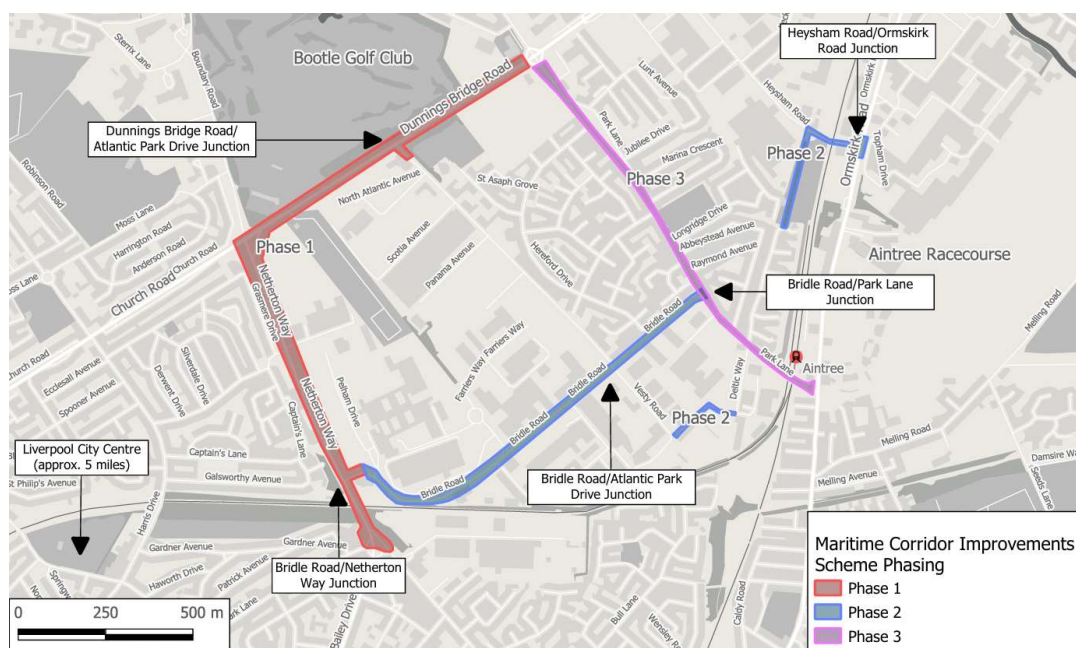


Introduction and Background

1. This Technical Note has been by TTHC Limited on behalf of Aubrey Weis and Rachel Weis (the 'Client'). It provides a preliminary review of Sefton Council's Maritime Corridor Scheme and specifically the section which fronts client land, part of which is proposed to be used to extend the extent of highway boundary.

Maritime Corridor

2. The proposals are part of The Maritime Corridor which is an area from Switch Island to A5038 Netherton Way which links Atlantic Park and the wider area to the Port.
3. The Sefton Council scheme seeks to improve transport links by improving junctions and introducing walking and cycling routes along Dunnings Bridge Road (A5036), Netherton Way (A5038), Bridle Road, Park Lane, Heysham Road and Atlantic Park Drive. Whilst there are some junction modifications proposed, the scheme mostly comprises pedestrian and cycle improvements.



4. The pedestrian and cycle provisions are proposed as either '**Shared**' or '**Segregated**'. Segregated facilities require a wider corridor, in this case generally 5m, whereas Shared are generally 3m wide, although there are some exceptions to these dimensions which are discussed further below.
5. The improvement scheme has been split up into sperate areas as shown on the plan on page 1. Copies of the scheme plans have been attached to this Note in **Appendix A** for ease of reference.
6. It should be noted that whilst PDF format drawings have been reviewed, TTHC has not had access to Autocad drawings, where dimensions can be accurately measured. No swept path tracking plots showing vehicle movements into and out of junctions and accesses appear to have been provided as part of the Council's consultation. TTHC has also not had sight of any junction modelling or Road Safety Audit. This preliminary review has therefore been limited to the plans which form the consultation exercise.
7. TTHC has added a note to each section below to show the parts which are fully segregated and which parts are a mix of shared/segregated. The Phase 2 works along Bridle Road are those which affect the client land.

Phase 1 – To be delivered in 2025

Dunnings Bridge Rd (*segregated except for short section at north-eastern end*)

Netherton Way (*mix of shared and segregated*)

Phase 2 – To be delivered from 2026

Bridle Rd (*mix of shared and segregated*)

Heysham Rd (*mix of shared and segregated*)

Vesty Rd (*segregated*)

Phase 3 – To be delivered in/after 2027 (subject to funding)

Park Ln (*mix of shared and segregated*)

8. As indicated, the proposals are a mix of shared and segregated facilities. In some locations where the existing highway boundary is constrained, shared facilities are provided whereas in other locations, such as across the client's site frontage, the highway is proposed to be widened in order to accommodate segregated facilities.
9. At signal controlled junctions within the Maritime Corridor scheme area, pedestrian and cycle crossing movements are catered for by way of controlled Toucan crossings (where pedestrians and cyclists share the same crossing) or 'Cyclops' provisions (whereby cyclists and pedestrians have separate crossings).
10. On the segregated sections at give way side road junctions, priority is given to cyclists by way of raised priority crossings (Image 1) or 'Tiger' crossing (Image 2).



Image 1 - Raised Priority Crossing



Image 2 – Tiger Priority Crossing

11. The crossing shown in Image 1 is proposed at the eastern Bridle Road/Bridle Way junction and the crossing shown in Image 2 is proposed at the western Bridle Road/Bridle Way junction.
12. For shared sections, pedestrian and cyclist movement is prioritised by means of converting the side road access to a dropped kerb arrangement (rather than corner radii).
13. There is also another option which has relevance to the client's site which is a continuous segregated route which converts kerbed-radii side road accesses to a dropped kerb arrangement.

Phase 2 - Bridle Road section

14. With regard to the Phase 2 works for Bridle Road (the part which affects the client's site frontage), the proposals are shown in drawings MARIT/AT/BRDW/01 and /02 (see **Appendix A**).
15. The eastern end of Bridle Road (Drg 02) promotes a shared facility across a 320m frontage from the start of the scheme at Park Lane up to the eastern Bridle Way junction. This shared section varies in width from 2.74m (at a pinch-point) up to around 4m, with all works being contained within the existing highway boundary.
16. At the eastern Bridle Way junction, the provision switches to segregated with a general provision of 3m cycleway and 2m footway, although there are parts which are wider, particularly at the bus stop and layby which exists on the Site frontage.
17. The strip of land taken from the client's frontage ranges between 2m and 5m (approximately) from a length of around 140m. The images below show the frontage verge which would be affected by the proposals. The existing highway boundary is to the back of footway on these images.

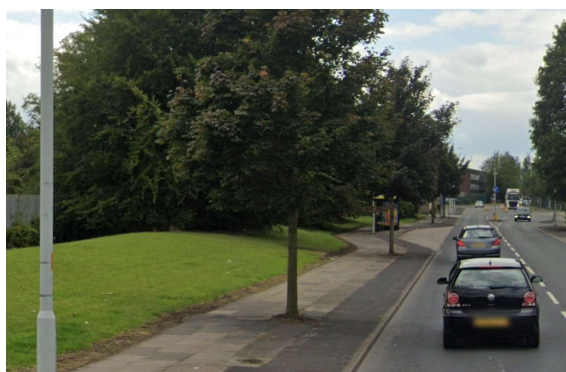


Image 3 – View westbound across frontage

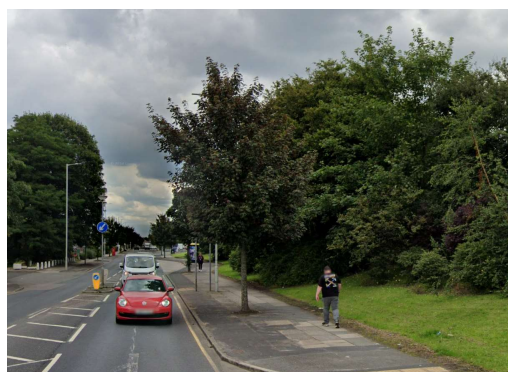


Image 4 – View eastbound across frontage

18. The section which would take the greatest amount of land is that which lies south of the bus stop and layby (approximately 5m). In part this is because the floating bus stop design has retained the existing layby, rather than use the layby space for the scheme.

