

A5036

Port of Liverpool access

Report on the
public consultation

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EXECUTIVE SUMMARY

General

The plans to improve road access to the Port of Liverpool were published in the government's Road Investment Strategy in 2014. The A5036 from Switch Island to the Port of Liverpool is considered to be a strategically important route as it connects a port to the motorway network.

As part of the scheme development, we held a consultation exercise to:

- Raise awareness and understanding of the need and rationale for the proposed developments.
- Obtain feedback to enable the options to be refined and the selection of the best performing option to take forward to Preferred Route Announcement.

Scheme proposals

The scheme, as shown at consultation, presented two options:

Option A

Upgrading the existing A5036 road with junction improvements at Hawthorne Road, Netherton Way and Copy Lane. At the Hawthorne Road and Copy Lane junctions, additional capacity will be provided by widening the existing A5036 to allow three lanes through the junction in both directions. At the Netherton Way junction, additional capacity will be provided with the construction of a new signalised roundabout with through lanes for the A5036.

Option B

A new dual carriageway bypass through the Rimrose Valley connecting Princess Way to Broom's Cross Road. A new signalised roundabout will be provided at the junction between Broom's Cross Road, Brickwall Lane and the new bypass. Broom's Cross Road will be upgraded to dual carriageway from this point to the junction with Switch Island. Edge Lane and Lydiate Lane will be diverted onto new bridges over the new bypass.

This report sets out how we have carried out the public consultation, the responses received and examines responses to the issues raised.

Public consultation

The consultation period ran from 16 January 2017 to the 27 February. Five public exhibitions were held at The Park Hotel, Netherton (24 January 2017), St Faith's Church Hall, Waterloo (27 January 2017), PlayFootball, Crosby (30 January 2017), Litherland Royal British Legion, Litherland (1 February 2017) and SING Plus, Seaforth (4 February

2017). A supplementary exhibition was held at Sefton Parish Church, Sefton Village (9 February 2017).

The events were publicised through a combination of leaflet drops, formal letters, ‘wrap around’ adverts and press releases as well as through the scheme website, local community groups and large local employers. Consultation questionnaires were also placed in local libraries.

Overall consultation responses and results

The exhibitions were attended by 729 visitors. In total 2229 responses were received comprising 512 postal questionnaires, 1340 digital questionnaires and 377 emails and letters. 72% of questionnaires were received online via the schemes webpage.

Overall 44% of consultees preferred Option A, 31% of consultee’s preferred Option B, 9% rejected both options and 16% expressed no preference.

In addition we received 28 telephone calls via SCAR (Sefton Communities Against Roads) opposing Option B and a petition from residents of Church Road containing 779 signatures opposing Option A. These are noted but as they do not express support for either Option, they are not included in the figures above.

Conclusions and next steps

We held a consultation to seek views and ideas on our scheme proposals. The feedback received from the consultation will be used to inform part of the selection process for the preferred option. A formal announcement of which will be made in September 2017.

Engagement with consultees and stakeholders will continue, as appropriate, throughout the development of the scheme.

1 INTRODUCTION

1.1 Purpose and structure of the consultation report

1.1.1 The purpose of the consultation report is firstly, to capture the early development of the scheme and the decision –making process in place and secondly, to provide a detailed account of the consultation undertaken to-date and summarise the feedback received.

1.1.2 This consultation report is structured as follows:

- **Chapter 1** provides an introduction to the scheme and a brief background to its development. This chapter also provides an outline of the scheme proposals.
- **Chapter 2** sets out the consultation strategy and defines the boundary of the consultation area
- **Chapters 3 to 8** detail the consultation undertaken and present an analysis of the consultation responses.
- **Chapter 9** details responses received from prescribed statutory consultees.
- **Chapter 10** details responses received via email and letter.
- **Chapter 11** summarises the key issues and responses.
- **Chapter 12** gives an outline of the next steps following completion of the consultation report

1.2 Background to the scheme

1.2.1 The Port of Liverpool is an expanding port and continues to be an important transit point for freight for national, transatlantic and global trade. The port is the busiest sea-port in the North West and the sixth largest nationally in terms of total freight tonnage. It is also the home to Liverpool2, a new deep-water container terminal built following a £300m investment by Peel Ports.

1.2.2 It is expected that Liverpool2 will double the port's existing capacity and make it one of the country's best equipped and connected terminals. The Port currently handles about 800,000 TEU (Twenty-Foot Equivalent Unit) a year. This is anticipated to increase to 2.5 million TEU by 2030 following the opening of Liverpool2 in November 2016.

1.2.3 It is envisaged that the introduction of this facility will allow for a shift in national shipping patterns – bringing more goods into the North of England and reducing operational costs for importers and retailers in the northern half of the UK. However, the success of the port is inextricably linked to the ability for freight to

be moved in and out of the Port in an efficient manner and the capacity and reliability of the strategic road network is viewed as critical.

