost island right turn lanes providing additional capacity at the junctions with Farriers Way and Vesty Road/Atlantic Park Drive. A footpath of varying width runs on both sides of the carriageway along the full length of Bridle Road with additional grassed verge locally between George Masters Way and Farrier's Way.

2.10 The Scheme seeks to provide improved pedestrian infrastructure along the full length of Bridle Road and new cycle infrastructure between George Masters Way and Vesty Road, compliant with the Department for Transport's latest guidance on Cycle Infrastructure Design, LTN 1/20. In addition, two new controlled pedestrian and cycle crossings are proposed along Bridle Road. Junction capacity improvements, from increased right turn lanes, are proposed at the junction between Bridle Road, Atlantic Park Drive and Vesty Road.

2.11 The proposed scheme along Bridle Road covers an area of 1.9ha, which includes 0.162ha 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 undertake the alterations listed below and shown in Figure 2.4:

- Construction of a 3.0m wide segregated cycle track between the junction of Bridle Road/George Masters Way and Bridle Road/Bridle Way (Area A)

- Construction of a 3.0m wide segregated cycle track between the two junctions of Bridle Road and Bridle Way (Area B) (see para. 2.12 – 2.19 for further justification)
- Construction of segregated cycle tracks and crossing points at the junction of Bridle Road and Atlantic Park Drive/Vesty Road (Area C)
- Additional right turn lane capacity on Bridle Road at the junction between Bridle Road and Atlantic Park Drive/Vesty Road (Area C)
- Construction of earthworks associated with the new infrastructure (All Areas)
- Removal of existing vegetation (All Areas)



Figure 2.4 – Areas of Land Acquisition Required on Bridle Road

2.12 Regarding the land acquisition within Area B, Sefton Council received a Technical Note, 'M25042-01A TN' prepared by TTHC on behalf of the landowner, Aubrey Weis and Rachel Weis. In paragraph 21 of the Technical Note, two alternative arrangements are suggested that would avoid the need for land take in this location. Paragraphs 2.15 to 2.19 outline why these two options are not viable and that the design presented in the CPO is the most economical option that requires the least land take.

2.13 It should be noted that the Technical Note drafted by TTHC is written based on drawings that were drafted in 2023 for the purpose of consultation. These drawings were shared with the landowners at this time and comments were invited on the proposed design. Sefton Council received no response from Aubrey Weis or Rachel Weis.

2.14 Since this consultation period, the design has been developed further and has been adjusted as necessary to take into account feedback received through the consultation exercise. The Sefton Metropolitan Borough Council (Maritime Corridor) Compulsory Purchase Order 2025 was made based on an updated set of drawings which were presented when the CPO was made. The points raised by TTHC are not based on the

correct design information that was presented in the Statement of Reasons and Statement of Case.

- 2.15 The first alternative presented in the Technical Note is to widen the Carriageway/take land from the north side of Bridle Road. It is not evident from the report exactly how it is being proposed to widen to the north of Bridle Road. However, this option would not eliminate the requirement for land take, but would require land take from the northern side of Bridle Road. On the northern side of the highway, there are several vehicular accesses and reconfiguration of operational spaces of businesses will be required. Additionally, the presence of two bus stops on the northern side of Bridle Road would require floating bus stop arrangements that require more space to deliver. This is compared to the one bus stop located on the southern side.
- 2.16 The second alternative presented is to extend the shared footway/cycleway 140m to the west (across the site frontage where land is proposed to be taken). The technical note also suggests that there is precedent in the Sefton Council design due to the shared use provision across the Vesty Business Park frontage. As noted above, this assertion is based on the incorrect scheme drawings that the technical note is based on. As shown on the plans included within the Statement of Reasons and Statement of Case, a fully segregated arrangement is proposed across the Vesty Business Park frontage, as shown in drawing 5219216-ATK-HGN-MAT-DR-D-D201F.
- 2.17 As outlined in paragraphs 2.6 – 2.8, the design of the active travel infrastructure has been undertaken in accordance with LTN 1/20. The incorporation of shared use infrastructure within the design has been considered as a “last resort” and the presence of constraints does not necessarily justify sub-standard provision. There are two sections of shared use provision included within the proposed design and are shown in Figure 2.3.
- 2.18 An alternative fully compliant route is provided to mitigate for the red section in Figure 2.3. This is outlined further in paragraph 2.22. There are additional engineering constraints in addition to the requirement for land take which factor into the decision to adopt shared use infrastructure through the blue section in Figure 2.3. There is insufficient justification for an additional 140m of shared use infrastructure adjacent to the Weis land.
- 2.19 The Council’s preferred approach therefore represents the most balanced and technically robust solution, achieving policy compliance, design consistency and land efficiency while ensuring that the scheme remains deliverable within its engineering, financial and spatial constraints.

Vesty Road to Deltic Way

- 2.20 Vesty Road is a spine road to the Vesty Industrial Estate running from Bridle Road. Deltic Way serves as an access road into Sefton Business Park from Park Lane. Both Vesty Road and Deltic Way are cul-de-sacs with only one point of entry and exit.
- 2.21 The Scheme will construct new active travel infrastructure between Vesty Road and Deltic Way, a route that currently does not exist. This new link will form a vital component of the overall scheme, linking the wider Maritime Corridor improvements to Park Lane,

the A59 and Aintree rail station. Providing this connection through to the rail network will enable and encourage more sustainable travel choices, reducing car dependency.

2.22 Consideration was given to the continuation of the segregated cycle track along Bridle Road between Vesty Road and Park Lane, which would achieve the same aim of connecting the Maritime Corridor improvements to Park Lane, the A59 and Aintree rail station. However, this option was ruled out due to the constraints to the proposals north of Vesty Road. These constraints are summarised below:

- Land acquisition would be required either from residential properties to the north of the carriageway, or from operational areas of business premises to the south of the carriageway.
- There is an electrical substation within the footprint of the widening that would require decommissioning, demolition and reconstruction at a new location.
- There is a significant level difference between the highway and the adjacent properties. Therefore, retaining structures would be required along the full length of the works north of Vesty Road.
- Given the industrial nature of Bridle Road, there are no opportunities to reduce the width of the existing carriageway.

Figure 2.5 shows the two routes that were considered and the constraints outlined above. For these reasons, this option was considered cost prohibitive and undeliverable. An alternative option was therefore considered.

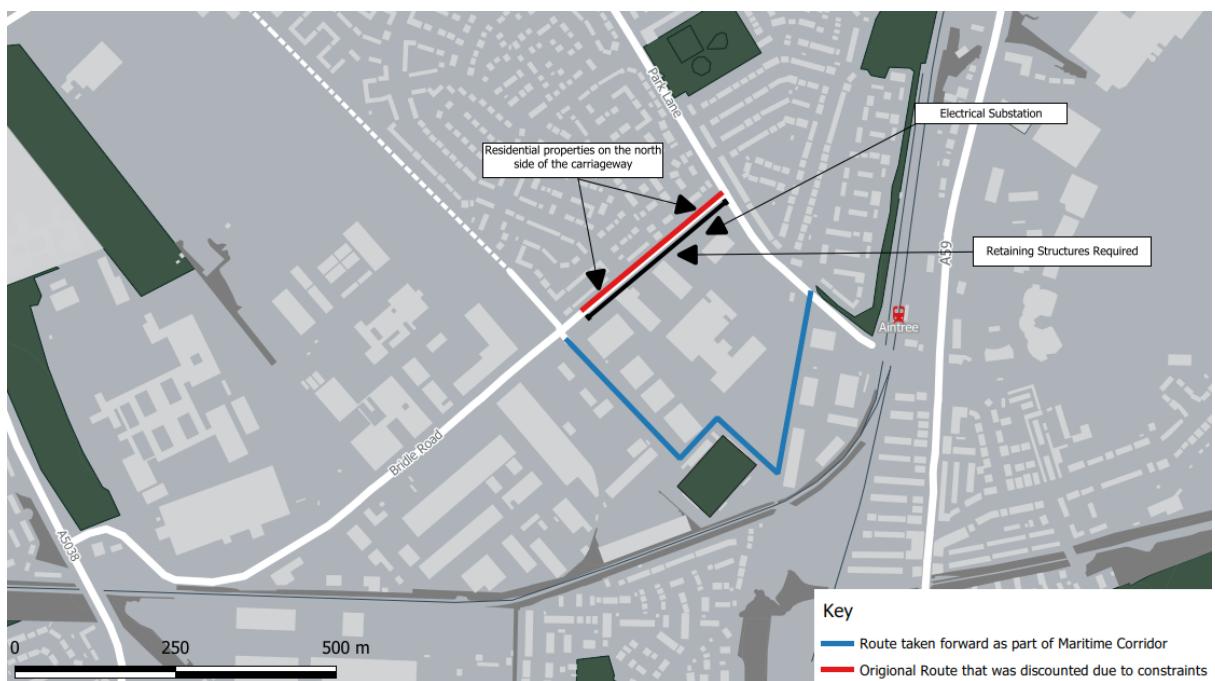


Figure 2.5 – Overview of Routes Considered and Constraints to Route along Bridle Road

2.23 A route between Vesty Road and Deltic Way was taken forward as an alternative (drawings 5219216-ATK-HGN-MAT-DR-D-D401A and D401B). This route covers an area of 0.222ha, which includes 0.220ha of 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 undertake the following works:

- Construction of a new 5.0m wide route, comprising 2.0m wide footway and 3.0m wide segregated cycle track.
- Installation of new street lighting and CCTV cameras along the route.
- Installation of new fencing along land boundaries.
- Provision of bollards to prevent vehicular traffic accessing the route.
- Removal of existing vegetation.

Sentinel Way to Heysham Road

2.24 Sentinel Way is a spine road into a residential estate off Park Lane. Heysham Road is a single carriageway connecting A5036 Dunnings Bridge Road with A59 Ormskirk Road through an industrial area. An existing shared footpath and cycleway connects Sentinel Way to Heysham Road.

