

A5036

Port of Liverpool Access Scheme

Public consultation



A5036 Port of Liverpool Access Scheme Public Consultation

The scheme

In December 2014 Highways England was asked by the government, as part of the Road Investment Strategy, to look at ways to improve road access to the Port of Liverpool.

The Port of Liverpool makes a significant contribution to the regional economy and is an important source of employment for the local community.

The port is already the busiest in the North West and with the recently opened deep-water container berth, Liverpool2, it is set to become even busier.

This is great news for jobs and the regional economy but this growth depends on freight being able to access the port. The A5036 is the main road linking the port to the motorway network. This road is already congested and has a poor safety record; this situation is forecast to worsen as the area is developed.

This road-based solution is part of a much wider set of proposals across Merseyside and the North West. The Liverpool City Region Combined Authority is working with a range of partners to deliver transport measures that will improve port access and increase capacity by rail, road and water. More information is available on their website:

www.liverpoollep.org/core-sectors/superport/access-to-the-port-of-liverpool/

Your input means a lot to us

The improvement options presented in this booklet have been developed following a feasibility study completed in 2014 and following the public awareness exhibitions in February 2016. Nearly 450 people attended the events and provided a range of comments that were considered when we were shortlisting the options.

We're now launching the public consultation on the shortlisted options. We'd like to hear your views on the options, as well as views from local government and businesses. The consultation will help us further refine options and select the best performing option to take forward to the next stage of design.

This is your opportunity to tell us what you think of the proposals, what works, what concerns you may have, and give us any local or specialist knowledge that may help us to improve the options.

Details of how to respond are at the back of this booklet.

The consultation will run for 6 weeks, starting Monday 16 January 2017 and closing Monday 27 February 2017.

Option A

Upgrading the existing A5036 road with junction improvements

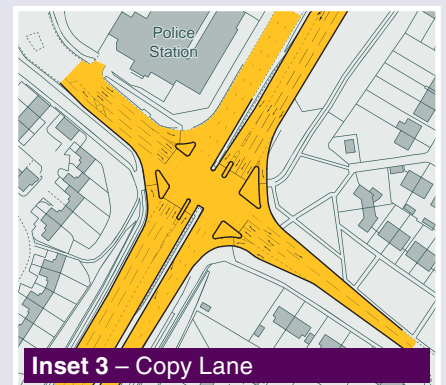
The original Option A proposal outlined in the feasibility study was to upgrade the existing A5036 by providing 4 grade-separated junctions at Hawthorne Road, Netherton Way, Park Lane and Copy Lane. This would mean that the A5036 would either pass over a junction on a flyover or below a junction in an underpass. Our assessment of this option concluded that this had considerable impact on local residents, with the potential for significant compulsory purchase of houses and the potential for significant disturbance during the construction phase, and so was discounted. Subsequently we developed a further option for improving the existing A5036 which proposes junction improvements at Hawthorne Road, Netherton Way and Copy Lane.

The key elements detailed below can be seen on the map on the following page.

Key elements	Details
Copy Lane	Localised widening on the approaches to the junction enabling three lanes in each direction on the A5036. All of the work can be done within the current highway boundary.
Hawthorne Road	Localised widening on the approaches to the junction enabling three lanes in each direction on the A5036. This work can be done within the current highway boundary. A small area of land is required to the south east of the junction at Hawthorne Road to allow for the footpath.
Netherton Way	A new signalised roundabout junction will be constructed. This will include three straight through lanes, in each direction, for the A5036 (similar in lay out to the recently completed roundabout at Princess Way although this has only two through lanes in one direction). The approaches to this roundabout from Netherton Way will need to be realigned requiring some land from the Savio Salesian College and Bootle Golf Club. This realignment is in order to avoid impacting on nearby homes.
Park Lane and Kirkstone Road	Changes to the signal timings at these two junctions.
Pedestrian and cycle facilities	There will be improvements along the route for pedestrians and cyclists.