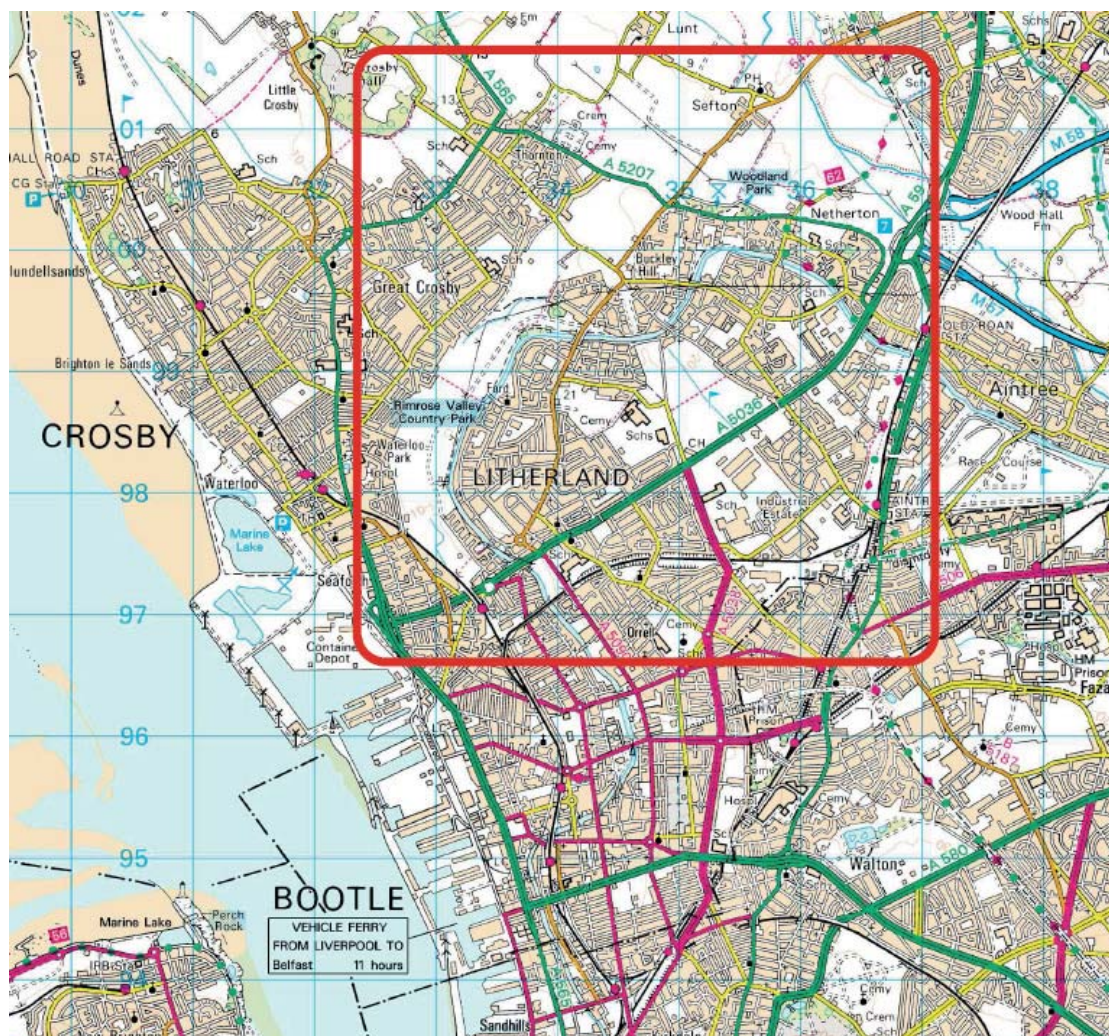
1.2.4 Access to the Port from the motorway network is via the existing A5036 which links the Port with the Switch Island interchange of the M57 and M58 which in turn links to the M62 and M6 respectively. The road already suffers from a high level of congestion and with significant development pressures, necessary for much needed regeneration, the situation can only get worse.

1.2.5 The South Pennines “Route-based strategy” report published in February 2014 assessed the network performance of the trunk road network and identified the following problems with the route:

- The second worst section for journey time reliability in the South Pennines is on the A5036 between A5207 and A59 (Netherton, North of Liverpool) with an on-time reliability of 49.5% in 2012 – 2013. This section ranks 10th in a national comparison.
- Network performance speeds along the A5036 of less than 20mph in the peak hour (April 2012 – March 2013).
- The A5036 at the north eastern end, next to the M57 is in the top 10% for total vehicle hours delay (April 2012 – March 2013).
- The A5036 is in the top 10% for total casualties per billion vehicle miles (2009 – 2011).
- Four locations on the A5036 are ranked in the national top 250 sites for casualty rates. The junctions involved include Netherton Way and Hawthorne Road.

1.2.6 Improved access to the Port of Liverpool is a priority for the City Region and, because of its importance in supporting future economic growth; it is a key part of its Growth Plan.

1.2.7 The A5036 forms part of the national trunk road network. It is approximately 5km in length from the Seaforth Dock Gate to the Switch Island junction. The route is urban in character and primarily a 40mph dual carriageway with localised widening at key junctions.

Figure 1 Scheme location

1.2.8 The A5036 performs a number of important functions:

- Part of the strategic road network providing national routes to and from the Port of Liverpool.
- Serves as a local community route.
- Acts as a major link for trips to and from Bootle/Liverpool City Centre.
- Identified as a key aim to support local, regional and nationally important regeneration strategies – such as the Atlantic Gateway initiative.

1.3.9 The scheme falls solely within the local authority of Sefton Metropolitan Borough Council.

1.3 Scheme history

1.3.1 Development of the scheme commenced in February 2014 when we were commissioned to complete an assessment of the options for a major, long term

highways scheme to improve access to the Port on behalf of the City Region Port Access Steering Group.

1.3.2 In November 2014 the “Access to the Port of Liverpool Feasibility Study” was published. The study concluded that future freight growth at the Port was anticipated to be in the region of over 200% in container traffic by 2030. Even maximising the use of non-highways modes such as railways and inland barges, road freight would remain the dominant mode and there would be increases of 70% in the number of Port-related HGVs on the road.

1.3.3 The study identified two road-based solutions:

1. Improvements to the existing A5036 consisting of grade separation of four major junctions along the route to remove delays to through traffic.
2. An option consisting of a new single carriageway route through the Rimrose Valley with dualling a section of the Broom’s Cross Road (Thornton to Switch Island Link).

1.3.4 In December 2014, the Government launched the Road Investment Strategy (RIS), which outlined how £15.2 billion would be invested in our strategic roads between 2015 and 2021. The Strategy included the following commitment in relation to the A5036 Princess Way, access to Port of Liverpool:

“A comprehensive upgrade to improve traffic conditions on the main link between the Port of Liverpool and the motorway network.”

1.4 Previous consultations

1.4.1 To date, the following consultation and engagement has been undertaken for the scheme:

1.4.2 In October 2015, we issued a newsletter. The purpose of the newsletter was to advise the stakeholders and the general public about the scheme, to advise on progress to date and inform about next steps. The newsletter gave information about how to contact the project team for further information including email, telephone number and website. 5,000 copies of the newsletter were printed and sent to all libraries in the Sefton area as well as to Sefton Metropolitan Borough Council public offices. An electronic version was emailed to all stakeholders and either emailed or posted to those on the schemes distribution database.

1.4.3 In January 2016, a second newsletter was published and distributed in order to communicate the latest developments on the scheme. This newsletter announced a series of “Meet the Team” events where members of the public were encouraged to find out more information about the scheme, speak to members of the project team and find out about how and when decisions would be made.