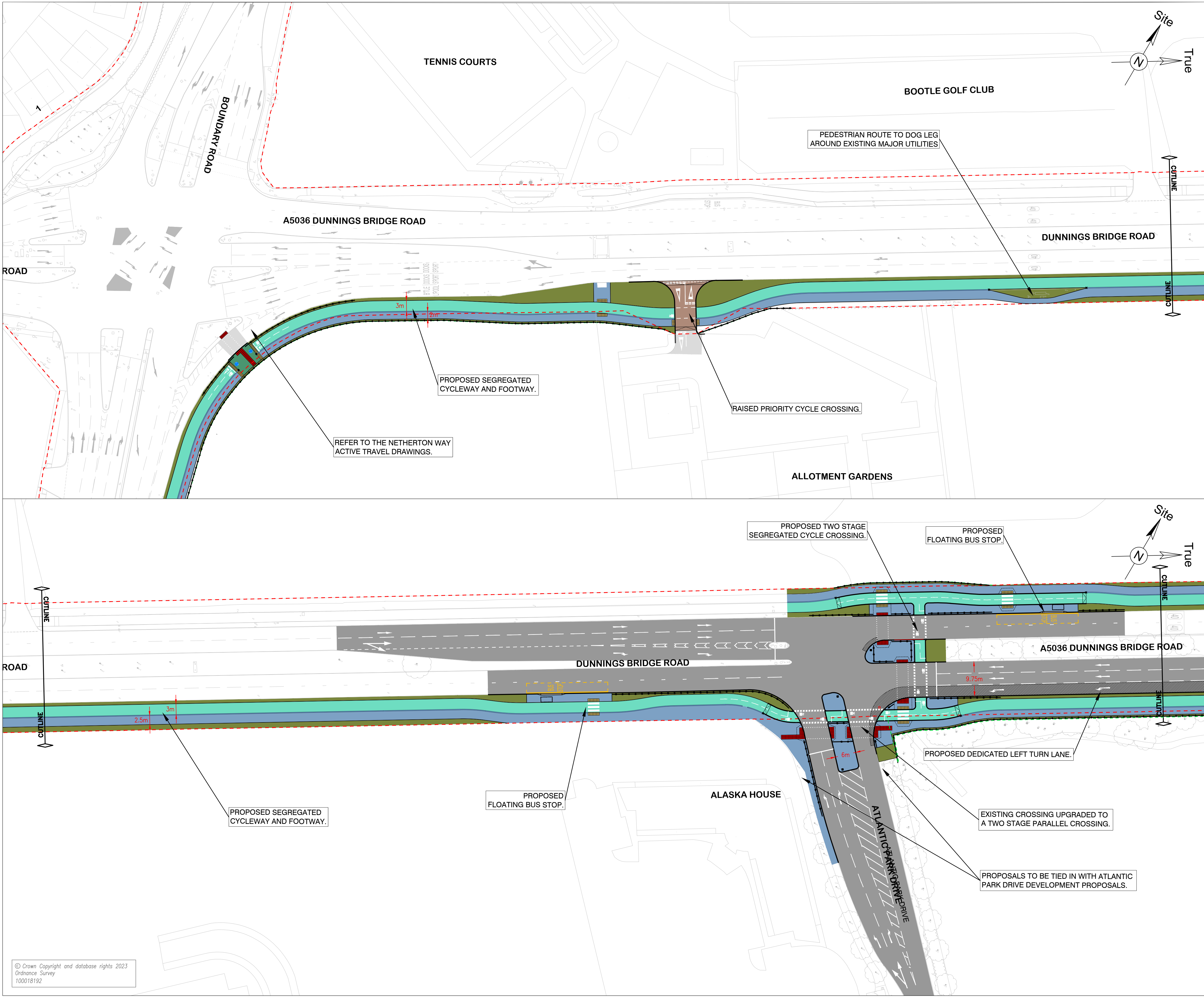
19. With regard to the Bridle Road junctions which relate to the client's site, the eastern Bridle Way junction is proposed as a raised priority segregated pedestrian / cycle crossing (as shown in Image 1). The western Bridle Way junction is a Tiger-type (as shown in Image 2).
20. In between the Bridle Way junctions, there is a separate priority access to Hy-Ten. This is proposed to be a continuous segregated route with a dropped kerb arrangement. However, unlike a similar arrangement proposed for the Vesty Business Park access, the detail of this is not fully presented on the Council plans.

Potential Alternative Arrangements

21. As part of this preliminary review, TTHC has considered potential alternative schemes which would avoid the need for landtake from the client's site. In the summary, these are as follows:
 - Widen the carriageway/take land from the north side of Bridle Road
 - Extend the shared footway/cycleway 140m to the west (across the site frontage where land is proposed to be taken)
22. With regard to the widening on the northside, a scheme has not been prepared but there appears to be scope to retain the existing highway boundary on the south-side of Bridle Road whilst widening on the north-side if a segregated option is preferred.
23. With regard to the alternative of extending the shared facility across part of the Site frontage, there are options available which have different bus stop/layby configurations. The key saving, however, in terms of land-take is the replacement of the segregated arrangements with shared facilities. This is how the scheme is being proposed across the Vesty Business Park frontage.
24. **Appendix B** contains two plans which show how this could be achieved.

25. The Option 1 shows the proposed Council arrangement in the top window (with segregated facilities) with the bottom window showing how the scheme can be achieved within the existing highway boundary (without client landtake) and retaining the existing bus layby.
26. Option 2 provides two similar arrangements based on the same shared pedestrian/cycle facility but with different bus stop configurations – the top window showing a half-width layby and the bottom window showing a shortened layby.
27. As shown, it is not necessary to take land from the client's site in order to deliver the Maritime Corridor improvements. There are alternative arrangements which adopt the same principles as used elsewhere in the scheme (and, indeed, immediately adjacent to the client's site along the Vesty Business Park frontage).
28. In order to provide a more detailed review, additional information would be needed, including scale-able drawings, swept path plots, junction modelling and road safety audits.

APPENDIX A



- LAND & BOUNDARY KEY:**
- EXISTING HIGHWAY BOUNDARY
 - PROPOSED HIGHWAY BOUNDARY
- SURFACE FINISHES KEY:**
- RE-SURFACED CARRIAGEWAY
 - PROPOSED CARRIAGEWAY CONSTRUCTION
 - RE-SURFACED OR NEW FOOTWAY
 - NEW SEGREGATED CYCLEWAY
 - SHARED USE FOOTWAY / CYCLEWAY
 - NEW RAISED ENTRY TREATMENT
 - SOFT LANDSCAPING
 - EXISTING CARRIAGEWAY

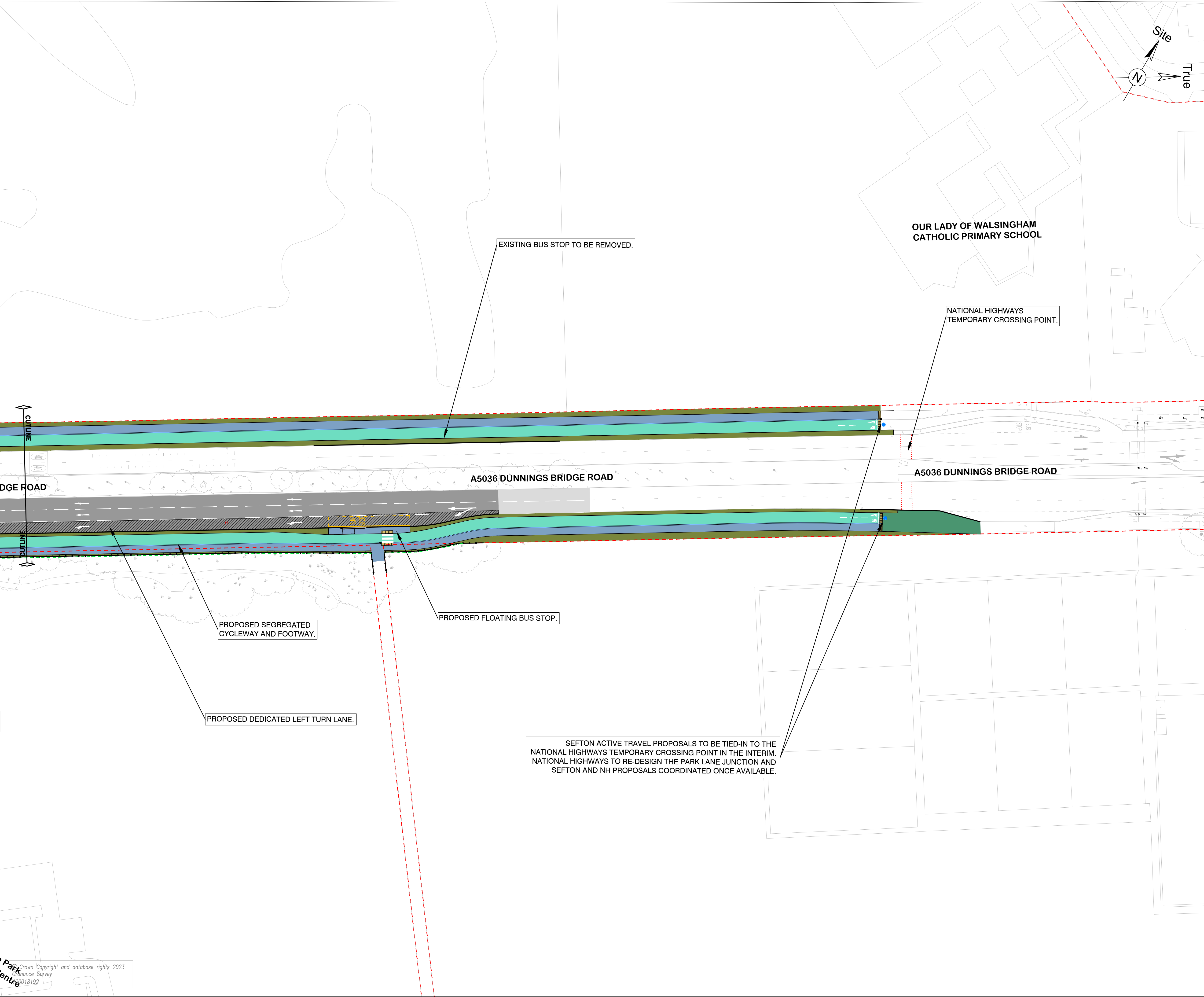
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P02	LCA AMENDMENTS	12/05/23	DS	CC
P01	FOR CONSULTATION	16/02/23	DS	CC
Rev	Description	Date	Drawn	Approved