Option A

Upgrading the existing A5036 road with junction improvements



Larger versions of these diagrams are available online at: www.highways.gov.uk/roads/road-projects/a5036-port-of-liverpool-access

Option B

A new dual carriageway bypass through the Rimrose Valley

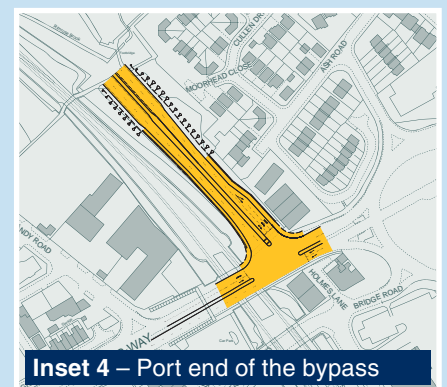
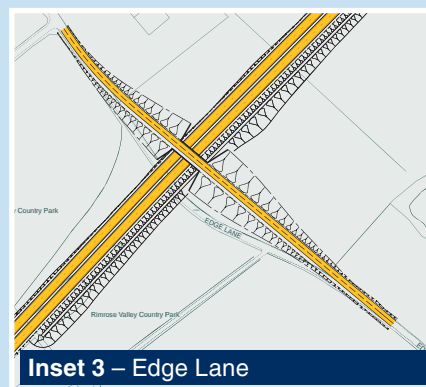
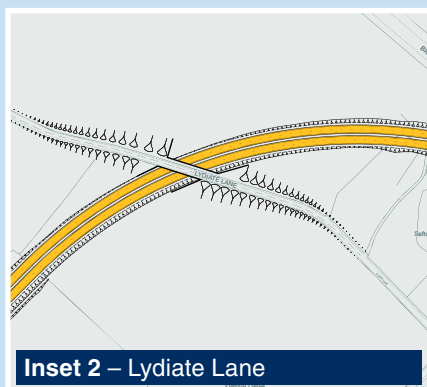
This option involves providing a new dual carriageway bypass of the existing A5036 between Switch Island and Princess Way through the Rimrose Valley avoiding the congested junctions along the current route.

The key elements detailed below can be seen on the map on the following page.

Key elements	Details
Broom's Cross Road Section	The bypass will use Broom's Cross Road between Switch Island and the junction with Brickwall Lane; this section of road will be upgraded to a dual carriageway.
Connecting bypass to Broom's Cross Road	A new signalised roundabout junction at Broom's Cross Road and Brickwall Lane will be constructed to allow the bypass to sweep southwards towards Rimrose Valley passing through the western side of Buckley Hill playing fields.
Rimrose Valley	The bypass will continue south passing the back of the Play Football complex before it enters the Rimrose Valley. Running through the centre of Rimrose Valley, the bypass curves to the south east through Brook Vale Nature Reserve before meeting the existing A5036 at the current pedestrian access to the Valley between Ash Road and the railway line.
Lydiat Lane and Edge Lane	Lydiat Lane and Edge Lane will be diverted onto new bridges over the bypass.
Port end of the bypass	A new signalised junction will be constructed at this junction with the Princess Way. Only vehicles approaching from the southwest will be able to turn onto the bypass.
Pedestrian and cycle facilities	The bypass would result in fewer footpaths across the Valley. To reduce the impact of this, we would provide a number of cycle/pedestrian bridges. Surveys are ongoing to establish usage within the Valley and these will inform our plans.

Option B

A new dual carriageway bypass through the Rimrose Valley



Larger versions of these diagrams are available online at: www.highways.gov.uk/roads/road-projects/a5036-port-of-liverpool-access

Benefits and effects of the proposed options

In assessing the benefits and effects of proposed options, we look at a variety of features including those listed below. As this consultation is taking place at an early stage in the overall project, this

information is still being developed as we carry out more surveys and assessments. It is worth noting that environmental impacts are assessed based on national guidance.

Feature	Option A	Option B
<p>Journey times and traffic congestion</p>	<p>The junction improvements on the existing A5036 will reduce congestion; however it does not provide the same level of journey time savings as the bypass. This will remain a busy road with increased port traffic.</p>	<p>The bypass will significantly reduce traffic on the existing road and will improve journey times on both the current A5036 and the bypass. The roundabout at Broom's Cross Road will also help to reduce traffic on the local road network.</p>
<p>Air Quality Air quality monitoring data and our scheme specific traffic model have been used to develop an Air Quality model which captures current air quality data and forecasts potential changes resulting from our scheme, at key locations known as 'sensitive receptors' (such as houses and schools).</p>	<p>There would be no significant impact on air quality.</p>	<p>Encouraging traffic to use the new bypass would improve the air quality for residents along the current A5036 but residents living adjacent to the Rimrose Valley and in the vicinity of the port would experience poorer air quality.</p>
<p>Noise We've completed our noise surveys of the existing route and developed a noise model to forecast potential noise level changes at sensitive receptors.</p>	<p>Option A is unlikely to result in any increase in traffic noise due to the changes in traffic flow and types of vehicles using the existing route.</p>	<p>Option B would reduce traffic noise along the existing A5036 route but would introduce noise within the relatively quiet Rimrose Valley. To help reduce this, we are proposing a number of measures either side of the bypass including noise and landscape barriers.</p>
<p>Cultural Heritage We've looked at the potential impacts on cultural heritage within the vicinity of the scheme taking into account possible physical and settings impacts on historic buildings, archaeological remains or landscape.</p>	<p>There would be a minor visual and noise impact as a result of Option A on the Grade II listed Church of St Phillip near Hawthorne Road as a result of increased traffic.</p>	<p>As a result of Option B there would be some visual and noise impact on the settings of Sefton Conservation Area and five Grade II listed buildings within the Rimrose Valley but these would be screened to reduce the impacts.</p>