1.4.4 These events consisted of:

- 22 to 26 February, Bootle Library. Unmanned exhibition (limited to only 3 exhibition panels) including an informal question and answer session with staff on the afternoon of 26 February.
- 29 February to 4 March, Maghull Library. Unmanned exhibition (limited to only 3 exhibition panels) including an informal question and answer session with staff on the afternoon of the 3 March.
- 4 March, Litherland Sports Park. Full exhibition staffed from 2pm until 8pm.
- 7 March, Netherton Library. Full exhibition staffed from 10am until 5pm.
- 10 March, All Saints and St Frideswyde's Church, Thornton. Full exhibition staffed from 2pm until 8pm.
- 11 March, Crosby Library. Full exhibition staffed from 10am until 5pm.
- 15 March, Asda Aintree. Limited exhibition (2 exhibition panels). Highways England and Atkins staff were present to speak to members of the public and hand out newsletters.
- 22 March, Tesco, Litherland. Limited exhibition (2 exhibition panels). Staffs were present to speak to members of the public and hand out newsletters.

1.4.5 Over the 6 exhibition events (excluding the limited events at Asda and Tesco) a total of 443 people attended.

Venue	Number of attendees
Bootle Library	35
Maghull Library	23
Litherland Sports Park	99
Netherton Library	49
All Saints Church, Thornton	96
Crosby Library	141
Total	443

- 1.4.6 Everyone who attended an exhibition event was encouraged to complete a questionnaire. The questionnaire asked for general feedback on the scheme including asking for initial thoughts on both the options as well as asking a number of questions in relation to the exhibition itself (accessibility etc.). The form also gave people an opportunity to make additional comments and provide contact details. Of the 443 who attended the session, 158 people completed a questionnaire.
- 1.4.7 A third newsletter was published in June 2016; in addition to the distribution mechanisms highlighted in 1.5.2 a further 7,000 newsletters were sent to the majority of schools in the area who had agreed to send them home with their children. The newsletter gave an update on the schemes' progress as well as feedback from the "Meet the Team" events and included a section on frequently asked questions and answers.
- 1.4.8 During 2016 and early 2017 the project team gave presentations to Sefton Village Parish Council, 10 Parishes Council meeting and Thornton Parish Council. Officers from Sefton Metropolitan Borough Council are regularly briefed and updated by the project team; however, requests by the team to update elected Members were repeatedly declined.
- 1.4.9 A fourth newsletter was published in January 2017 giving details about the preferred route consultation.

1.5 Public consultation on options

- 1.5.1 The consultation presented two options; Option A "Upgrading the existing A5036 road with junction improvements" and Option B "A new dual carriageway bypass through the Rimrose Valley".

1.6 Option A – Upgrading the existing A5036 road with junction improvements

- 1.6.1 This option consists of junction improvements at the Hawthorne Road and Copy Lane junctions to provide 3 lanes in both directions and the construction of a new roundabout at Netherton Way with through lanes for the A5036.

Figure 2 Option A



- At Copy Lane and Hawthorne Road there will be localised widening on the approaches to the junction enabling three lanes in each direction on the A5036. Most of this work can be accommodated within the current highway boundary

with just a small area of land required to the southeast junction at Hawthorne Road to allow for the footpath.

- At Netherton Way, a new signalised roundabout 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.
- There will be changes to the signal timings at Park Lane and Kirkstone Road junctions.

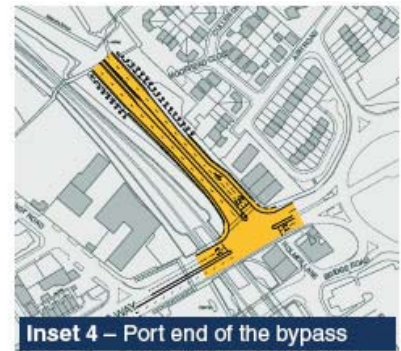
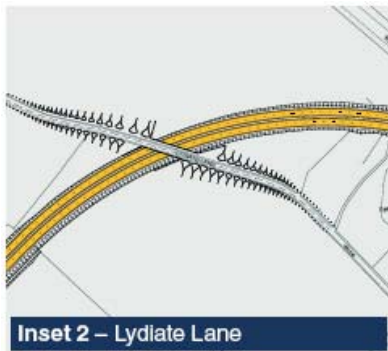
1.6.2 The original Option A proposal outlined in the feasibility study was to upgrade the existing A5036 by providing 4 grade-separated junctions at Hawthorne Road, Netherton Way, Park Lane and Copy Lane. This would mean that the A5036 would either pass over a junction on a flyover or below a junction 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. Consequently this option was discounted. Para 1.9 contains details on other options that were considered and discounted.

1.7 Option B – A new dual carriageway bypass through the Rimrose Valley

1.7.1 This option consists of a new dual carriageway bypass of the existing A5036 between Switch Island through the Rimrose Valley, avoiding the congested junctions on the current route.

Figure 3 Option B





- 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.
- A new signalised roundabout junction at Broom's Cross Road and Brickwall Lane to allow the bypass to sweep southwards towards Rimrose Valley passing through the western side of Buckley Hill playing fields.
- The bypass will continue south passing the back of the Play Football complex before it enters the Rimrose valley.
- Lydiate Lane and Edge Lane to be diverted onto new bridges over the bypass.
- 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.
- 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.

1.8 Options discounted prior to public consultation

1.8.1 We discounted a number of options during the development of the scheme. The details of these options are shown on the plan at figure 5 and within the table below (figure 4).

Figure 4 Discounted options

Location	Description	Discounted due to:
Broom's Cross/Brickwall Lane junction	Free flow links east of Brickwall Lane	<ul style="list-style-type: none"> ■ Poor value for money ■ Impacts on the landscape resulting from high embankments
	Free flow links west of Brickwall Lane	<ul style="list-style-type: none"> ■ Poor value for money ■ Impacts on the landscape resulting from high embankments ■ Operational issues at the Brickwall Lane junction
Switch Island	Overpass (M57 to Broom's Cross Road)	<ul style="list-style-type: none"> ■ Poor value for money
Bypass	Single carriageway	<ul style="list-style-type: none"> ■ Insufficient capacity for future traffic flows
	Tunnel	<ul style="list-style-type: none"> ■ High cost and poor value for money
Copy Lane	Overpass	<ul style="list-style-type: none"> ■ Poor value for money ■ Impacts on residents
Bypass/Princess Way junction	Full movement junction	<ul style="list-style-type: none"> ■ Junction operational issues
Park Lane	Underpass	<ul style="list-style-type: none"> ■ Poor value for money
	Signal Improvements	<ul style="list-style-type: none"> ■ These are not required as the forecast congestion can be addressed by changing signal timings
Hawthorne Road	Overpass	<ul style="list-style-type: none"> ■ Poor value for money ■ Impacts on residents
Netherton Way	Underpass	<ul style="list-style-type: none"> ■ Poor value for money ■ Impacts on residents
	Widening Signal Improvements	<ul style="list-style-type: none"> ■ Junction operational issues

Figure 5 Discounted options



1.8.2 The project team also considered widening the existing A5036 to 3 lanes in both directions however this was dismissed as the problems associated with increased capacity was identified to be at the junctions rather than the links.