Sefton Council

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Scheme			
MARITIME CORRIDOR ACTIVE TRAVEL DETAILED DESIGN			
Drawing Title			
DUNNINGS BRIDGE ROAD CYCLEWAY GENERAL ARRANGEMENT (Sheet 1 of 2)			
Directory			
Designed DS	Drawn DS	Checked CC	Date 15/02/23
Drawing No. MARIT/AT/DUNR/01		Rev P03	Scale 1:500



- LAND & BOUNDARY KEY:**
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 - PROPOSED HIGHWAY BOUNDARY
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 - SOFT LANDSCAPING
 - EXISTING CARRIAGEWAY

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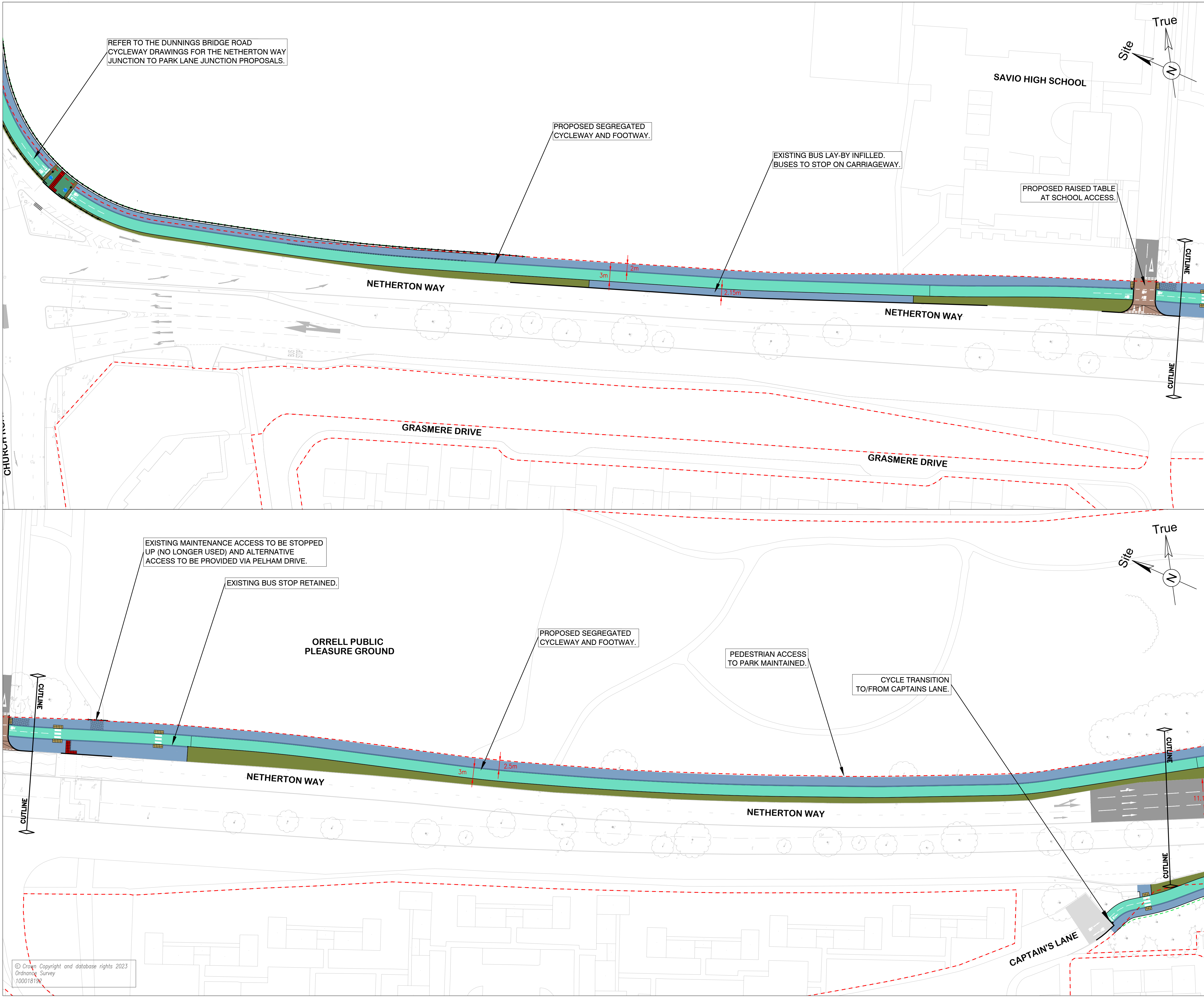
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MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

Drawing Title

DUNNINGS BRIDGE ROAD CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 2 of 2)

Directory			
Designed DS	Drawn DS	Checked CC	Date 15/02/23
Drawing No. MARIT/AT/DUNR/02		Rev P03	Scale 1:500



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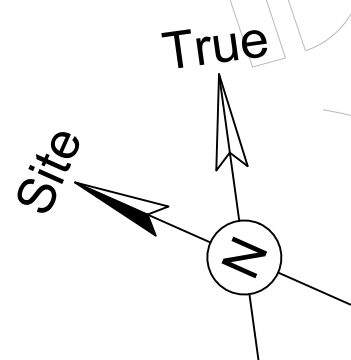
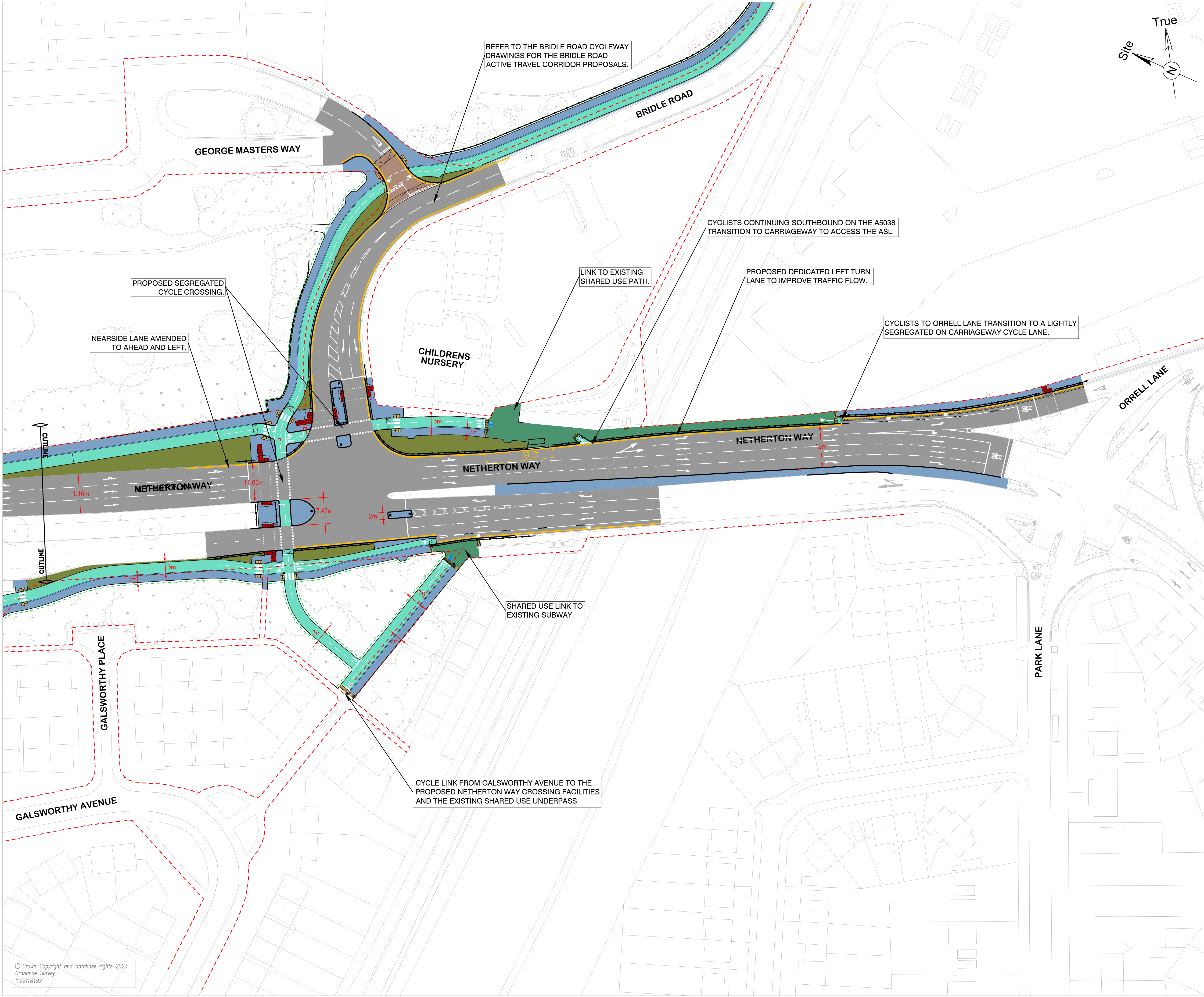
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MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

Drawing Title

NETHERTON WAY CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 1 of 2)

Directory	Designed DS	Drawn DS	Checked CC	Date 15/02/23
Drawing No.	MARIT/AT/NTHW/01	Rev P03	Scale 1:500	



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 - EXISTING CARRIAGEWAY

REFER TO THE BRIDLE ROAD CYCLEWAY DRAWINGS FOR THE BRIDLE ROAD ACTIVE TRAVEL CORRIDOR PROPOSALS.

