

DATED

20th January 2026

Highways Act 1980

Acquisition of Land Act 1981

Sefton Metropolitan Borough Council (Maritime Corridor) 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 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.
- 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 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
- 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

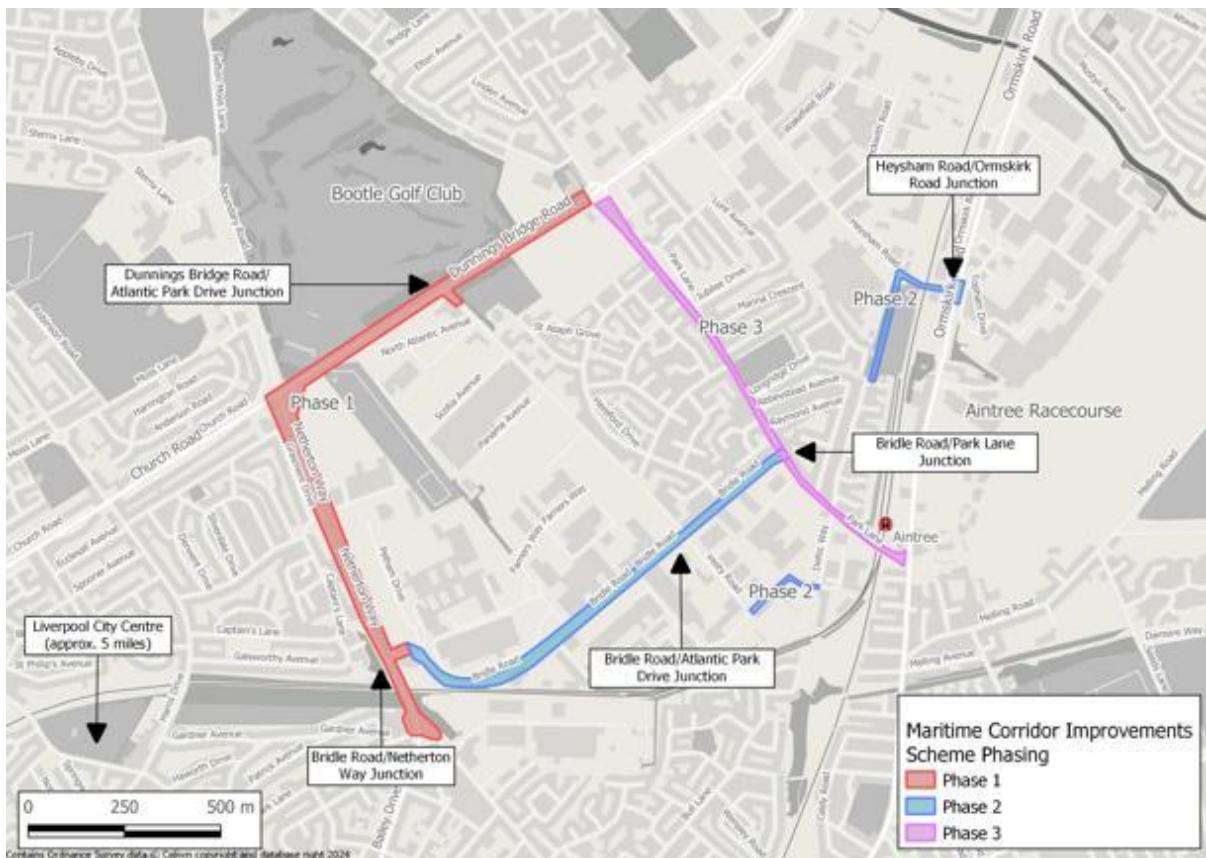


Figure 2.1 – Maritime Corridor Scheme Phasing

2.5 The Sefton Metropolitan Borough Council (Maritime Corridor) Compulsory Purchase Order 2025 (“the CPO”) concentrates solely on land required to deliver Phase 2.

Bridle Road

2.6 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.

2.7 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 as shown in Figure 2.2:

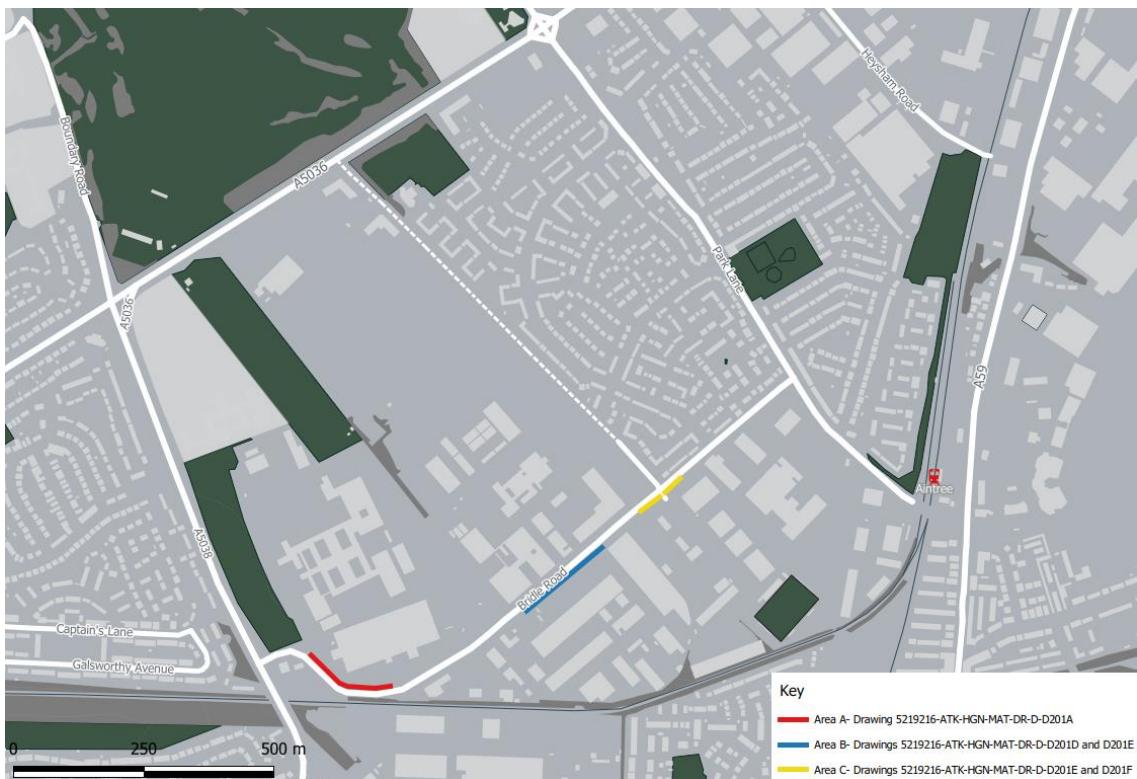


Figure 2.2- Areas of Land Acquisition Required on Bridle Road

Vesty Road to Deltic Way

2.8 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.

2.9 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.

Sentinel Way to Heysham Road

2.10 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.

2.11 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 as shown in Figure 2.3:



Figure 2.3 – Areas of Land Acquisition Required between Sentinel Way and Heysham Road

Land

2.12 The scheme requires targeted land acquisition to widen parts of Bridle Road, Heysham Road, Park Lane and the footway and cycleway between Sentinel Way and Heysham Road, as well as to create a new route between Vesty Road and Deltic Way. Most land sits within existing highway boundaries, with only specific additional areas needed. During preliminary and detailed design, alternatives to compulsory purchase were explored, and modelling, alignment design, infrastructure layout and maintenance access needs were assessed to confirm essential land requirements. The design follows LTN 1/20, necessitating localised widening to meet national standards. Overall, the CPO seeks only the minimum land required.

3 Delivery and Scheme Timescales

- 3.1 The Maritime Corridor Scheme is funded through the City Region Sustainable Transport Settlement (CRSTS), administered by the Liverpool City Region Combined Authority (LCRCA). Its development and delivery follow the LCRCA Gateway Assurance Process, a structured governance framework ensuring that transport projects progress consistently, manage risks appropriately, and comply with CRSTS objectives before advancing through each stage.
- 3.2 Work on the scheme began in 2018 after identifying the need for a coordinated package of interventions to improve access within the Maritime Corridor area—supporting freight movements to the Port of Liverpool and enhancing connectivity to key employment locations bounded by Dunnings Bridge Road, Netherton Way, Bridle Road and the A59. An Outline Business Case was prepared by Atkins in 2020.
- 3.3 Following the Department for Transport's *Gear Change* strategy and the publication of LTN 1/20, the scheme was expanded to incorporate significant active travel enhancements. Atkins subsequently led preliminary design work, with public consultation taking place in 2021 and again in 2023. The latter included targeted engagement with affected landowners alongside wider public consultation. Completion of preliminary design enabled Atkins to develop the Full Business Case in 2024.
- 3.4 As part of early delivery planning, Balfour Beatty conducted a feasibility study in August 2023 covering all three phases, providing delivery advice and cost estimation. They were later procured to deliver Phase 1 and subsequently appointed to provide Pre-Construction Services for Phase 2 in September 2025, working with designers to refine buildability and programme considerations.
- 3.5 Subject to the outcome of the Public Inquiry, Balfour Beatty will begin procurement for construction in 2026. The full scheme is expected to be completed in 2027, followed by a three-year monitoring period to assess performance against objectives. To meet CRSTS funding requirements, confirmation of necessary land powers is needed in 2026, ensuring no delay to construction despite the Council already owning most of the land.

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.