Feature	Option A	Option B
<p>Landscape Using our landscape and visual field surveys, which were completed during summer and winter months, we have produced a detailed assessment of the landscape and visual impact on both options.</p>	<p>Option A would result in some loss to existing roadside planting, mainly around Netherton Way but there would be opportunities to replace and enhance planting designs.</p>	<p>Option B will result in loss to existing planting, particularly where Lydiate Lane and Edge Lane will be diverted over the bypass via bridges. This includes the loss of wetland, woodland and grassland; however, this will be reduced by providing regular pedestrian overbridges, areas of planting and embankments on either side of the new road.</p>
<p>Nature Conservation We've undertaken ecological surveys to support our assessment of the ecological impacts of both the options and to inform our decisions on what steps we can take to reduce the impact of the scheme.</p>	<p>Our surveys have shown that common species of birds use the area for breeding; and bats forage around the golf course and trees lining the existing route.</p>	<p>Similar results to Option A. Areas along the eastern end of Option B may be used as terrestrial habitats for great crested newts; and bats forage locally. There was no evidence of water voles or otters.</p>
<p>Road drainage and the water environment</p>	<p>Option A would have little impact on the water environment. The new roundabout would increase surface water run-off but this will be accommodated by the local sewers.</p>	<p>Option B travels through the catchment of Rimrose Valley Brook; by using ponds to treat and restrict water run-off, the effects on the brook is likely to be minimal.</p>
<p>Contaminated Land Our assessments confirm that there are a number of potential sources of contamination along both options which might have resulted in contamination of soils/groundwater and generation of refuge ground gas.</p>	<p>Option A follows the existing road that lies adjacent to a variety of historical and current contamination sources – these are likely to be relatively localised and may not extend beneath the current carriageway.</p>	<p>Option B passes through a historical landfill site (Whabb's Tip) and a scrap yard, both of which have a high potential for contamination to be present.</p>
<p>Road Safety</p>	<p>The road will be designed to meet required safety standards.</p>	<p>The road will be designed to meet required safety standards. Option B will offer significant safety advantages because there will be fewer junctions reducing potential conflicts between road users and pedestrian access will be restricted.</p>

Feature	Option A	Option B
Construction duration and impacts	<p>Up to 18 months</p> <p>This option will have the greatest impact on residents and road users during construction as all work will take place on the current route. We will work with contractors and communities to agree working practices that minimise noise, vibration and dust disruption from construction.</p>	<p>Up to 30 months</p> <p>This option will have the least impact on residents who live on the current A5036 and road users during construction as most of the work takes place away from the current route. However, residents living in close proximity to the Rimrose Valley and users of the Valley will be impacted during the works. We will work with contractors and communities to agree working practices that minimise night working, and noise, vibration and dust disruption from construction.</p>
Pedestrians, cyclists and walkers	<p>We propose to make improvements along the route for pedestrians and cyclists. We will look to provide a continuous cycle route between Hawthorne Road and Switch Island where space permits.</p>	<p>Option B, and the resulting reduction in traffic along the current A5036 would itself bring improvements to pedestrians and cyclists. Within the Rimrose Valley where the bypass splits an existing footpath we would be looking to build foot/cycles bridges. Surveys are ongoing and this will inform the plans.</p>
Land Take	<p>For Option A most work can be done within the current highway boundary although it will need an area of school playing fields and part of Bootle Golf Club – through negotiation with the School and the Local Authority we would look to minimise this loss.</p> <p>Total land required is approximately 4,000 square metres.</p>	<p>Option B will require land through the centre of Rimrose Valley, a local nature reserve and some sports pitches resulting in environmental impacts and the loss of public open spaces. We are currently discussing this with the Local Authority to identify and agree suitable replacement land and explore steps we can take to reduce the ecological and environmental impacts.</p> <p>Total land required is approximately 33,000 square metres.</p>
Current cost estimate	£16m – £41m	£187m – £294m