2 APPROACH TO CONSULTATION

2.1 Introduction

2.1.1 This section sets out our overall approach to consultation activity.

2.1.2 The consultation was undertaken in accordance with the A5036 Port of Liverpool Public Consultation Strategy and the A5036 Port of Liverpool Communications Strategy.

2.1.3 Effective consultation enables decisions and plans to be approved in the knowledge that stakeholders and the public generally have had a full opportunity to express their views and make representations in a genuine and transparent dialogue. This consultation is part of a continuous consultation process to allow stakeholders a real opportunity to influence the proposals. The project team aim to help people understand the scheme so that concerns are resolved early and contact and engagement can be maintained throughout the life of the scheme.

2.1.4 Early engagement ensures that the public views are incorporated into the scheme design at an early stage, as well as actively engaging and making the public aware of the scheme during its early development. Where required, as is the case with this scheme, this is then followed with another consultation once an option has been selected.

2.1.5 The aims of the consultation were:

- To undertake a consultation that is robust to support the selection of a preferred route;
- To engage with those directly affected by the proposals to inform any mitigation strategy;
- To inform stakeholders including the public, local businesses and interest groups of the A5036 Port of Liverpool scheme proposals and capture their comments;
- To minimise objections and endeavour to ensure that proposals will not be subject to future legal challenge.

2.1.6 Our approach to consultation is consistent with good practice consulting on major schemes set out by the Planning Act 2008 Guidance on pre-application process for major infrastructure projects (2013) and The Cabinet Office's "Consultation Principle" published in July 2012 (which replaced the earlier Code of Practice on Consultation – July 2008).

2.1.7 The consultation ran from the 16 January 2017 to the 27 February 2017.

2.2 Consultation area

2.2.1 In identifying the extent of the local community to consult with, we have considered:

- **Who are likely to be directly affected by the proposals?**
 - Whose daily lives will change as a result of the proposals?
 - Who cannot easily take steps to avoid being affected by the proposals?
 - Who will have to change their behaviour as a result of the proposals?
- **Who are indirectly affected by the proposals?**
 - Whose daily/weekly lives change because others have been directly affected by the proposals?
 - Who will gain or lose because of changes resulting from the proposals?
- **Who are potentially affected by the proposals?**
 - In particular circumstances, who will have a different experience as a result of the proposals?
 - Are there individuals or groups who will have to adjust their behaviour?
- **Whose assistance is needed to reach a decision over a preferred route?**
 - Are there vital individuals or groups in the delivery chain?
 - Who will have the ability to frustrate implementation of the scheme?
- **Who knows about the subject?**
 - Who has a detailed knowledge that those implementing the proposals should also understand?
 - Are there individuals or groups that will be listened to by others?
- **Who have a potential interest in the proposals?**
 - Organisations or individuals who think they have an interest in the proposals
 - Has anyone been campaigning about the proposals?
 - Is there anyone broadcasting views on the proposals?

2.2.2 We have an obligation to consult people living ‘in the vicinity’ of the scheme, however the term ‘vicinity’ will vary depending on the size and impact of the project on local people. Consultation boundaries will, inevitably, be different for long, linear schemes compared to specific junction improvements.

2.2.3 The boundary of the consultation area is shown on the plan at Appendix 1.

2.3 Who was consulted?

2.3.1 The consultation was based on a two stage process:

- **Formal consultation**
Formal consultation with relevant prescribed statutory consultees including: technical and regulatory organisations, relevant statutory undertakers, local authorities and those persons with an interest in the land required for the proposed development. The full list of these bodies can be found at Appendix 9
- **Stakeholder engagement**
Consultation with identified stakeholders, local residents, businesses and the wider community, within a defined consultation area

2.3.2 The schemes Communications Plan classified different categories of residents and businesses:

- **Category 1** - Residents/Businesses with direct frontages onto A5036 (specifically at the proposed junction improvements), or those directly affected (i.e. land take or significant visual intrusion)
- **Category 2** – Residents and Businesses likely to be affected during construction or impacted post opening (noise, AQ, visual changes etc)
- **Category 3** – The wider community and regular road users

2.3.3 The Communication Plan also identified different methods for promoting the consultation among different stakeholder groups:

- Letters and a copy of the consultation brochure were sent to all prescribed consultees. See Appendices 2 and 3
- Letters, a copy of the consultation brochure and, where appropriate, a map of the affected land were sent to all 'Category 1' landowners, residents and businesses. See Appendix 4
- Letters were sent to all 'Category 2' residents and businesses. See Appendix 5
- A four page 'wrap around' advert was taken out in the local free newspaper 'The Champion' which was distributed to over 74,000 properties and businesses within the wider community. See Appendix 6 for distribution by post code
- 10,000 advertising leaflets were distributed via schools and libraries
- E-leaflets were distributed to stakeholders, businesses and interested parties

- Copies of the brochure and questionnaire were deposited at Maghull, Bootle, Netherton and Crosby Libraries
- The scheme website, press releases and announcements using social media were used to promote the consultation and exhibitions among the wider public and consultees.

2.4 Consultation materials

2.4.1 The consultation materials consisted of:

- A consultation brochure, including a questionnaire
- Consultation event boards
- Scheme layout plans

2.4.2 Further detail on each of the consultation materials is provided in the sections below.

2.5 Consultation brochure and questionnaire

2.5.1 The consultation brochure is contained in Appendix 2. This set out:

- The background of the project
- The purpose and aims of the consultation
- Details of the two options
- Benefits and effects of the proposed options
- Economic and environmental assessments
- Next steps
- Information about how to respond
- The questionnaire

2.5.2 The questionnaire allowed respondents to provide comments on each option and the scheme in general. Respondents were able to complete the questionnaire by freepost, hand it in at the consultation exhibitions, or complete the questionnaire online via a link on the scheme webpage. A postal address, email address and telephone number were also included to enable those unable to complete a questionnaire to have their views included.

2.6 Consultation event boards

2.6.1 The consultation event boards were used at all the consultation events outlined in section 2.8.1. The table below outlines the content of the consultation event boards and a copy of the actual boards can be found at Appendix 7.