2.25 The Scheme seeks to provide an improved active travel route between Sentinel Way and Heysham Road, connecting to the wider Maritime Corridor improvements at the Deltic Way junction to the south and to Aintree Retail and Business Park and NCN 62 (Trans-Pennine Trail) via a new controlled crossing of A59 to the north.

2.26 The proposed scheme between Sentinel Way and Heysham Road covers an area of 1.110ha, which includes 0.175ha of additional land outside of the existing highway boundary. The land outside of the existing highway boundary comprises grassland, shrubbery and individual trees. Plots 1,2,4,8,9,10 and11 from the CPO schedule are subject to planning approval for the construction of a new housing development. This land is required to undertake the alterations listed below and shown in Figure 2.6:

- Widen the existing footway from 1.5m to 3.0m on Heysham Road to accommodate a shared use pedestrian and cyclist route to the proposed controlled crossing of A59 (Area A)
- Construction 3.0m wide segregated cycle track between Heysham Road and Sentinel Way (Area B)
- Construction of new 3.0m wide segregated cycle tracks and crossing points at the junction between Sentinel Way, Park Lane and Deltic Way (Area C)
- Removal of existing vegetation.



Figure 2.6 – Areas of Land Acquisition Required between Sentinel Way and Heysham Road

Land

2.27 The scheme is being delivered by Sefton Council, as Highway Authority. Works on their infrastructure will be delivered under their own powers under the Highways Act 1980.

2.28 Land acquisition is required for localised widening of the existing highway corridor along Bridle Road, Heysham Road, Park Lane and of the existing footway and cycleway between Sentinel Way and Heysham Road. Additionally, land acquisition is required to deliver the new route between Vesty Road and Deltic Way.

2.29 With the exception of the areas outlined in 2.28, all other of the Order Lands are existing highways of Bridle Road, Vesty Road, Deltic Way, Park Lane, Sentinel Way, Heysham Road and A59 Ormskirk Road.

2.30 The extent of land acquisition was determined during the preliminary design stage, where all possible alternatives to the final resort of compulsory land purchase were investigated. The design was refined at the detailed design stage, which commenced prior to the making of the CPO, where the exact land acquisition extents were confirmed.

2.31 The preliminary design work undertaken has included the following development of the options identified for the scheme to ensure that it is deliverable and that the land required is appropriate and essential for delivery of the scheme:

- Review against traffic modelling to ensure scheme delivers the benefits required
- Horizontal and vertical alignment design of the scheme, including visibility checks
- Preliminary design of highway infrastructure, including drainage, signage, kerbs and paved areas.
- Maintenance access requirements

This work enabled the overall extents of the land required to be fully established and accurately included within the design proposals.

- 2.32 The design has been undertaken in accordance with LTN 1/20, Cycle Infrastructure Design, which is guidance, produced for local authorities by the Department for Transport, on designing high-quality, safe cycle infrastructure. Given the restrictions of the available widths within the existing highway corridor, localised widening and land between Vesty Road and Deltic Way is required to achieve infrastructure that delivers the benefits of the Scheme and is compliant with national guidance.
- 2.33 The full extent of the Land acquisition is shown in the CPO. Further detail relating to each plot, including the reason(s) why it is required, are provided within Appendix B.
- 2.34 In summary, the land contained within the CPO is the minimum required to construct the new active travel infrastructure and localised highway capacity improvements to deliver the benefits of the scheme.

3 Delivery and Scheme Timescales

- 3.1 The Scheme is being delivered by Sefton Council, using funding from the City Region Sustainable Transport Settlement (CRSTS), which is managed regionally by the Liverpool City Region Combined Authority (LCRCA).
- 3.2 The Scheme has been managed in accordance with the LCRCA Gateway Assurance Process, which provides a governance structure to ensure that all projects delivered within the CRSTS portfolio are progressed in a consistent and controlled manner. Regular reviews are held to ensure that risks are being appropriately managed and that Sefton can demonstrate compliance with the overall objectives of the CRSTS funding, before commencing to the next stage of development.

Gateway Process

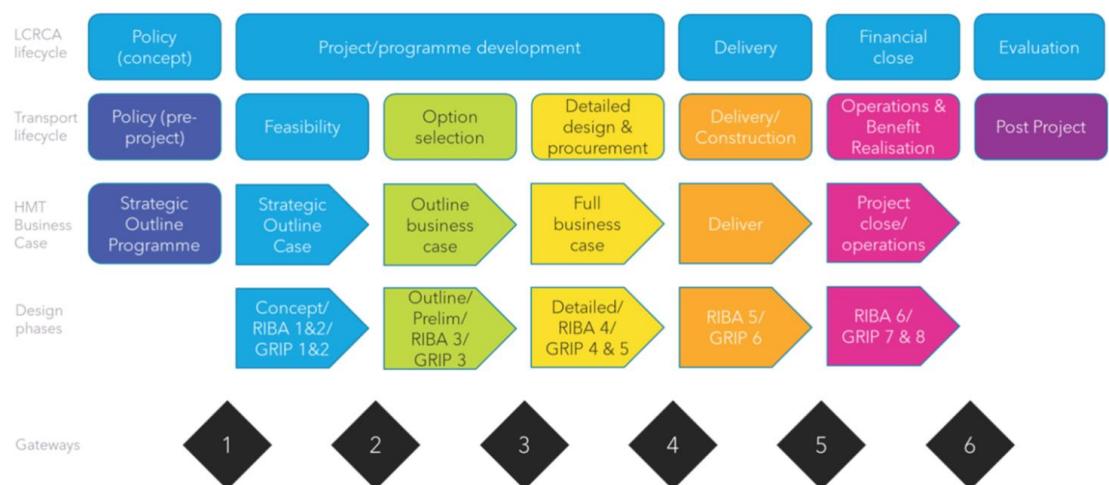


Figure 3.1 – LCRCA Scheme Assurance Process

- 3.3 The Maritime Corridor Scheme began development in 2018, when it was identified that a series of interventions were required to the highway network within the 'Maritime Corridor' area, to help improve accessibility to the Port, as well as facilitate improved accessibility to employment areas between Dunnings Bridge Road, Netherton Way, Bridle Road and A59. An Outline Business Case was produced by Atkins in 2020.
- 3.4 Following the publication of DfT's Gear Change strategy in 2020, and subsequently LTN 1/20, it was identified that Maritime Corridor could incorporate improved active travel infrastructure to complement the proposed modifications to the highway network and provide additional benefits to the area. On that basis, Atkins were appointed to commence preliminary design of all phases in 2020.
- 3.5 Public Consultation was undertaken in 2021 based on the concept design of the scheme. A second round of public consultation was undertaken in 2023 based on the preliminary design proposals. The 2023 consultation included a targeted detailed consultation exercise with affected landowners, in addition to a broader consultation exercise where member of the public were invited to comment on the proposals.

- 3.6 Following completion of the preliminary design and the conclusion of the public consultation, Atkins commenced with the production of the Full Business Case in 2024
- 3.7 Atkins were appointed to commence the detailed design of the Scheme in 2025, following the commencement of the construction of Maritime Corridor Phase 1 and the approval of the Full Business Case by LCRCA.
- 3.8 Balfour Beatty were engaged in August 2023 to undertake a feasibility study, reviewing the deliverability of the full Maritime Corridor scheme, covering all three phases. This provided Sefton Council with an outline delivery programme and a robust construction cost estimate. Following a separate procurement exercise to appoint them to deliver Phase 1 of the Scheme, they were appointed for Pre-Construction services on Phase 2 of the Scheme in September 2025. They are currently working with the design team to provide buildability advice and to manage the delivery programme.
- 3.9 Subject to the outcome of Public Inquiry, Balfour Beatty will commence their procurement exercise for the delivery of the Scheme, enabling a start of construction in 2026.
- 3.10 It is expected that the scheme will be completed in 2027, following which a period of monitoring and evaluation will occur over the course of 3 years to determine whether the scheme has successfully met its objectives.
- 3.11 Sefton Council have a commitment to deliver the scheme within the CRSTS funding window. In order to meet this objective, the confirmation of Orders is required in 2026 to ensure that the necessary land interests have been secured and the Scheme can commence on site.
- 3.12 Although the Applicant already owns the majority of the Land required to construct the scheme, it is necessary to have confirmation that the Council has the ability to secure all of the required Land so that there is no impediment or delay to construction.

4 Conclusion

4.1 In summary, having been involved as the Project Manager during the development of the preliminary and detailed design of Maritime Corridor, 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.