CYCLISTS CONTINUING SOUTHBOUND ON THE A5038 TRANSITION TO CARRIAGEWAY TO ACCESS THE ASL.

LINK TO EXISTING SHARED USE PATH.

PROPOSED DEDICATED LEFT TURN LANE TO IMPROVE TRAFFIC FLOW.

CYCLISTS TO ORRELL LANE TRANSITION TO A LIGHTLY SEGREGATED ON CARRIAGEWAY CYCLE LANE.

PROPOSED SEGREGATED CYCLE CROSSING.

NEARSIDE LANE AMENDED TO AHEAD AND LEFT.

SHARED USE LINK TO EXISTING SUBWAY.

CYCLE LINK FROM GALSWORTHY AVENUE TO THE PROPOSED NETHERTON WAY CROSSING FACILITIES AND THE EXISTING SHARED USE UNDERPASS.

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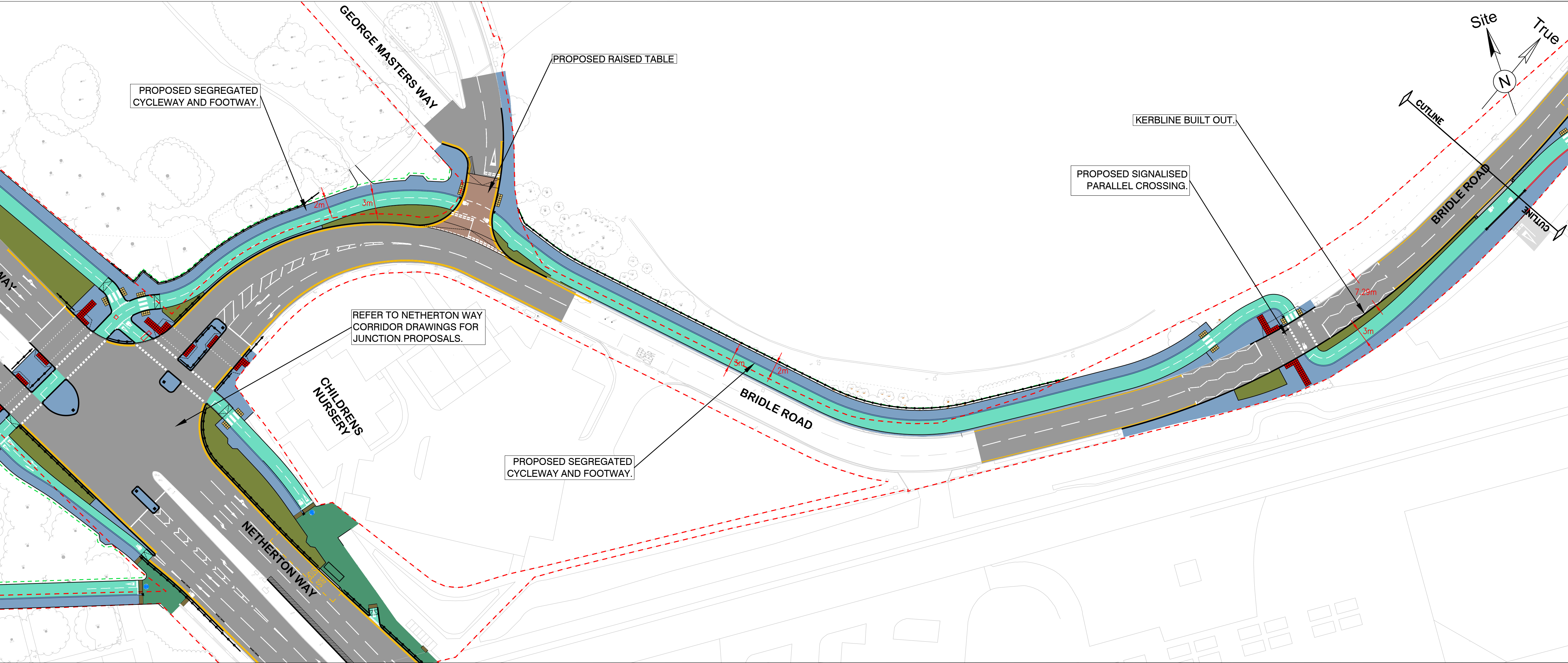
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MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

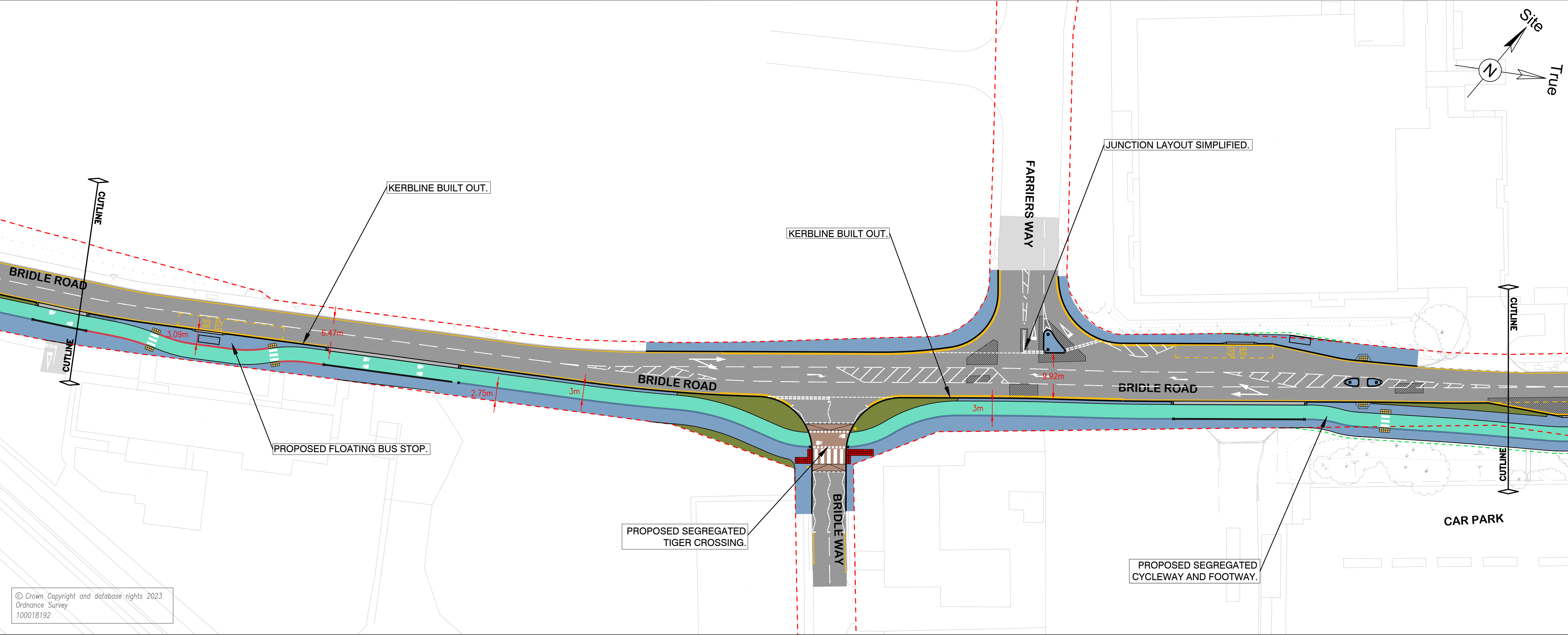
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NETHERTON WAY CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 2 of 2)

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Drawing No.	Rev	Scale		
MARIT/AT/NTHW/02	P03	1:500		