Board No	Board title	Details
01	Welcome	
02	About the scheme	Outlines the schemes objectives and explains the purpose of the consultation.
03	The bigger picture	Explains the contribution of this scheme within a wider set of multi-modal proposals across Merseyside.
04	Option A	Outlines the proposal for Option A highlighting potential benefits and issues.
05	Option B	Outlines the proposal for Option B highlighting potential benefits and issues.
06	Discounted Options	Outlines all the previous options that have been considered and explaining why these options were not progressed.
07	Environmental impact	Outlines the environmental activity that has been carried out as part of the assessments for both options.
08	What happens next?	Explains the processes and likely timescales of the next stage in the schemes development.

2.6.2 In addition the events also displayed a large exhibition panel measuring 2225mm high by 3435mm wide and 306mm deep which contained the alignments and junction details for both options overlaid onto aerial photos of the area. This board also contained photomontages to give the consultees an initial indication of what Option B may look like after completion and to understand the potential visual impacts of this as an option.

2.7 Scheme layout plans

2.7.1 The scheme layout plans, in the format of engineering plans, were available at the consultation exhibitions and included the following:

- A3 cross-sections for the offline carriageway
- 2 A1 plans showing the offline route (North and South section)
- A1 plans on the offline Roundabout and southern tie in junction
- A1 plans of each of the online junction improvements
- Traffic flow difference plots (showing roads where the number of vehicle would change +/-50)

2.8 Consultation activities

2.8.1 During the consultation period the project team held a number of public exhibitions to provide information about the scheme and answer questions. These events were held at the following:

- Tuesday 24 January 2017 – 11am to 5pm
The Park Hotel, Dunnings 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 – 11am to 5pm
SING plus Centre, Cambridge Road, Seaforth, L21 1ED

2.8.2 The events were launched on the 24 January at The Park Hotel, Netherton with a VIP session from 10am to 11pm. Invitations were sent to local MPs, councillors and key stakeholders. The press were invited to attend from 11pm onwards.

2.8.3 These public information events were attended by members of the project team the following specialities:

- Air Quality
- Noise
- Traffic
- Ecology
- Contaminated Land
- Landscape
- Design
- Highways

2.8.4 A representative from Network Rail attended the event on the 24 January.

2.8.5 In addition, letters written to the 'Category 1' residents and those with land interests (landowners, lessees, tenants and occupiers whose land would be subject to compulsory acquisition or whose land would be affected by the development) included an invitation to meet members of the project team on an individual basis at a drop-in session to discuss our proposals and how it may affect them directly. These drop-in sessions were held on:

- Tuesday 24 January 2017
10am to 11am
Or
5pm to 8pm
The Park Hotel, Dunnings Bridge Road, Netherton, L30 6YN
- Wednesday 1 February 2017
2pm to 3pm
Litherland Royal British Legion, Orrell Road, Litherland, L21 8NU

- Saturday 4 February 2017
10 am to 11am
SING Plus Centre, Cambridge Road, Seaforth, L21 1EX

2.8.6 At these events, in addition to members of the project team, a representative from the District Valuers Office was available to give advice about appropriate compensation schemes.

2.9 Supplementary consultations

2.9.1 Following representation from Sefton Village Parish Council a supplementary consultation exhibition was held at Sefton Parish Church on 9 February from 2pm – 8pm.

2.9.2 Promotion of this event was coordinated with the local Parish Council. We issued almost 200 letters to all the residents in Sefton Village to advise them of the event.

2.10 Exhibition attendance and effectiveness

2.10.1 A record of the attendance was kept by the exhibition greeter. Attendees were also asked to register via the attendance log, which also asked for postal and email addresses, however not all attendees wished to provide this information as a result the information in the table below is based on the record kept by the greeter.

Venue	Number of attendees
The Park Hotel, Netherton	161
St Faith's Church Hall, Waterloo	85
PlayFootball	54
Litherland Royal British Legion	224
SING Plus Centre, Seaforth	150
Sefton Parish Church	55
Total	729

2.10.2 The objectives of the consultation were to promote the scheme within the local community and among road users and to obtain feedback which can be used to support the further development of the scheme.

3 CONSULTATION FEEDBACK - GENERAL

3.1 Overview

3.1.1 A total of 2229 responses were received as a result of the consultation. These comprised of:

- 1340 online questionnaires
- 512 postal questionnaires
- 375 emails or letters

3.1.2 The majority of comments were received by questionnaire with 73% (1340) of the questionnaires being completed online and 37% (512) being completed using paper questionnaires. Comments received via email and letter, were recorded and will be analysed in a later chapter of this report.

3.1.3 One questionnaire was received 3 months after the consultation period had expired and has not been considered within this report.

3.1.4 The questionnaire included 15 questions which were mainly multiple choice tick boxes; covering views on the two options, people's use of the current amenities and any suggested improvements people would like to see. There was also an 'any other' comments box at the end of the questionnaire. The questionnaire also collected some personal details for the respondents.

3.1.5 Questionnaires submitted online were automatically entered into a database to a pre-defined variable specification for all 'closed questions' (i.e. where a list of options was provided for the respondent to choose the most appropriate answer). The hard copy (paper) questionnaire forms received were subject to a manual data entry exercise, using the same data map as that for the online responses.