Appendix A

General Arrangement Plans

Bridle Road

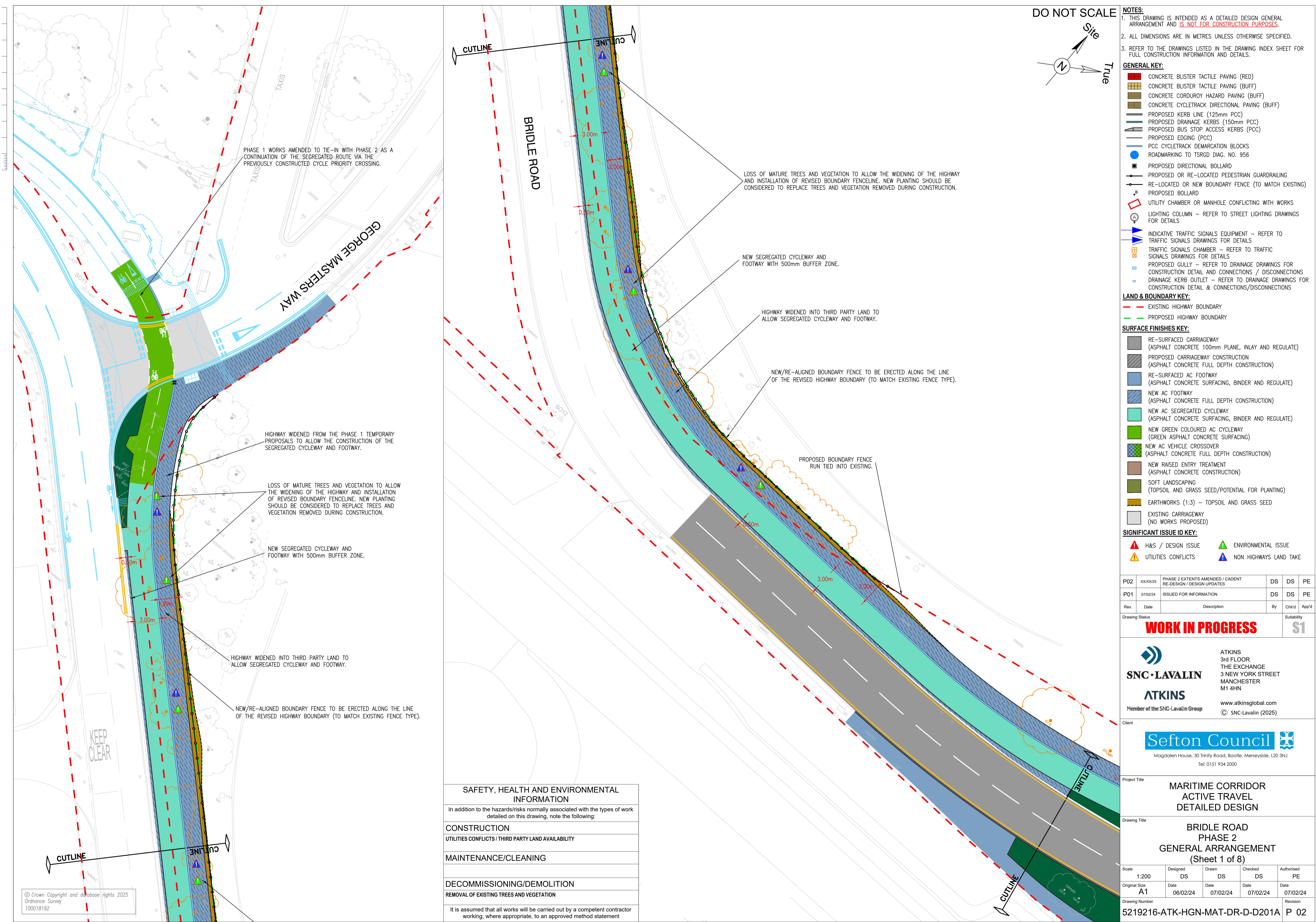
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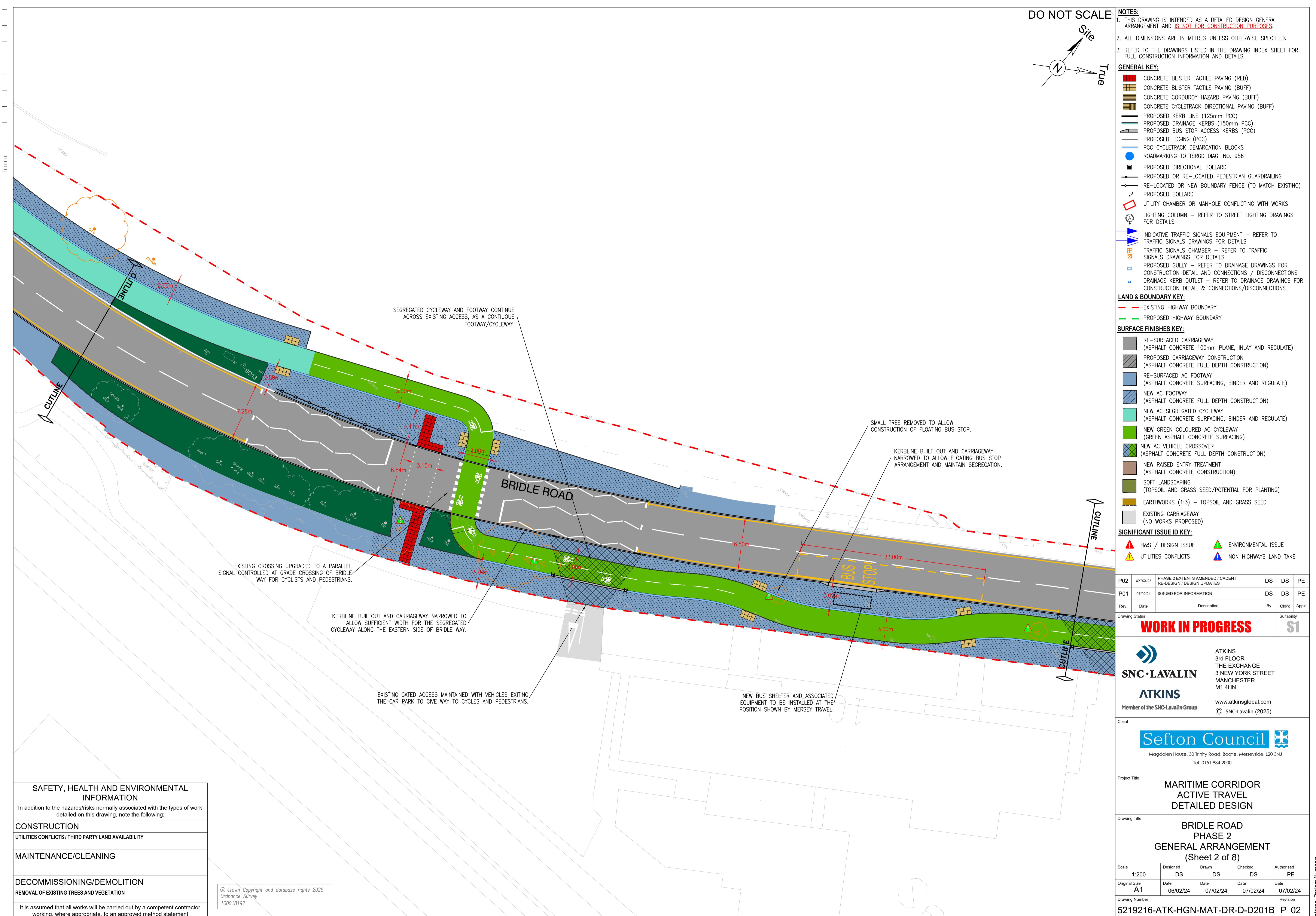
Vesty Road to Deltic Way