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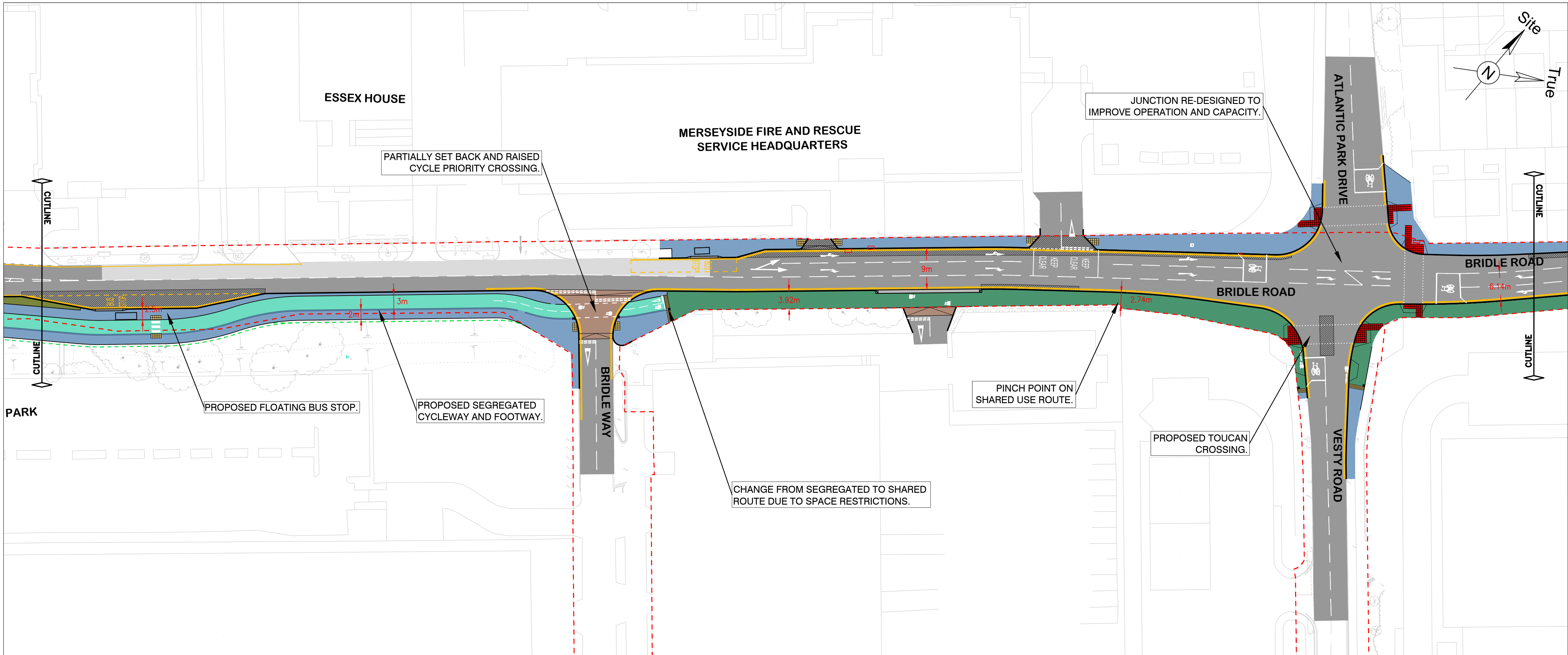
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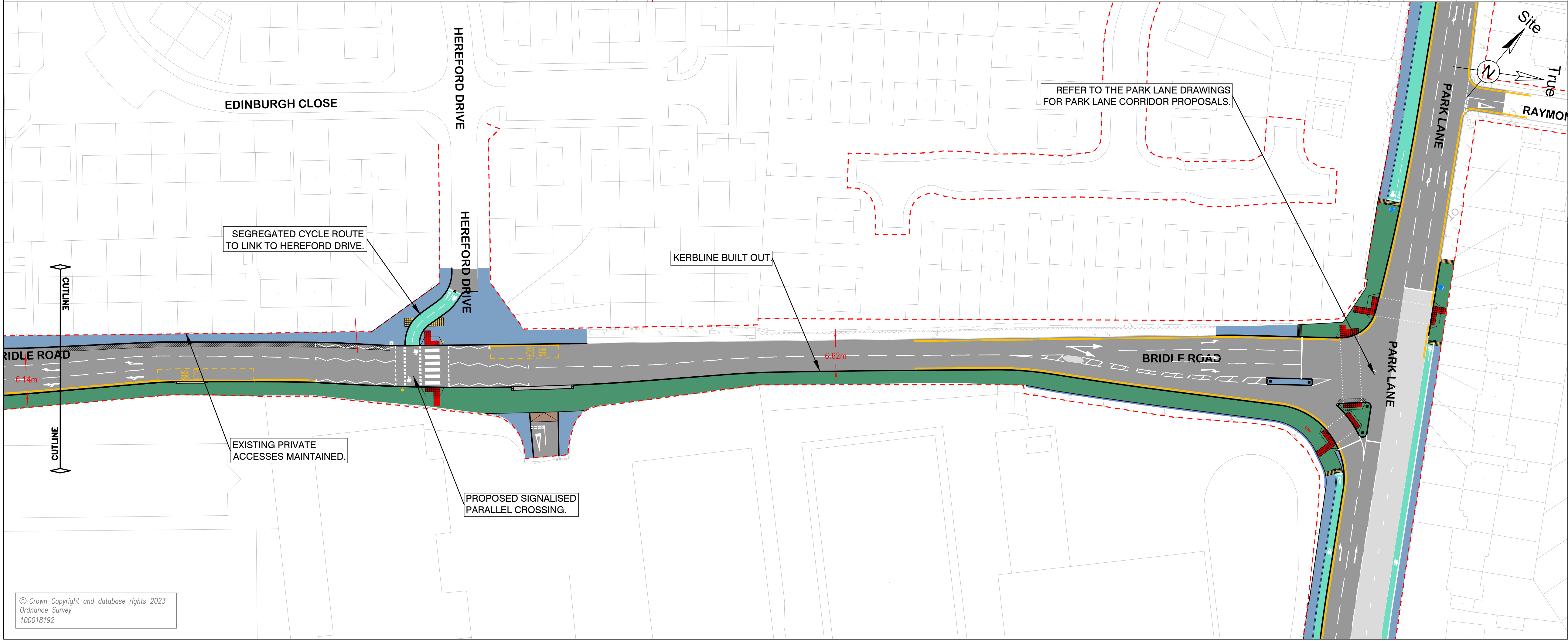
Drawing Title

BRIDLE ROAD CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 1 of 2)

Directory	Designed DS	Drawn DS	Checked CC	Date 15/02/23
Drawing No.	MARIT/AT/BRDW/01	Rev P03	Scale 1:500	



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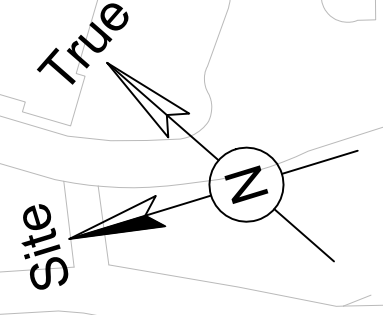
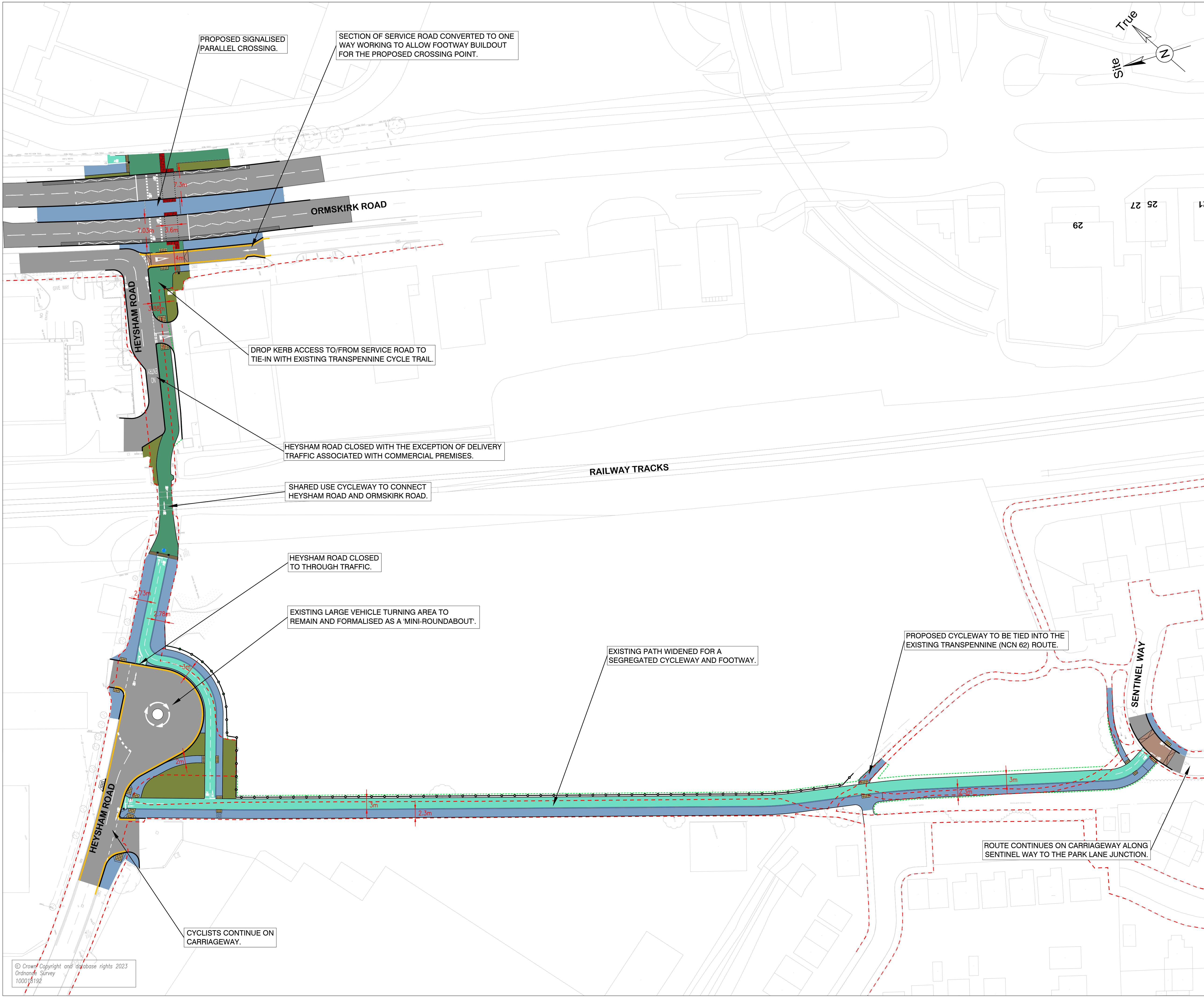
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MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