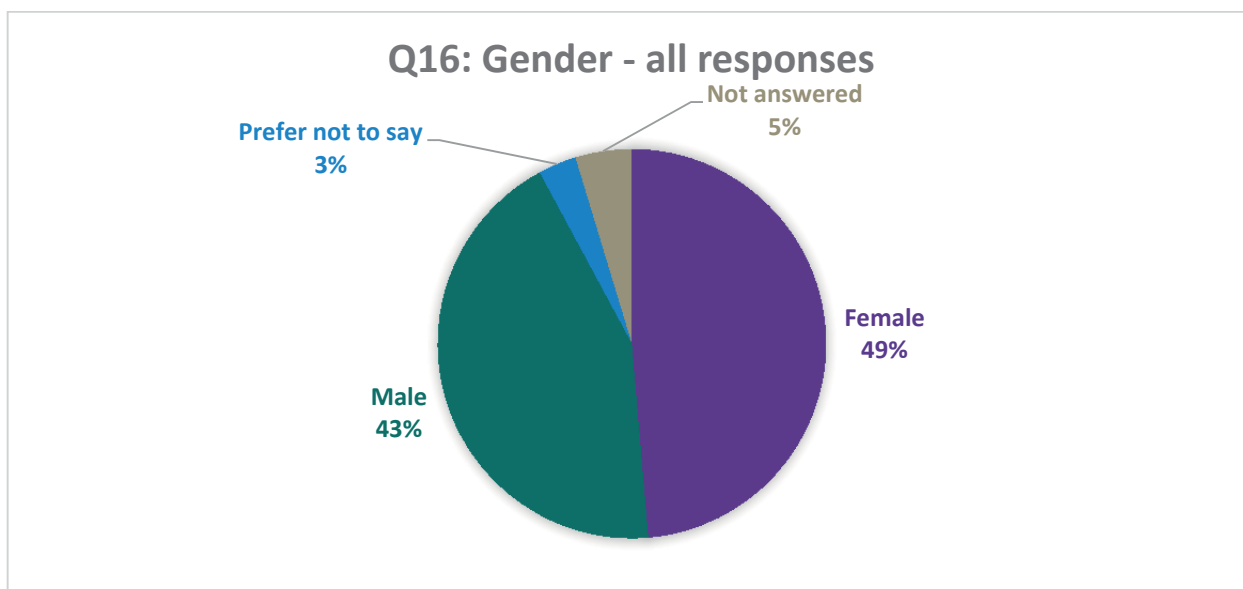
3.1.6 The questionnaire form requested that respondents provide their postcode. Not all respondents that submitted a response provided a postcode, with 1,779 of the 1,852 completed questionnaires (96%) included a legible postcode. The responses providing a postcode have also been plotted in GIS. The postcode locations of those respondents providing a postcode are illustrated within Appendix 8. This map shows that there is a broad distribution of respondents; however the focus of respondents is on the Merseyside area.

3.2 Socio-demographic characteristics

3.2.1 This section summarises the 'additional questions' asked in the questionnaire including demographic information about the people responding. It also recorded whether the person had attended a public information event.

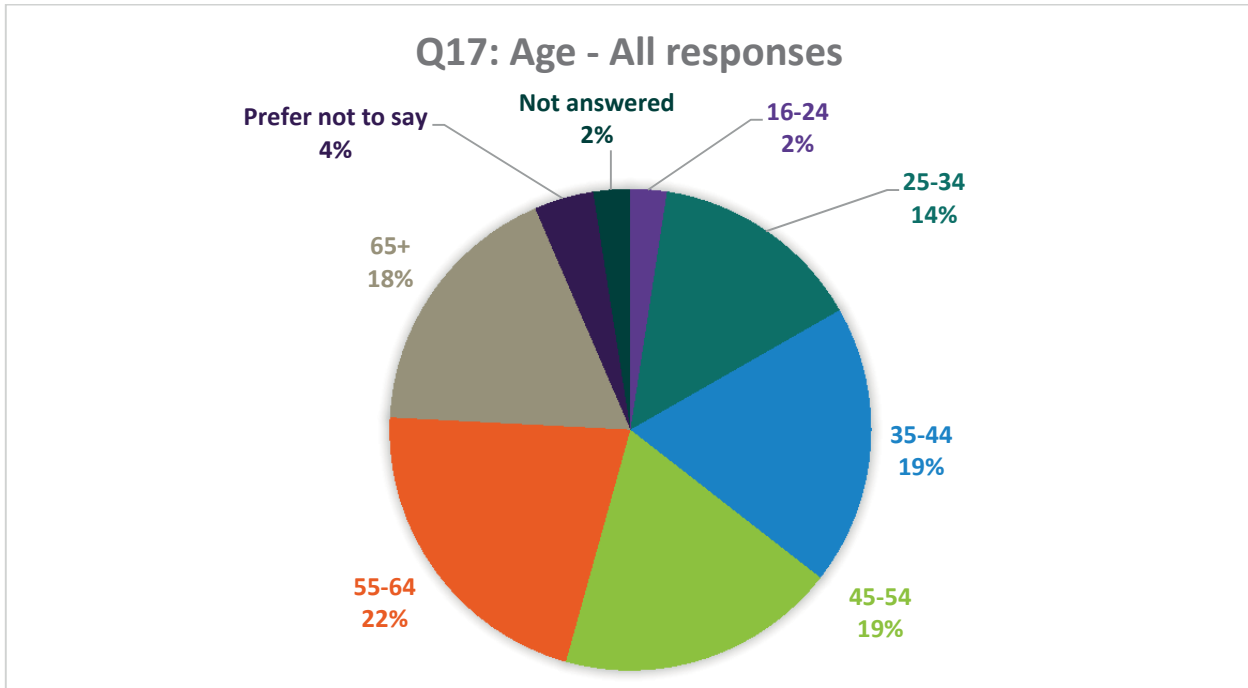
3.2.2 **Q16 Gender** - the respondents were asked to provide their gender. 5% (87 people) of the respondents did not provide any answer to the question. Where respondents selected both Male and Female on the paper questionnaire, these results were classified under 'prefer not to say'.