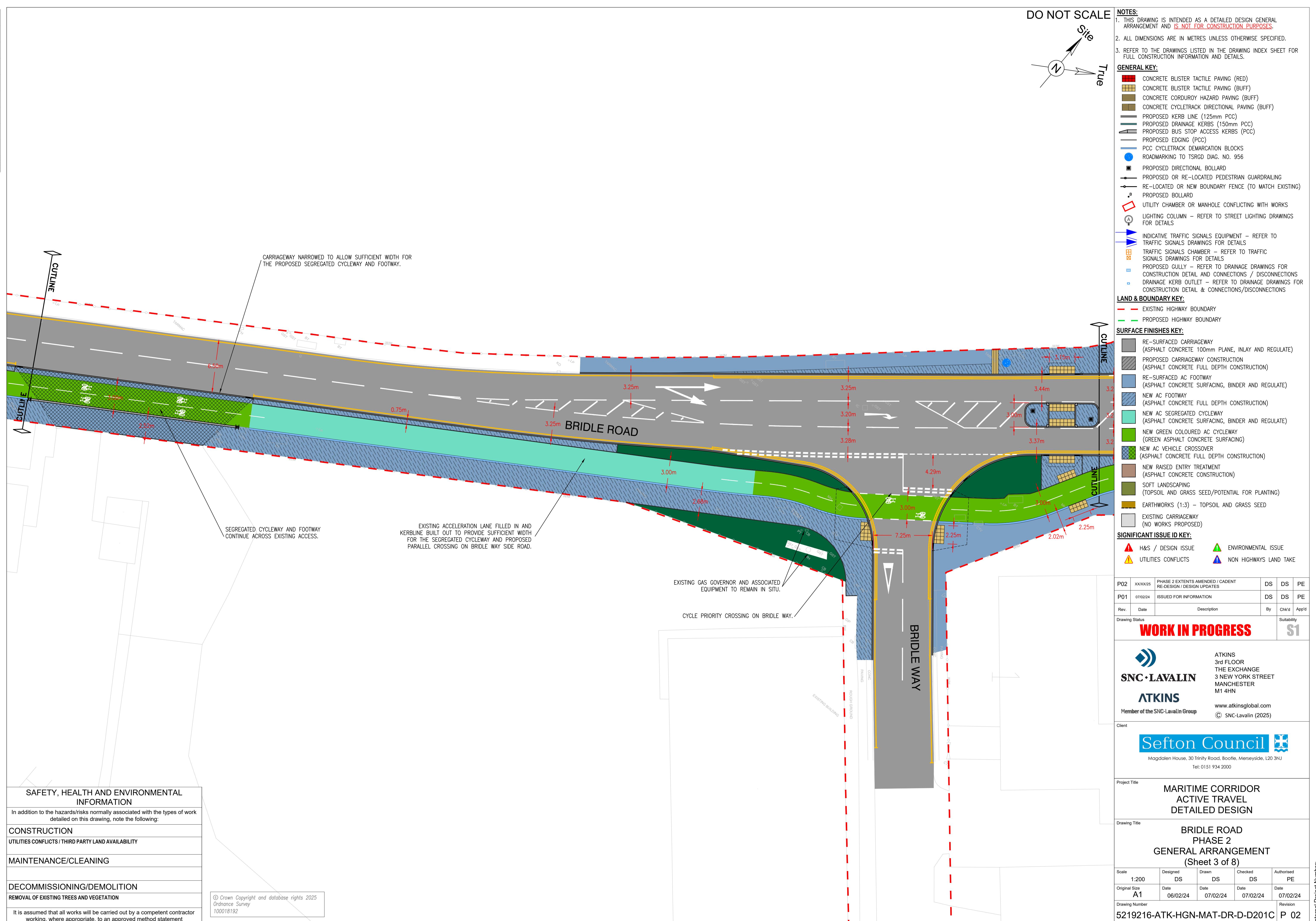
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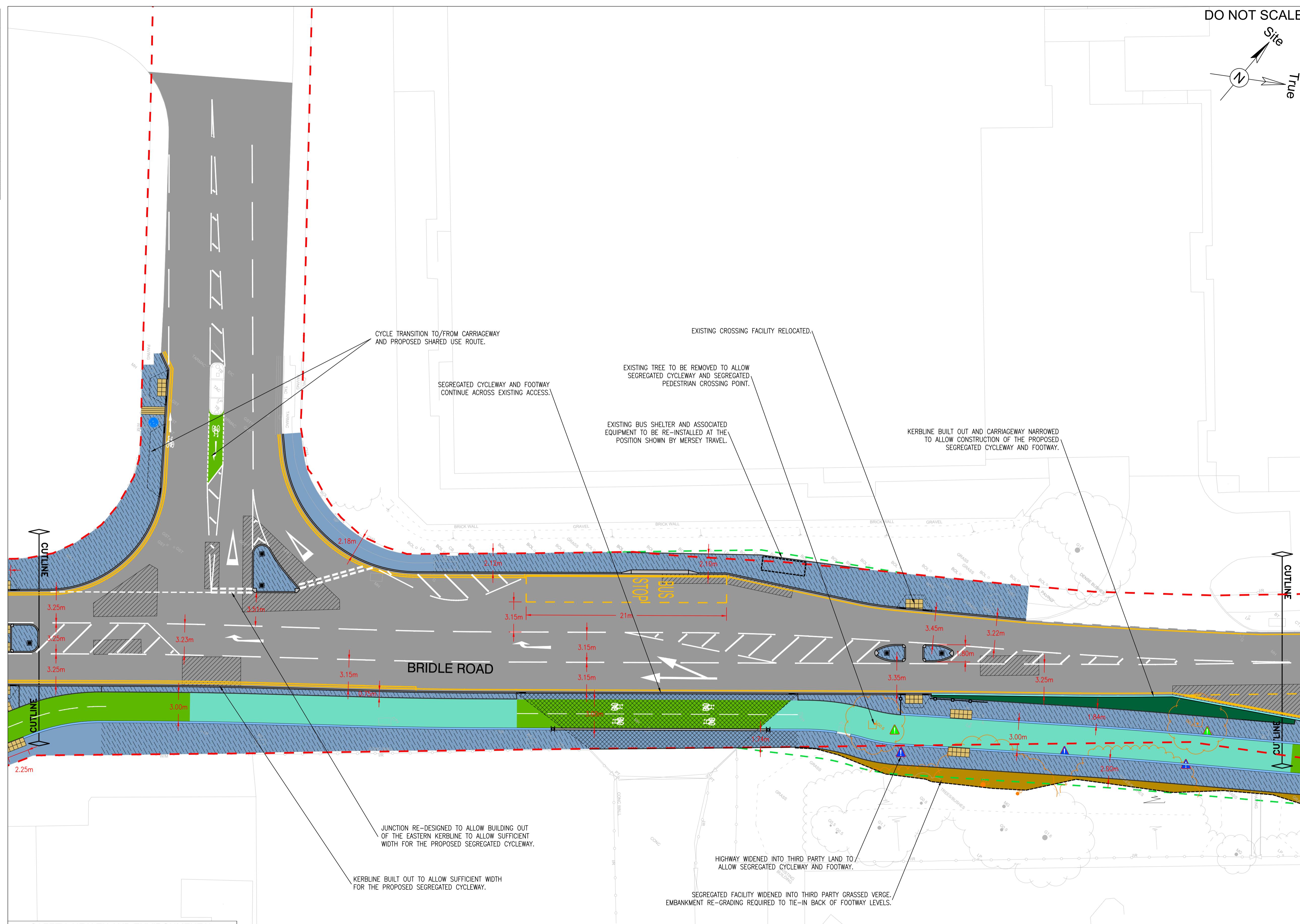
Sentinel Way to Heysham Road

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- 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









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

CONFLICTS / THIRD PARTY LAND AVAILABILITY

Maintenance/Cleaning

COMMISSIONING/DEMOLITION

COMMISSIONING/DEMOLITION AND REMOVAL OF EXISTING TREES AND VEGETATION

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

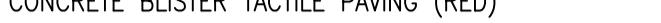
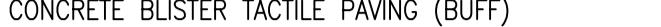
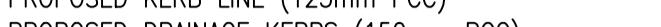
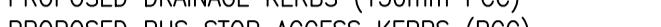
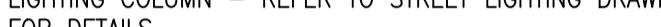
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OTES:
THIS DRAWING IS INTENDED AS A DETAILED DESIGN GENERAL ARRANGEMENT AND **IS NOT FOR CONSTRUCTION PURPOSES.**
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.

REFER TO THE DRAW

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 DRAINAGE KERBS (150mm PCC)
-  PROPOSED BUS STOP ACCESS KERBS (PCC)
-  PROPOSED EDGING (PCC)
-  PCC CYCLETRACK DEMARCTION 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
-  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

URFACE 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 SURFACING, BINDER AND REGULATE)
-  NEW GREEN COLOURED AC CYCLEWAY
(GREEN ASPHALT CONCRETE SURFACING)
-  NEW AC VEHICLE CROSSOVER
(ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
-  NEW RAISED ENTRY TREATMENT
(ASPHALT CONCRETE CONSTRUCTION)
-  SOFT LANDSCAPING
(TOPSOIL AND GRASS SEED/POTENTIAL FOR PLANTING)
-  EARTHWORKS (1:3) – 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

02	XX/XX/25	PHASE 2 EXTENTS AMENDED / CADENT RE-DESIGN / DESIGN UPDATES	DS	DS	PR
01	07/02/24	ISSUED FOR INFORMATION	DS	DS	PR
Rev.	Date	Description	By	Chk'd	App
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WORK IN PROGRESS					S1

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THE EXCHANGE
NEW YORK STREET
MANCHESTER
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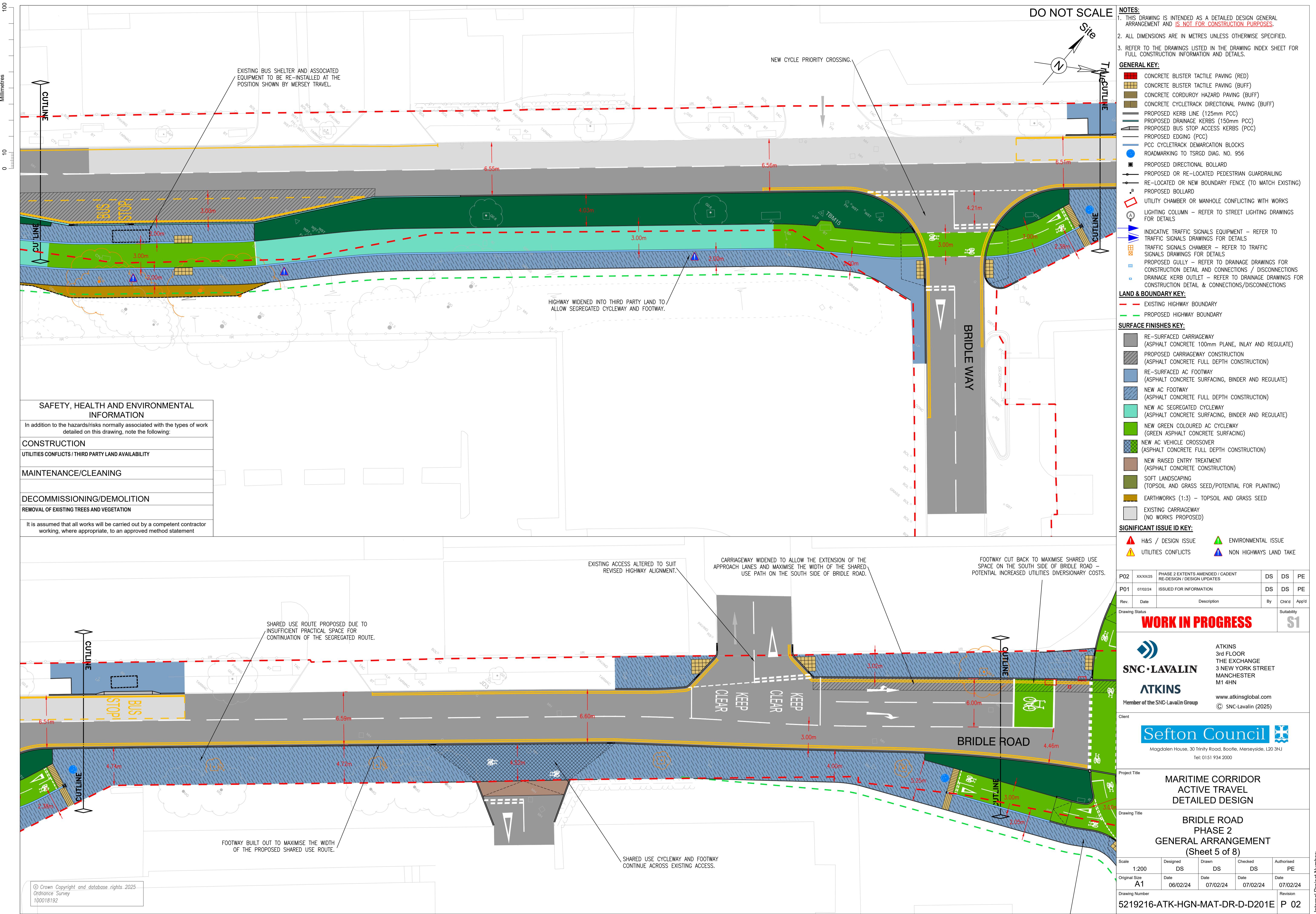
Sefton Council 