Drawing Title

BRIDLE ROAD CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 2 of 2)

Directory		Date	
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Drawing No. MARIT/AT/BRDW/02		Rev P03	Scale 1:500



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Scheme

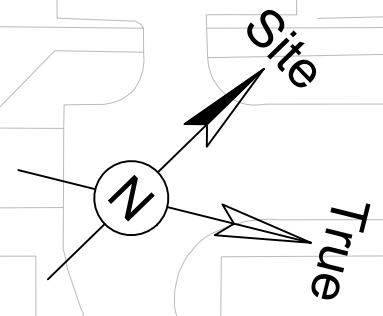
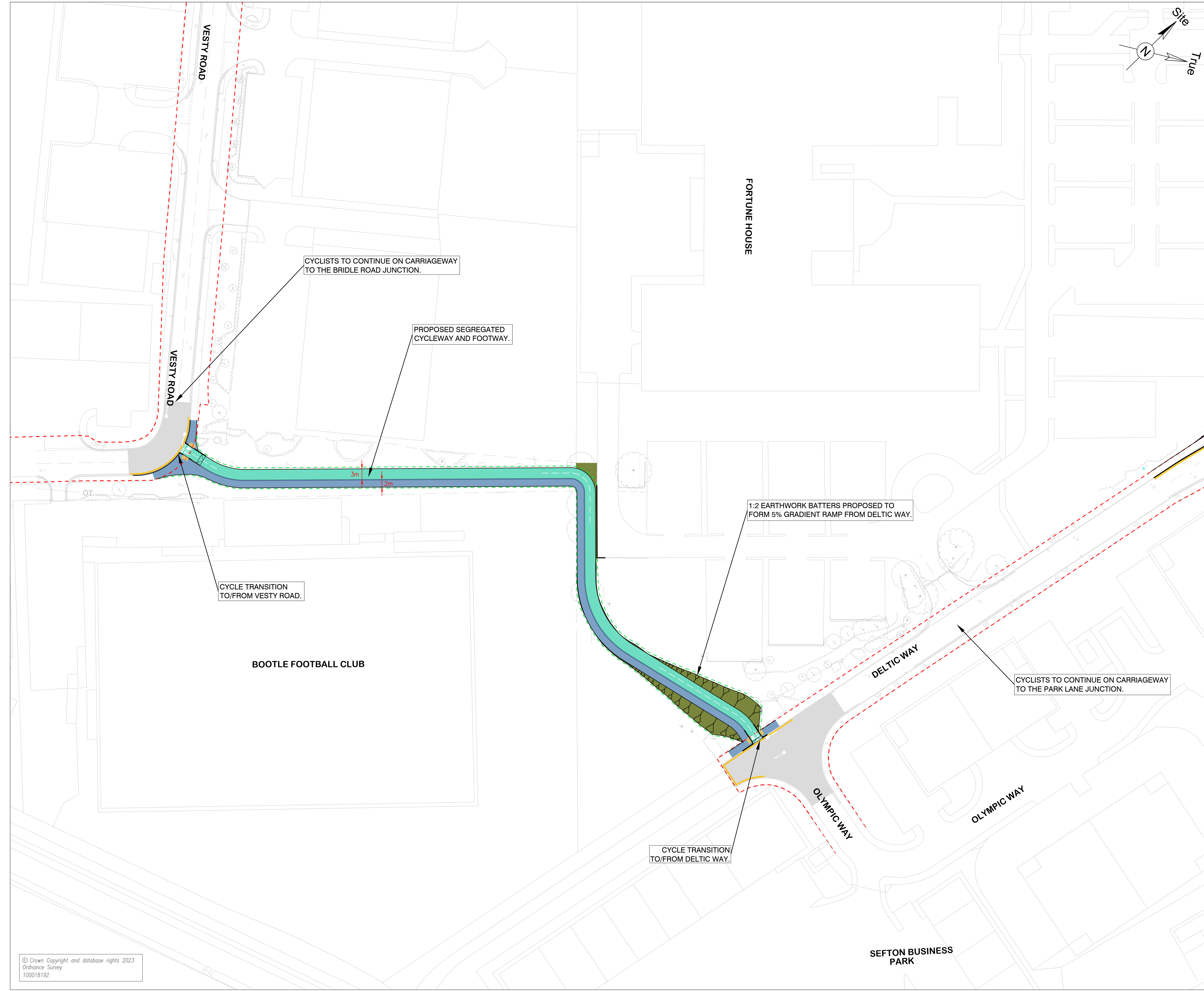
**MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN**

Drawing Title

**HEYSHAM ROAD CLOSURE AND SENTINEL
WAY TO ORMSKIRK ROAD CYCLE LINK
GENERAL ARRANGEMENT**

Designed	Drawn	Checked	Date
DS	DS	CC	15/02/23

Drawing No.	Rev	Scale
MARIT/AT/HEYS/01	P02	1:500



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 - NEW RAISED ENTRY TREATMENT
 - SOFT LANDSCAPING
 - EXISTING CARRIAGEWAY

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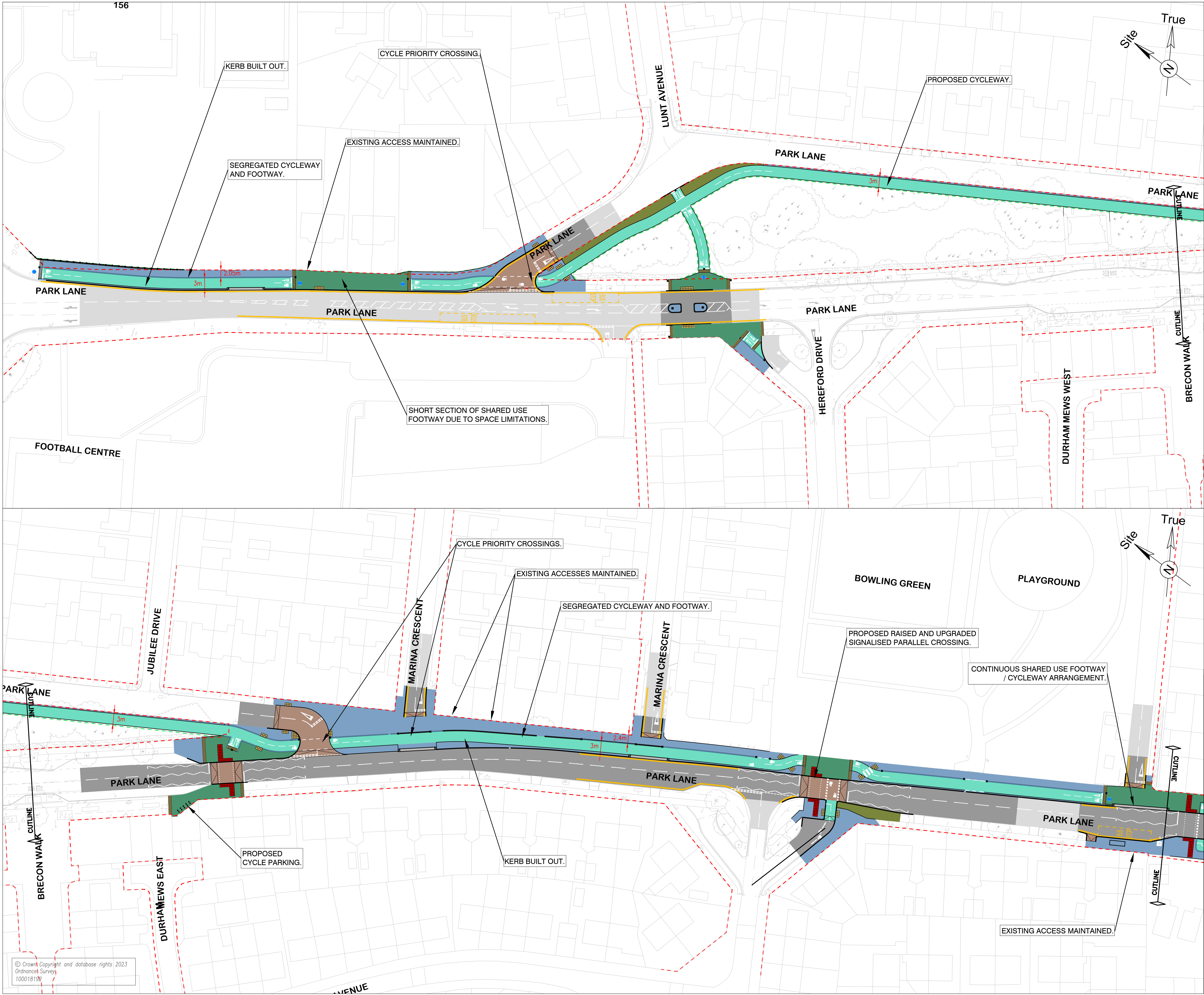
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MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