Figure 6 Questionnaire respondents: Gender



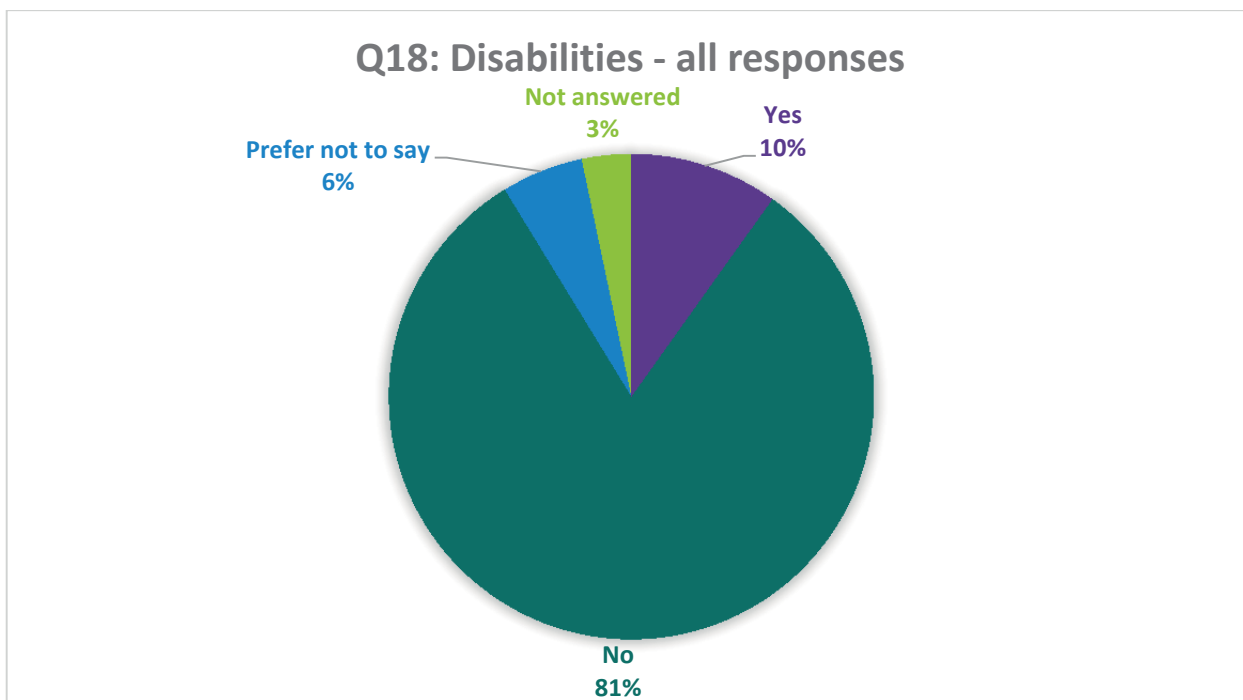
3.2.3 **Q17 Age** - the questionnaire asked people to provide their age within certain bands; 16-24, 25-34, 35-44, 45-54, 55-64, 65+ or 'prefer not to say'. Figure 7 shows there is a good spread in the number of respondents in most age groups. There is a lower response from younger age groups, with approximately 2% of respondents being less than 25. In addition, 2% (46 people) of the respondents did not provide any answer to the question.

Figure 7 Questionnaire respondents: Age



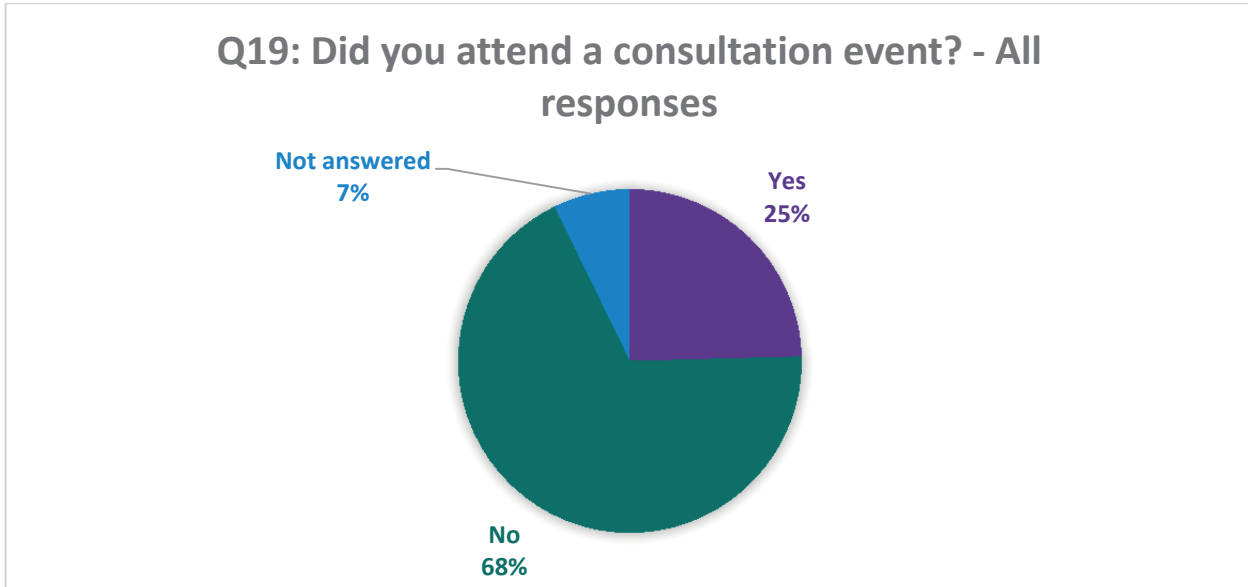
3.2.4 **Q16 People with a disability** - people were asked if they have a disability. They could pick an option of yes, no or prefer not to say. 3% (61 people) of the respondents did not provide any answer to the question.

Figure 8 Questionnaire respondents: Disabilities



3.2.5 **Q19 Attendance at consultation events** - the respondents were asked if they attended one of the consultation events. Figure 9 shows a quarter of all respondents indicated that they attended a consultation event. 7% (134 people) of the respondents did not provide any answer to the question.

Figure 9 Did you attend a consultation event?



3.2.6 It is worth noting that analysis of the digital questionnaires highlights that 91% of respondents had not attended a public information event.