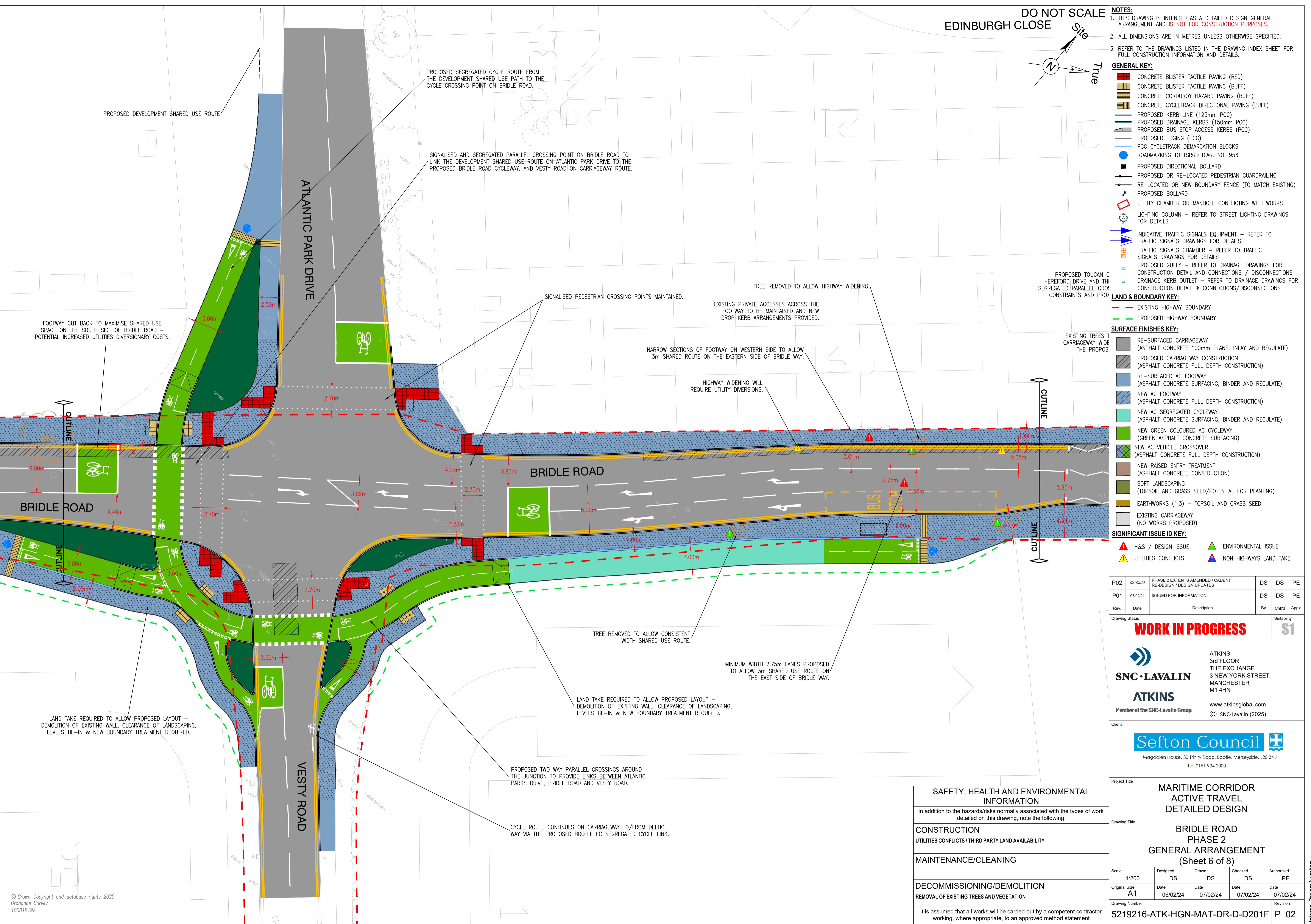
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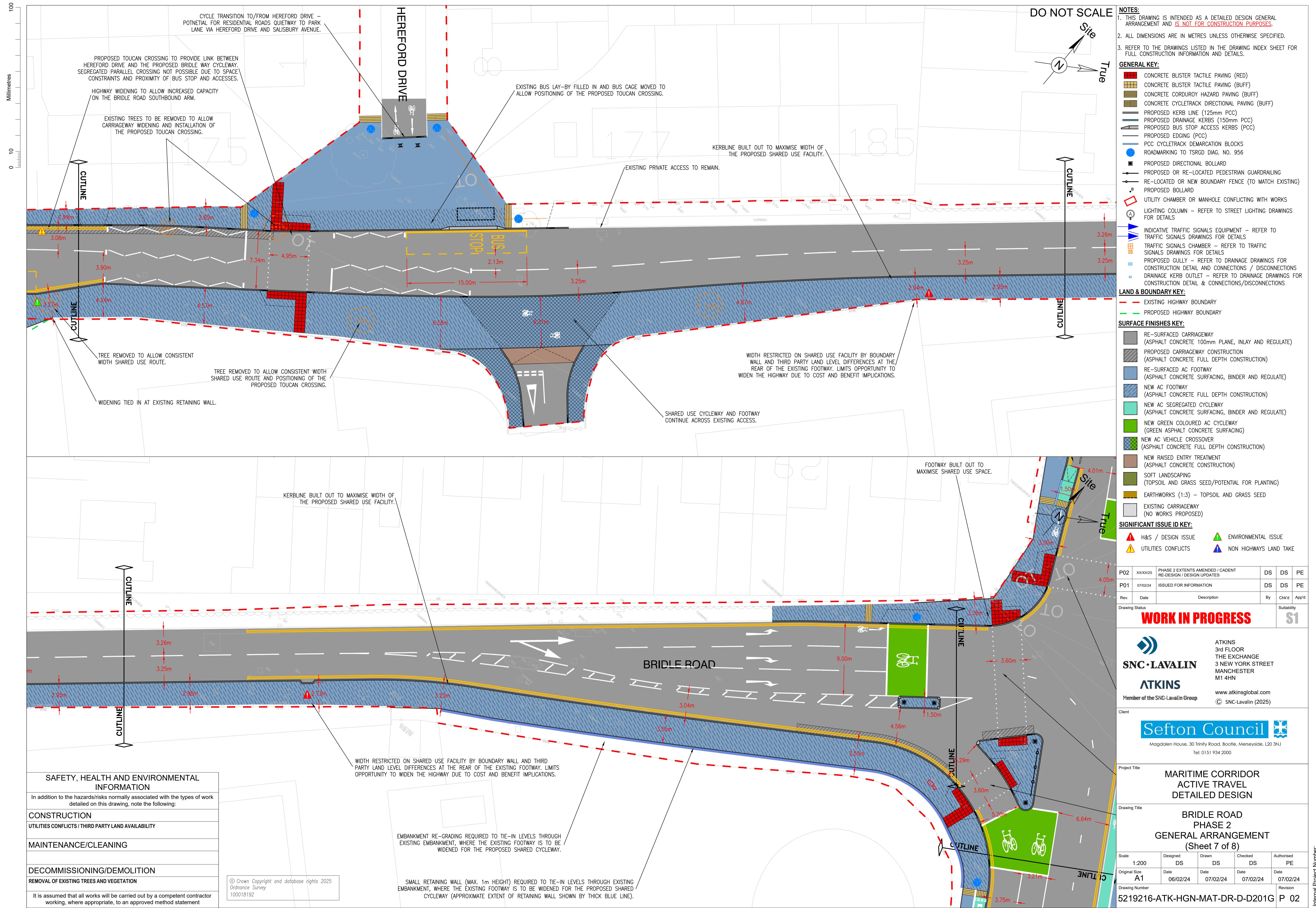
MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN

**BRIDLE ROAD
PHASE 2
GENERAL ARRANGEMENT
(Sheet 4 of 8)**

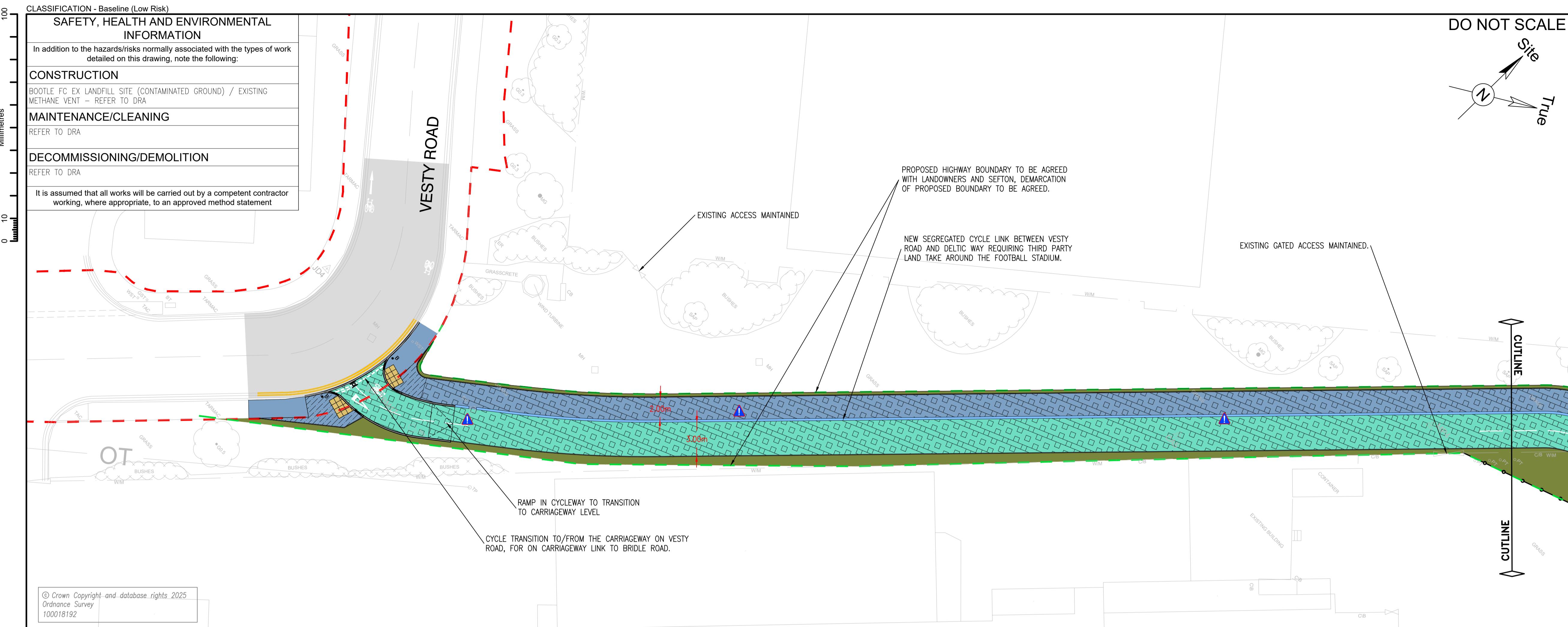
ANSWER







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



DO NOT SCALE

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.
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)
 - GEORGRID 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 DEMARCTION 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

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
Rev.	Date	Description	By	Chkd	App'd

Drawing Status	Suitability
	S1

FOR INFORMATION

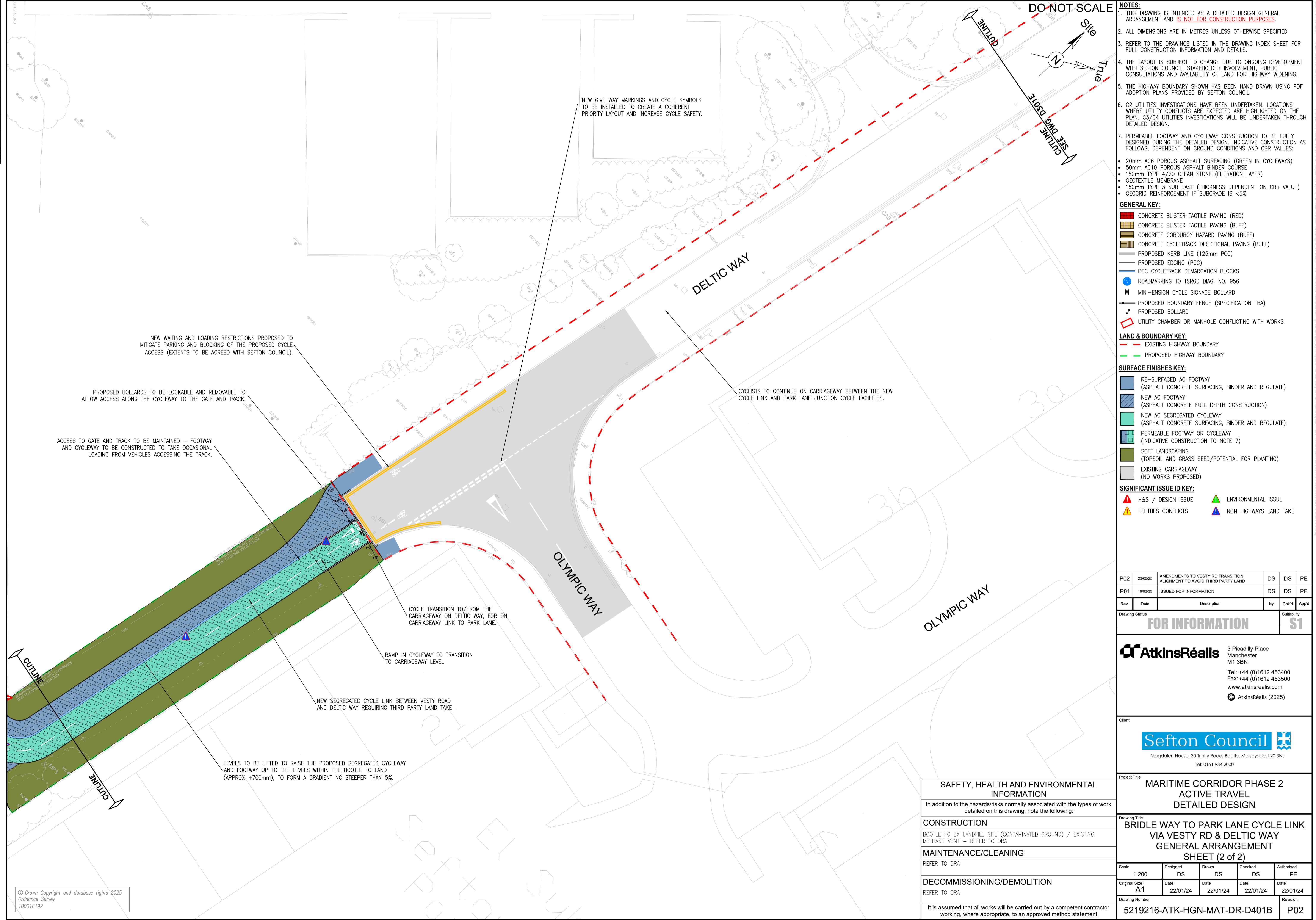
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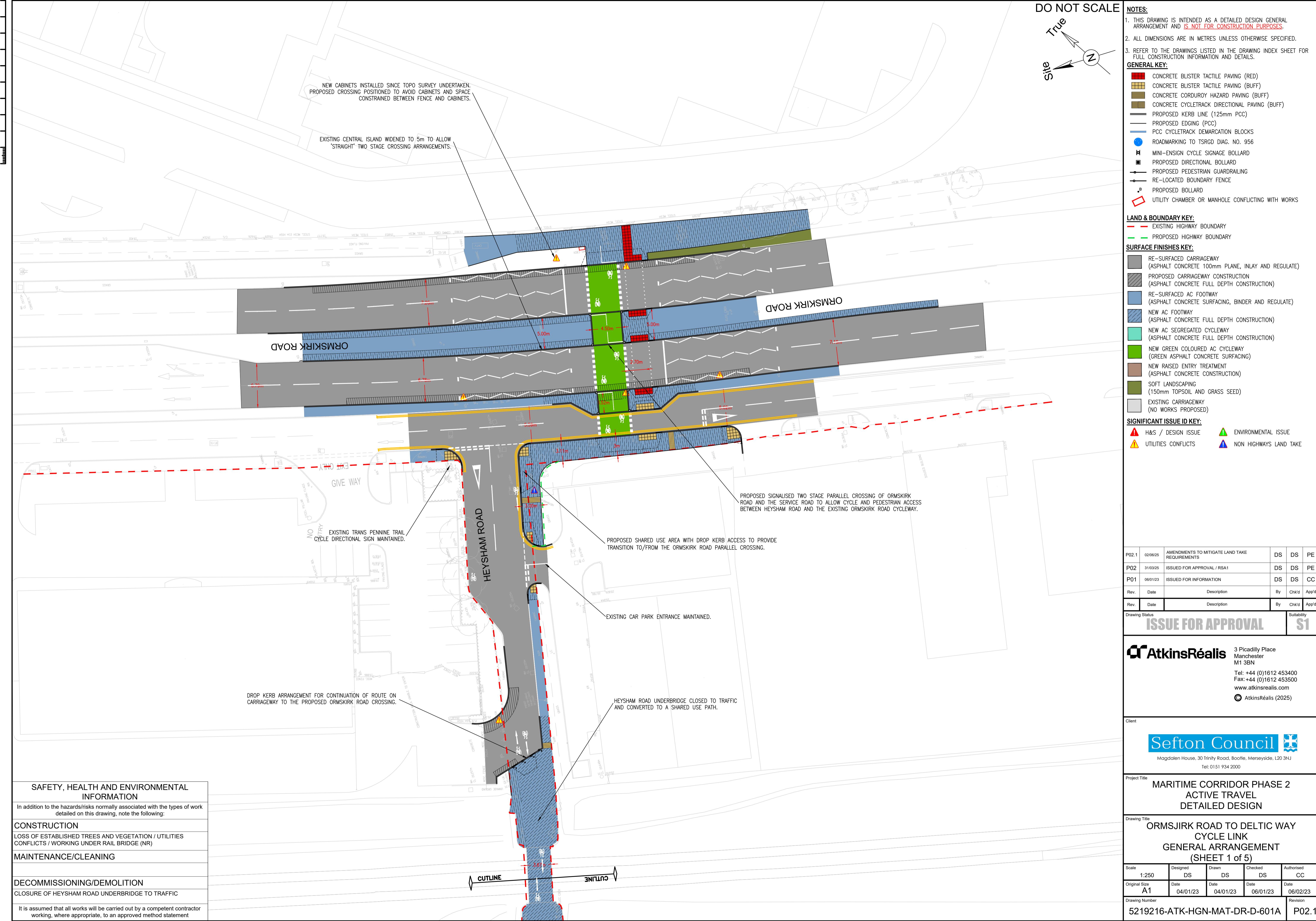
Client
Sefton Council 
Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel: 0151 934 2000