Drawing Title

VESTY ROAD CYCLE LINK
GENERAL ARRANGEMENT

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Drawing No.		Rev	Scale
MARIT/AT/VRCL/01		P02	1:500



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P02	SEFTON AMENDMENTS FOR CONSULTATION	04/07/23	DS	CC
P01		16/02/23	DS	CC
Rev	Description	Date	Drawn	Approved

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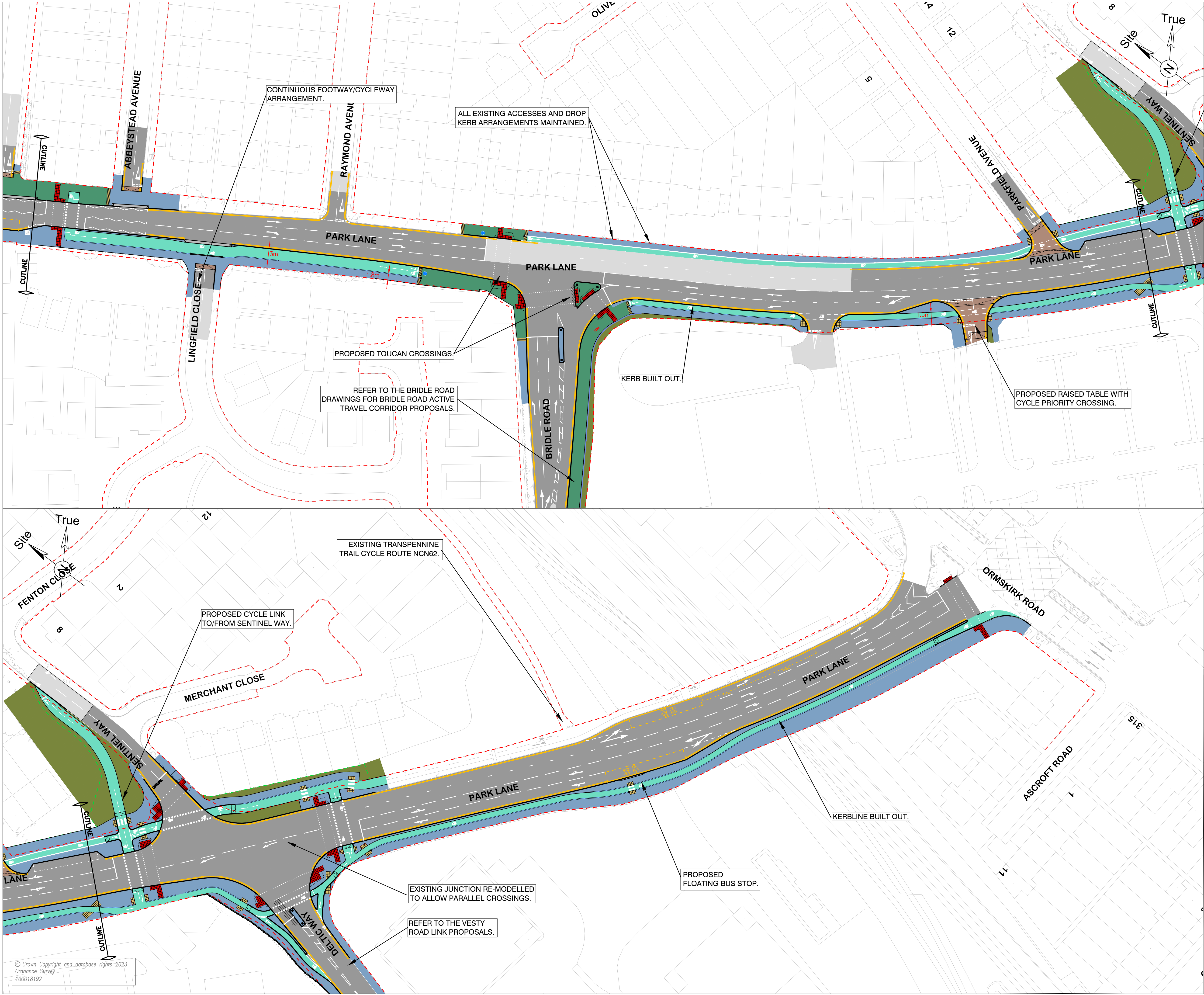
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MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

Drawing Title

PARK LANE CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 1 of 2)

Directory	Designed	Drawn	Checked	Date
	DS	DS	CC	15/02/23
Drawing No.	Rev	Scale		
MARIT/AT/PLAT/01	P02	1:500		



- LAND & BOUNDARY KEY:**
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 - NEW RAISED ENTRY TREATMENT
 - SOFT LANDSCAPING
 - EXISTING CARRIAGEWAY

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Scheme

MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

Drawing Title

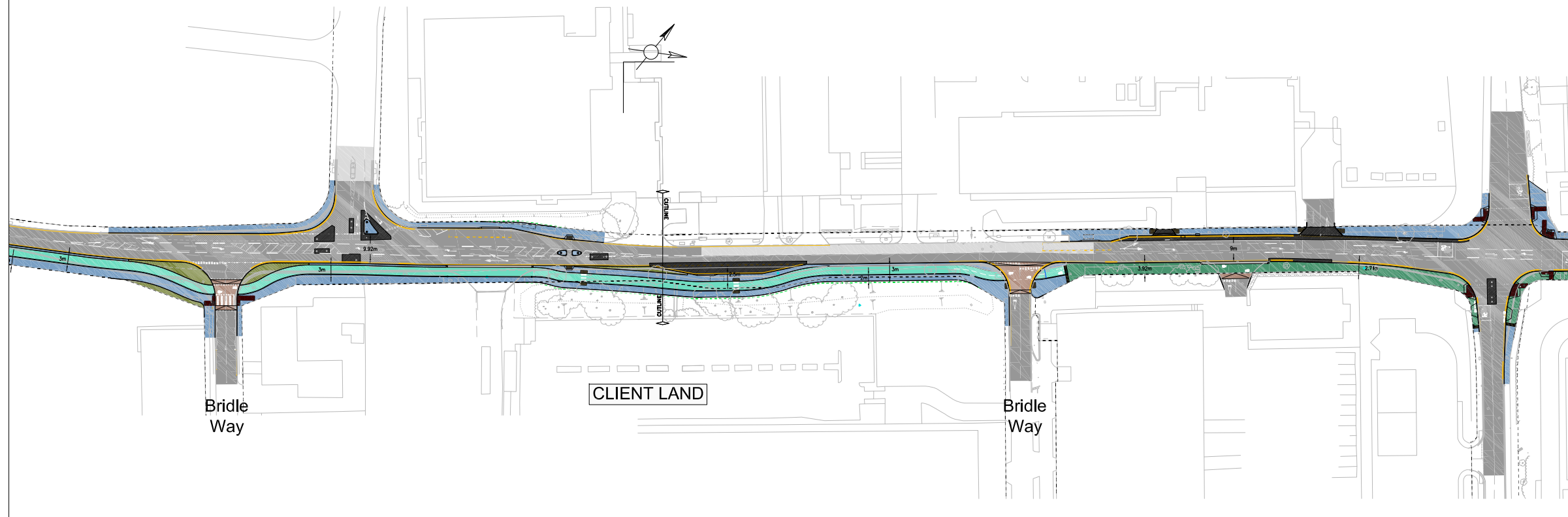
PARK LANE CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 2 of 2)

Directory	Designed	Drawn	Checked	Date
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Drawing No.	Rev	Scale		
MARIT/AT/PLAT/02	P02	1:500		