Progress so far

We've been working hard to complete our economic and environmental assessments. We've used our findings to develop the options that we're sharing with you. There is more detail below:

Design

We have developed initial designs for both options. These designs were reviewed following the public awareness exhibitions in February to incorporate appropriate changes from the comments received. In February the Option A proposal was to upgrade the existing A5036 by providing 4 grade-separated junctions. As this had considerable impact on local residents with the potential for significant compulsory purchase of houses and significant disturbance during the construction phase, this option was discounted. We have subsequently developed a further option for improving the existing A5036 which proposes localised widening at Copy Lane and Hawthorne Road junctions and a new signalised roundabout at Netherton Way. More information about discounted options is available on our website or at the public exhibition events.

Traffic

To ensure that our traffic information for the local area was accurate we carried out a series of traffic surveys in October 2015. Most of the data was collected without impacting on journeys through the use of automated number plate recognition surveys and traffic counts. We also carried out a number of roadside survey interviews where drivers were stopped and asked a number of travel related questions. These were organised with Merseyside Police who assisted us in making sure any delays were kept to a minimum. This data was used to develop a comprehensive traffic model.

Ground conditions

The cost of any highway construction is significantly influenced by ground conditions. A ground investigation survey was carried out in Autumn 2015 to allow a better evaluation of likely project costs. You may have seen our contractors digging trial holes with drilling rigs in the Rimrose Valley.

Communication with local government and local communities

We have been working with Sefton Council to develop the plans for improving the access to the Port of Liverpool, in order to try and align our proposals with the development aspirations of the region.

As our work and thoughts have developed we have issued a number of newsletters designed to keep local people updated as the scheme progressed. We also held a series of 'meet the team' events to discuss the work we had done and how and when decisions would be made.

Environment

During the summer months you may have seen our contractors carrying out a number of surveys. The information that we collated forms part of our environment assessment.

Surveys for Option A included a basic bat activity survey; a bat survey of the structures that are crossed by the road (such as the canal bridges); a great crested newt survey of the ponds within the golf course; breeding bird surveys; and an otter and water vole survey of the canal.

Surveys for Option B included bat activity surveys, a bat presence/absence survey of the trees, great crested newt survey of the ponds within Rimrose Valley, a full breeding bird survey, a reptile survey and an otter and water vole survey. Some of these surveys will continue into 2017.

Our surveys showed that common species of birds use the area for breeding; there are great crested newt breeding ponds in the wider area. Areas along the eastern end of the bypass option may be used as terrestrial habitats for great crested newts; and bats forage locally. There was no evidence of water voles or otters.