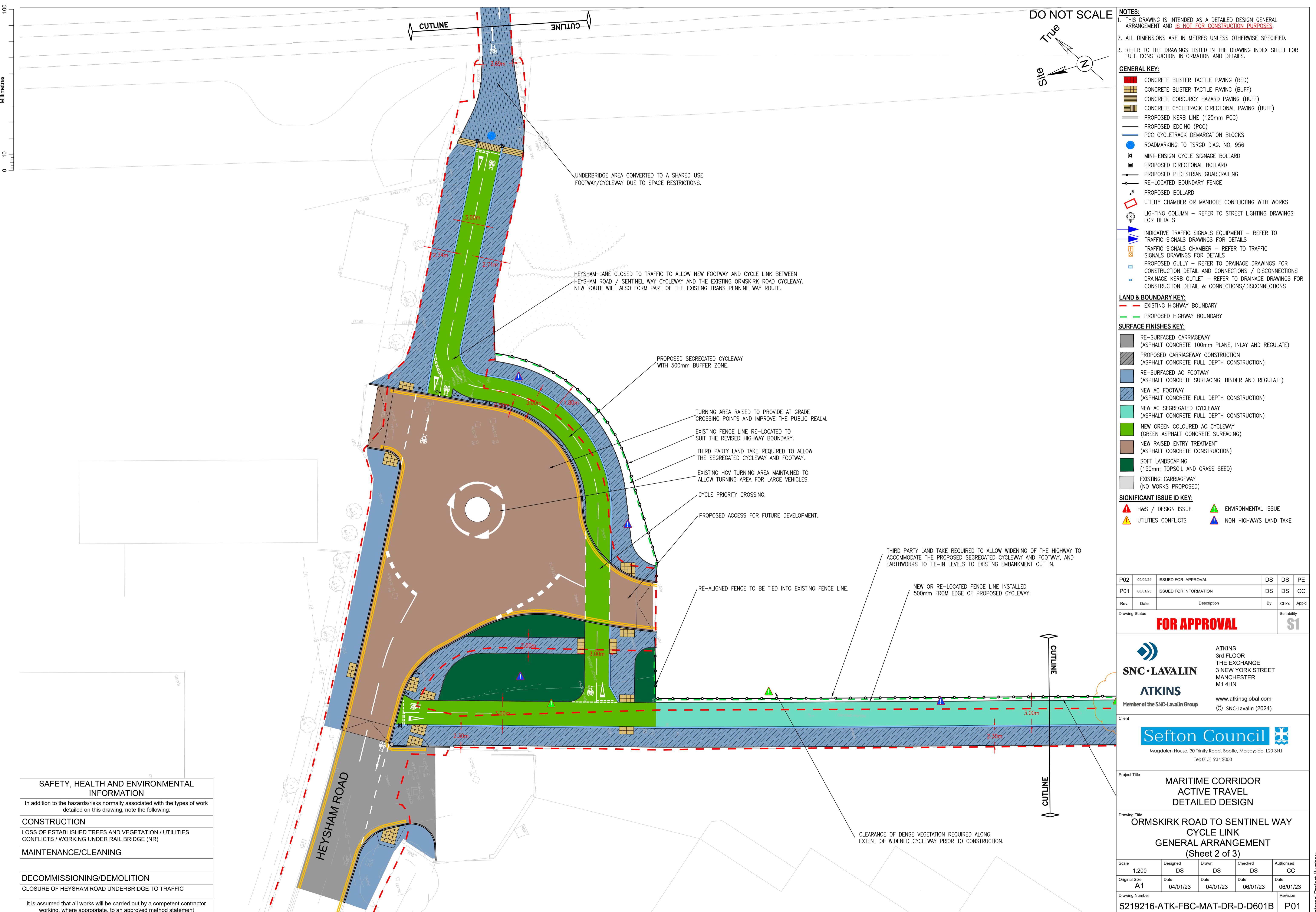
Project Title
MARITIME CORRIDOR PHASE 2 ACTIVE TRAVEL DETAILED DESIGN

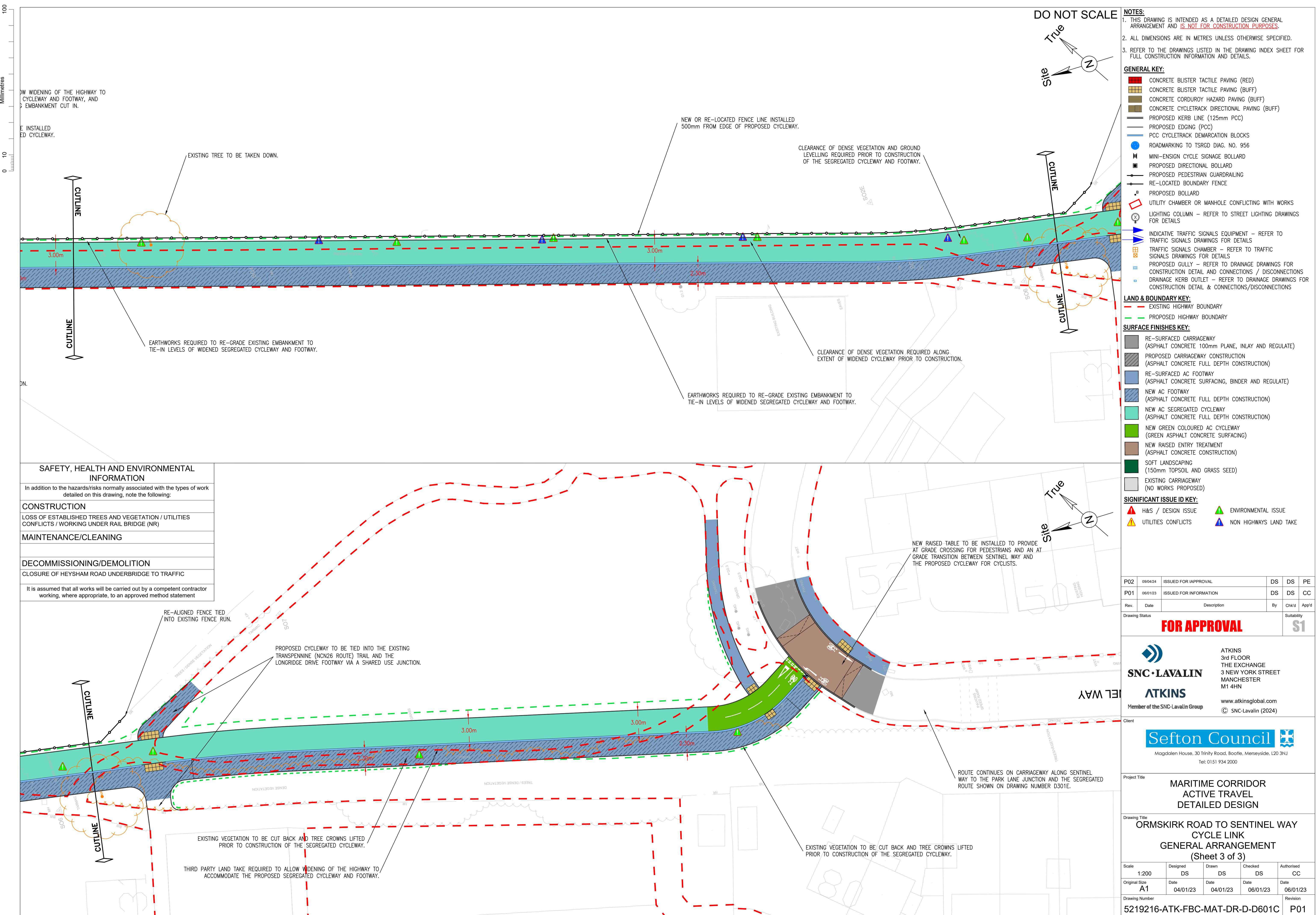
Drawing Title
BRIDLE WAY TO PARK LANE CYCLE LINK VIA VESTY RD & DELTIC WAY GENERAL ARRANGEMENT SHEET (1 of 2)

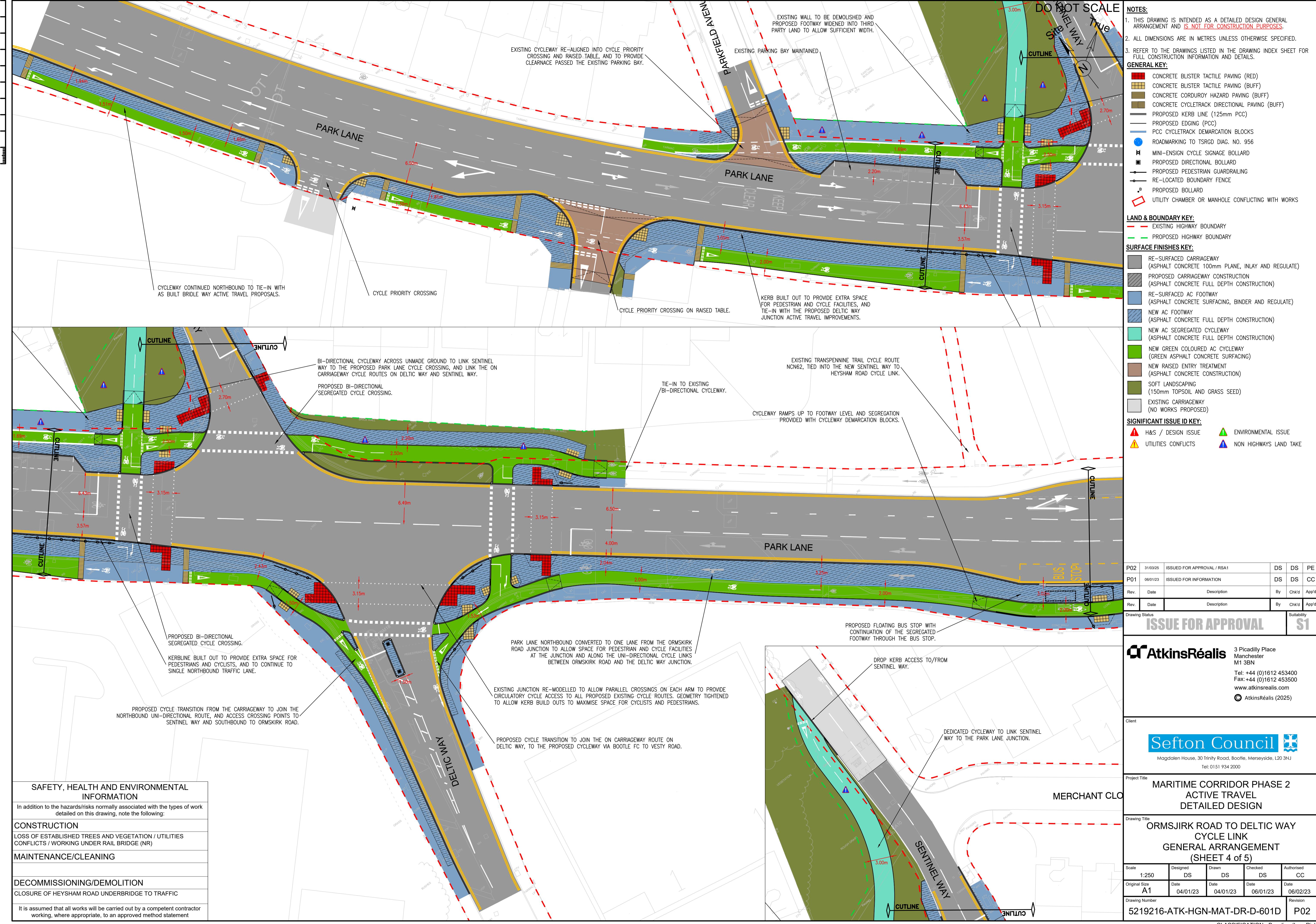
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Original Size A1	Date 22/01/24	Date 22/01/24	Date 22/01/24	Date 22/01/24
Drawing Number 5219216-ATK-HGN-MAT-DR-D401A	Revision P02			