APPENDIX B

KEY

 PROPOSED SHARED PEDESTRIAN / CYCLEWAY

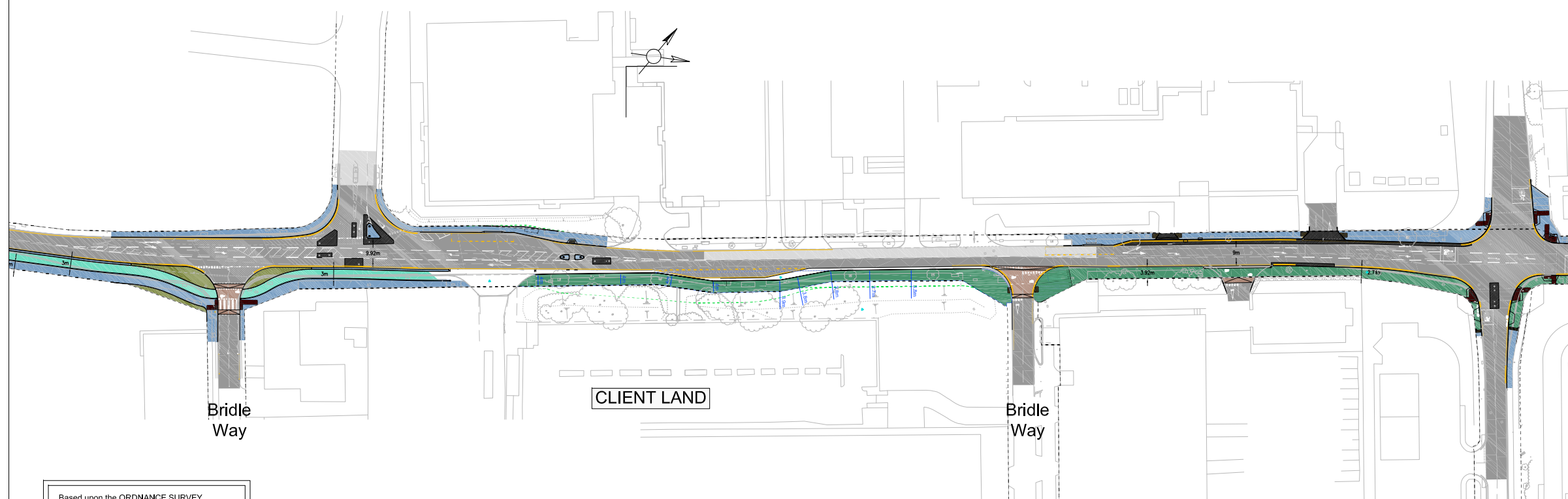


the Traffic, Transport
& Highway Consultancy

Offices at:

Manchester - St James' Building, Oxford Street, Manchester, M1
6EJ (Tel 0161 235 8600 - Fax 0161 235 8601)

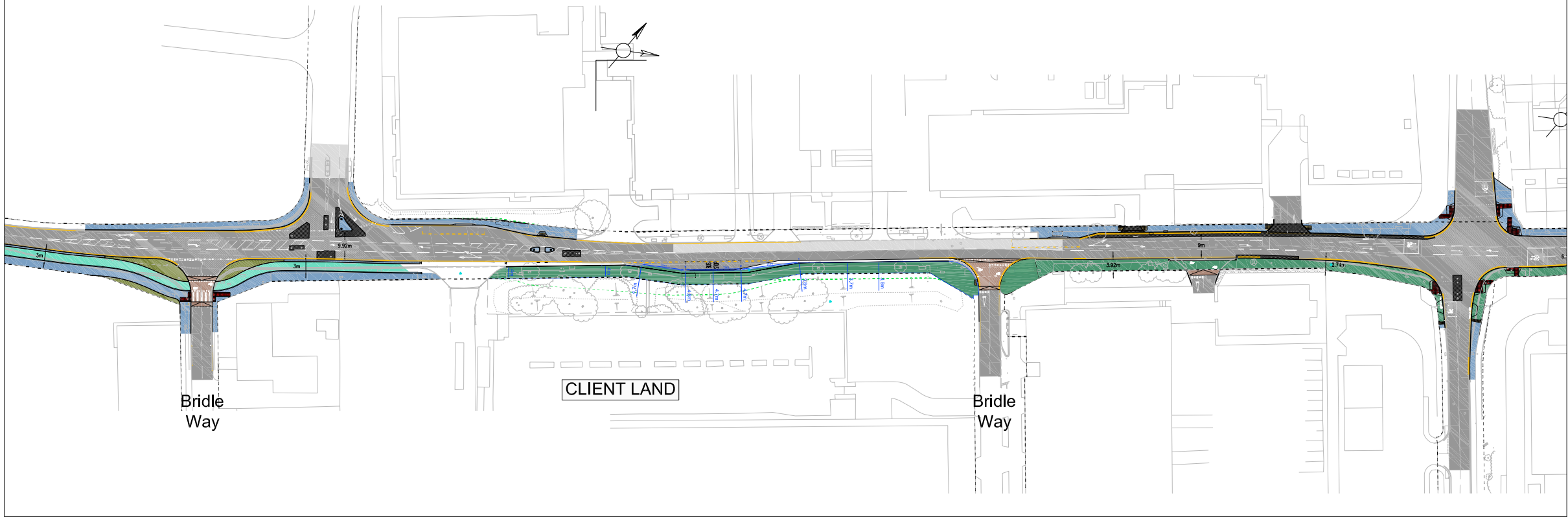
London - Mayfair Point, 34 South Molton Street, London, W1K 5RG
(Tel 0207 344 9700 - Fax 0207 409 7308)



Note: The drawing has been produced by extracting mapping from PDF plan MARIT/AT/BRDW/01 rev P03. Discrepancy could arise in scaling the pdf to AutoCAD, and therefore all measurements need to be confirmed.

PROJECT			
LAND SOUTH OF BIRDLE WAY (MARITIME CORRIDOR)			
DRAWING TITLE			
POTENTIAL ALTERNATIVE TO SEFTON COUNCIL GENERAL ARRANGEMENT			
CLIENT			
SCALE	PAPER SIZE	DATE	
NTS	A3	18.08.2025	
DRAWN BY	AUTHORISED BY	DRAWING NUMBER	
GB	MH	M25042-A-001	
OPTION 1			REVISION

POTENTIAL ALTERNATIVE GENERAL ARRANGEMENT PLAN WITH
EXISTING HIGHWAY BOUNDARY AND HALF LAYBY BUS STOP

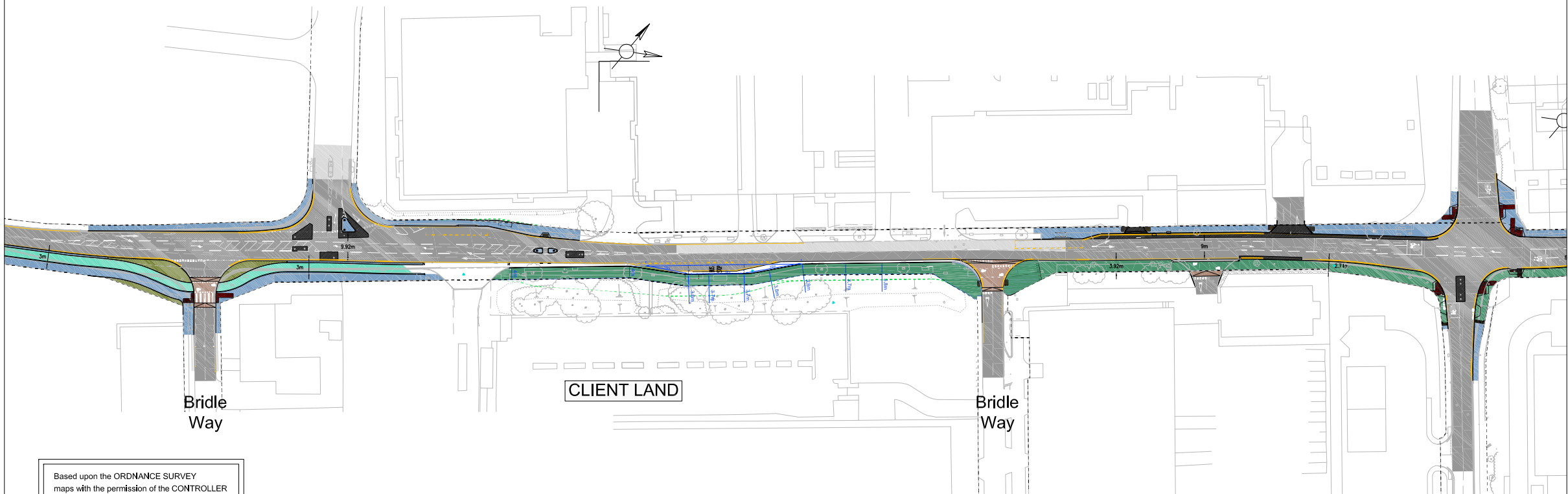


KEY



PROPOSED SHARED PEDESTRIAN
/ CYCLEWAY

POTENTIAL ALTERNATIVE GENERAL ARRANGEMENT PLAN WITH
EXISTING HIGHWAY BOUNDARY AND OFF CARRIAGEWAY BUS STOP



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PROJECT

LAND SOUTH OF BIRDLE WAY
(MARITIME CORRIDOR)

DRAWING TITLE

POTENTIAL ALTERNATIVE
TO SEFTON COUNCIL
GENERAL ARRANGEMENT

CLIENT

SCALE

NTS

PAPER SIZE

A3

DATE

18.08.2025

DRAWN BY

GB

AUTHORISED BY

MH

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REVISION

OPTION 2