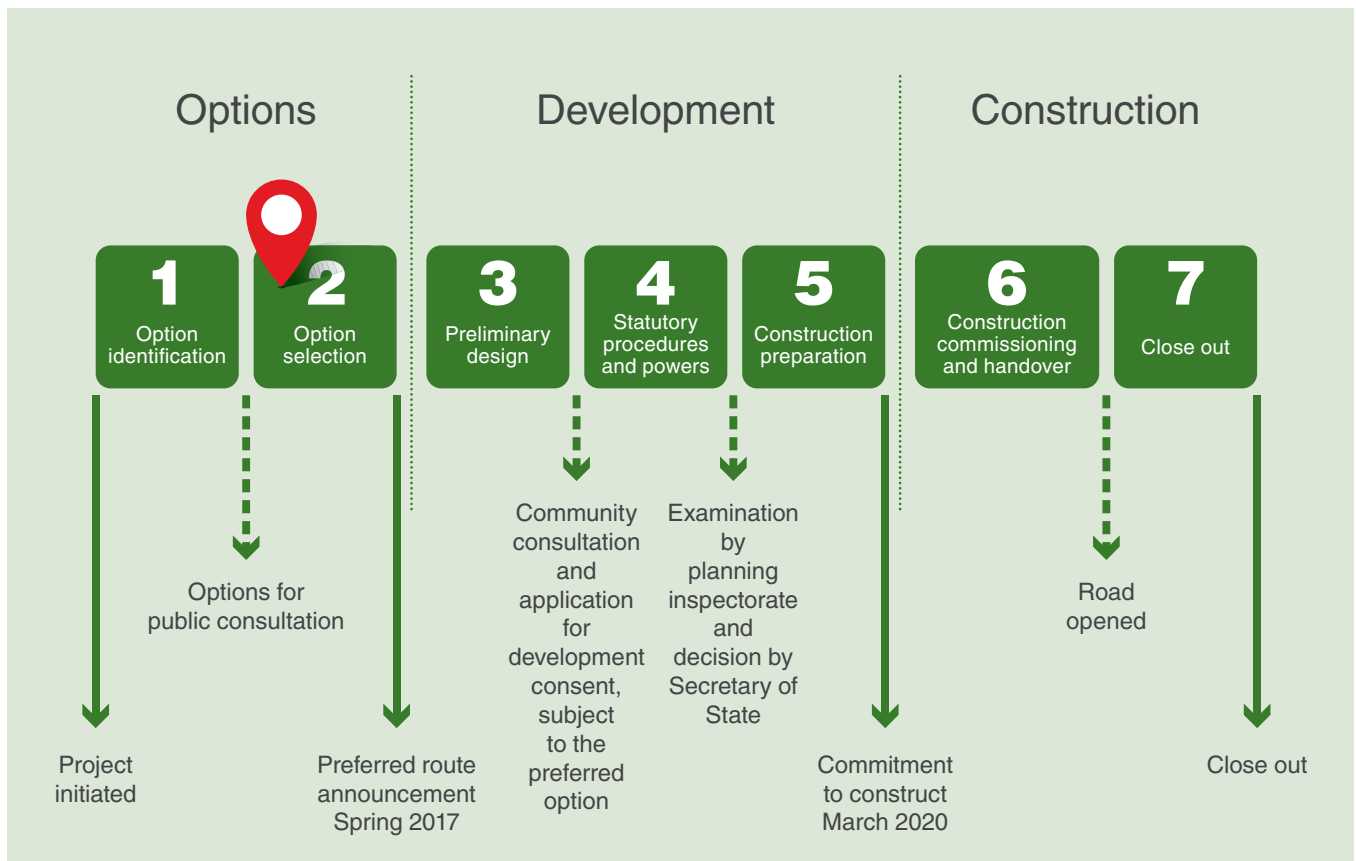
Next steps

Once the consultation has closed on 27 February 2017, all responses will be analysed and compiled into a consultation report summarising the feedback received. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work.

We will then announce the preferred route option for the A5036 Port of Liverpool Access scheme in spring 2017.

Our preferred route will be taken through to the next stage of design development. This is when more detail is developed on the highway structures and overall design, it is also when the next stages of environmental assessments are completed and we look at steps we can take to reduce any negative environmental impacts.

What happens next is dependent upon the option selected. For Option A, given that most of the work will be carried out within the existing carriageway with only a small amount of additional land required, it will most likely be progressed via the Highways Act 1980. For Option B, we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate. The process for this is explained in the table below.



How to respond

Please respond using one of the following channels by **27 February 2017**

- A hard copy questionnaire can be found with this document, or you can download it at www.highways.gov.uk/roads/road-projects/a5036-port-of-liverpool-access and return using the freepost provided.
- **Email:** you can email your response to A5036portofliverpool@highwaysengland.co.uk
- **Post:** you can write to us at **FREEPOST A5036 Highways England**
- **Online:** Complete the questionnaire online at www.highways.gov.uk/roads/road-projects/a5036-port-of-liverpool-access

If a response is sent to any address other than the ones set out above, we cannot accept responsibility for ensuring that it will be considered as part of the consultation process.

Public exhibitions

We're holding public exhibitions to provide information about the scheme and answer any of your questions:

- Tuesday 24 January 2017 – 11am to 5 pm
The Park Hotel, Dunning's Bridge Road, Netherton, L30 6YN
- Friday 27 January 2017 – 2pm to 8pm
St Faith's Church Hall, Milton Road, Waterloo, L22 4RF
- Monday 30 January 2017 – 10am to 5pm
PlayFootball, Drummond Road, Crosby, L23 9YP
- Wednesday 1 February 2017 – 3pm to 8pm
Litherland Royal British Legion, Orrell Road, Litherland, L21 8NU
- Saturday 4 February 2017 – 11 am to 5pm
SING Plus Centre, Cambridge Road, Seaforth, L21 1EX

You will also find copies of this brochure and questionnaire at the following locations from 16 January 2017:

- **Maghull Library** – Hall Lane, Maghull, L31 7BB
- **Bootle Library** – Stanley Road, Bootle, L20 3EN
- **Netherton Library** – Glovers Lane, Netherton, L30 3TL
- **Crosby Library** – Crosby Road North, Crosby, L22 0LQ

For more information please visit our website where you can also sign up for email alerts whenever the webpage is updated.

If you have any queries about this improvement scheme please contact the project team directly by calling **0300 470 6105** or emailing A5036PortofLiverpool@highwaysengland.co.uk