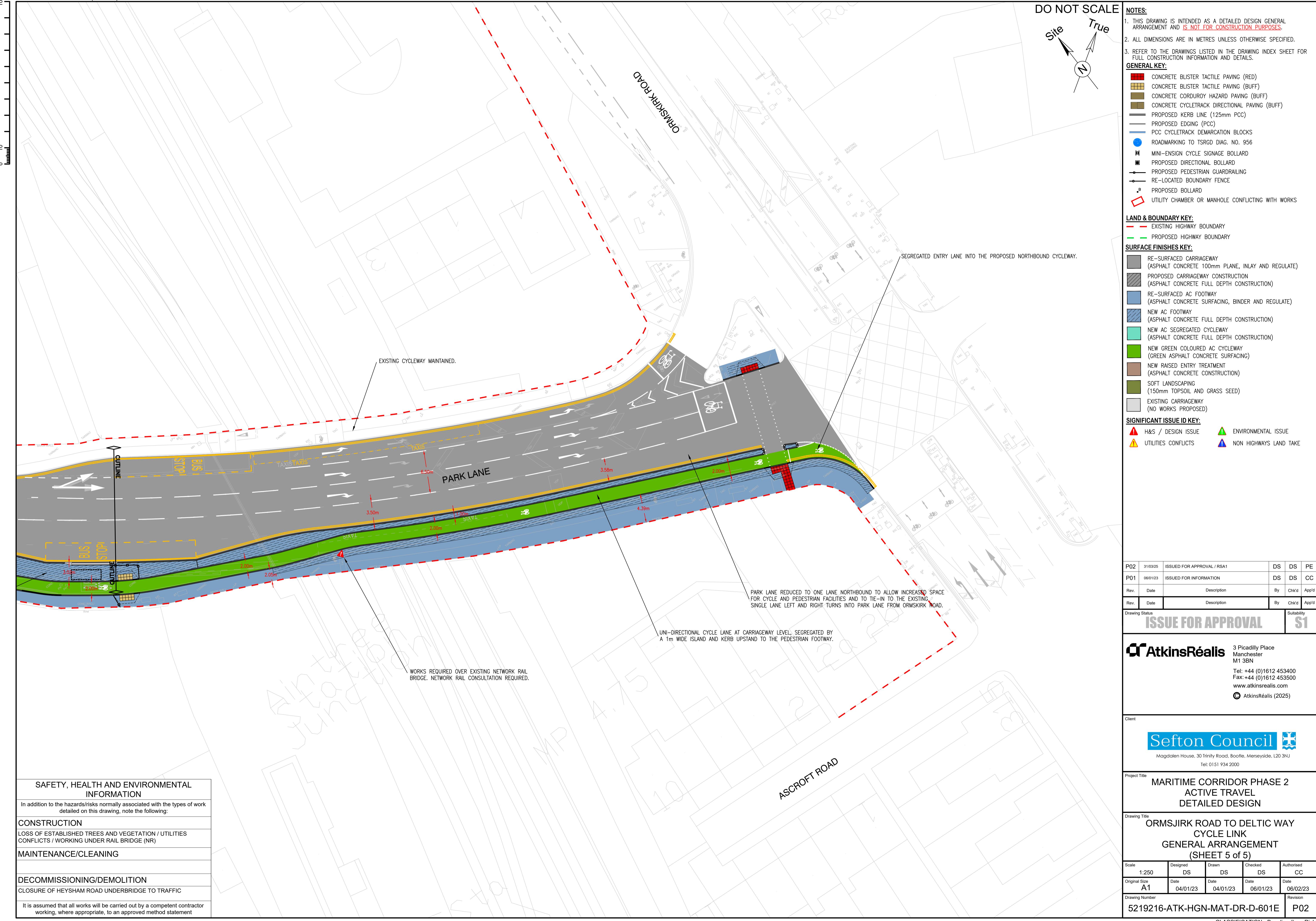












Appendix B
Reason for Acquisition of Each Plot of Land

Appendix A – Reason for Acquisition of Each Plot of Land

The CPO identifies the land required for the scheme, the plans included in the CPO break this down into land ownership which are identified by various plot numbers, the table below should be viewed in conjunction with the CPO and confirms the reason and need for the acquisition of each plot.

Number on CPO Plan	Extent, description, and situation of the land	Proposed Use of the land Justification for inclusion in the CPO
1	All interests in 471.6 square metres of grassland and shrubbery; south of Heysham Road and east of The Boxworks excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
2	All interests in 126.2 square metres of grassland and shrubbery; south of Heysham Road and east of The Boxworks excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
3	All interests in 23.9 square metres of shrubbed area (Unit 1-2, 49 Ormskirk Road, Liverpool, L9 5AF excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
4	All interests in 24 square metres of grassland, trees, and shrubbery; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
5	All interests in 5.9 square metres of trees and shrubbery; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Road and an alternative to Ormskirk Road (A59)
6	All interests in 2.7 square metres of trees and shrubbery; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
7	All interests in 4.3 square metres of trees and shrubbery; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
8	All interests in 55.4 square metres of trees and shrubbery; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)

9	All interests in 303.6 square metres of grassland; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
10	All interests in 126.1 square metres of grassland, trees, shrubbery, and cycleway; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
11	All interests in 5.8 square metres of grassland and cycleway; south of Heysham Road and east of Longbridge Drive excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
12	All interests in 371.4 square metres of grassland and shrubbery; north of Park Lane and west of Sentinel Way excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
13	All interests in 233.2 square metres of grassland and shrubbery; north of Park Lane and east of Sentinel Way excluding mines and minerals	To be used as part of cycleway between Heysham Road and Sentinel Way to create a safer cycle route between Heysham Road and Park Lane and an alternative to Ormskirk Road (A59)
14	All interests in 667.9 square metres of private accessway; south of Deltic Way and west of Sefton Business Park except those owned by the acquiring authority and excluding mines and minerals	To be used as part of cycleway between Deltic Way, Vesty Road and Bridle Road to create a safer cycle route between Park Lane and Bridle Road. The route is less constrained and invasive than an alternative along Bridle Road
15	All interests in 737.1 square metres of sports ground (Bootle Football Club, 4 Vesty Road, Bootle, L30 1NY) except those owned by the acquiring authority and excluding mines and minerals	To be used as part of cycleway between Deltic Way, Vesty Road and Bridle Road to create a safer cycle route between Park Lane and Bridle Road. The route is less constrained and invasive than an alternative along Bridle Road
16	All interests in 797.2 square metres of grassland; east of Vesty Road and west of Deltic Way excluding mines and minerals	To be used as part of cycleway between Deltic Way, Vesty Road and Bridle Road to create a safer cycle route between Park Lane and Bridle Road. The route is less constrained and invasive than an alternative along Bridle Road
17	All interests in 18.7 square metres of public highway verge (Vesty Road) except those owned by the acquiring authority and excluding mines and minerals	To be used as part of cycleway between Deltic Way, Vesty Road and Bridle Road to create a safer cycle route between Park Lane and Bridle Road. The route is less constrained and invasive than an alternative along Bridle Road
18	All interests in 283.1 square metres of grassed area, trees, and shrubbery; north of Vesty Road and east of Bridle Road excluding mines and minerals	To be used as part of cycleway along Bridle Road to create a safer cycle route on and Bridle Road.

19	All interests in 178.9 square metres of grassed area, trees, and shrubbery; south of Vesty Road and east of Bridle Road excluding mines and minerals	To be used as part of cycleway along Bridle Road to create a safer cycle route on and Bridle Road
20	All interests in 693.4 square metres of grassland; south of Bridle Way and east of Bridle Road excluding mines and minerals	To be used as part of cycleway along Bridle Road to create a safer cycle route on and Bridle Road
21	All interests in 456.5 square metres of commercial premises (Senate Business Park, Senate Way, Bootle, L30 4TY) except those owned by the acquiring authority and excluding mines and minerals	To be used as part of cycleway along Bridle Road to create a safer cycle route on and Bridle Road