4 CONSULTATION FEEDBACK: SCHEME OPTIONS

4.1 Overview

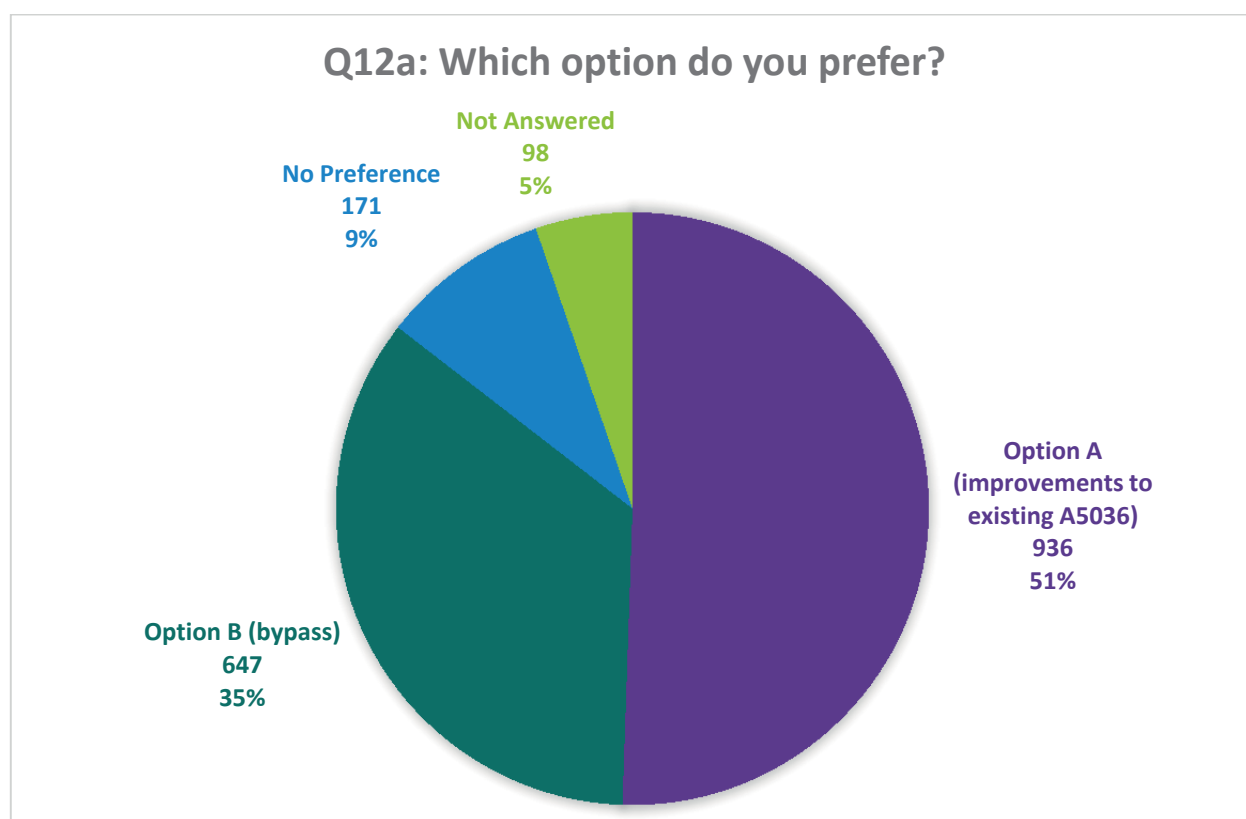
4.1.1 This section analyses the responses to the section of the questionnaire which asked the public about their preferred scheme option, and about the reasons for this preference. There is also analysis looking at the correlation of the address of the respondent and which option they preferred.

4.2 Q12a: Option preference

4.2.1 People were asked to select one of the following three options, to identify which scheme they prefer: Option A (improvements to the existing A5036), Option B (bypass) and no preference. The key findings summarised in Figure 10, are:

- Over half (51%) of the respondents selected that they prefer Option A (improvement to existing A5036).
- 35% indicated that they prefer Option B (bypass)
- 9% of the respondents completed the question indicating no option preference
- 5% (98 people) of the respondents did not provide any answer to the question

Figure 10 Which option do you prefer?



4.2.2 The responses to the question have been plotted in a geographic information system (GIS), using the postcode stated on the questionnaire. 1,779 of the 1,852

completed questionnaires (96%) included a legible postcode which could be plotted.

4.2.3 Figure 11 and Figure 12 presents plots of the responses which identified Option A or Option B as their preferred option. Figure 12 shows the same plots but zoomed in to show the detailed difference between the responses. Figure 13 presents plots of the ‘no preference’ responses and those who did not answer the question.

Figure 11 Postcodes of responses which stated a preference for Option A or B



Figure 12 Postcodes of responses which stated a preference for Option A or B – Zoomed in



Figure 13 Postcodes of responses which stated no preference and did not answer



4.3 Q12b: Reasons for option preference

4.3.1 When stating their option preference, people were provided an open text box and asked to identify the reasons for selecting their option preference. 88% of the questionnaire responses included some text to explain the reasons for their selection.

4.3.2 It should be noted that from question 12, it is not possible to understand how people may have reflected opposition to either scheme option. In total, 269 respondents (14%) did not choose either Option A or Option B. It is possible to have stated 'no preference' to indicate a lack of support to either scheme option. It is also possible to have stated 'no preference' to indicate a genuine lack of preference between the two options; ambivalence rather than opposition. It is also possible to have not answered the question to indicate no support to either scheme. In these instances, the open text box has been used to try and determine people's opinions. 89% of people who selected no preference, and 85% of the people who did not answer the questionnaire, provided comments to explain the reason for their option preference and further analysis of these responses is provided.

4.3.3 **Reasons for choosing Option A** - the table below summarises the open text comments from the respondents who selected option A as their preference. Text comments have been 'coded' into common themes, with those items mentioned by at least 10 respondents listed in the table.

4.3.4 The most commonly mentioned topic for those who selected option A is the need to preserve the greenbelt land of Rimrose Valley. Option B is considered to have an overly negative impact on wildlife and natural habitats. The need to retain the recreational facilities offered by Rimrose Valley was also prominent in the responses. A response to these comments can be found in Chapter 11.

Comment category	Number of comments
Preservation of greenbelt Land of Rimrose Valley	517
Option B -Negative Impacts on wildlife/ natural habitats	187
Retaining the recreational facilities of Rimrose Valley	174
Option B - Negative air quality impacts	108
Option B - Negative noise pollution impacts	91
Option B -Negative environmental impact	89
Health benefits of Rimrose Valley	84
Option A has a reduced environmental impact	82
Option A represents better value for money	62
Concerns over aesthetics of landscape	58
Utilisation of the Rail Network	50
Option B - Negative impact on communities	37
Re-opening of the tunnel/create a new tunnel	33
Option A - Positive impact on congestion	32
Option B - Negative impact on congestion	30
Negative impact on local economy	27
Option B represents better value for money	19
Other scheme suggestions	17
Option B -Negative impact on safety	16
Option B - Positive air quality impacts	15
Improve cycling and walking Infrastructure	14
Negative health impacts of A5036 currently	11
Concerns over lack of traffic taking the longer route (Option B)	11

4.3.5 **Reasons for choosing Option B** - the table below summarises the open text comments from the respondents who selected option B as their preference. Text comments have been 'coded' into common themes, with those items mentioned by at least 10 respondents listed in the table.

4.3.6 The most commonly mentioned topic for those who selected option B is the improvement to congestion which it would offer. It is also observed that Option A is considered to have an overly negative impact on air quality. A response to these comments can be found in Chapter 11.

Comment category	Number of comments
Option B - Positive impact on congestion	133
Option A - Negative air quality impacts	132
Concerns about the traffic on/ near Church Road	117
Option A - Negative noise pollution impacts	105
Option A - Negative impact on congestion	105
Negative health impacts of A5036 currently	103
Option A - Negative impact on safety	67
Option B - Positive air quality impacts	38
Option B - Positive impact on safety Option B	37
Option A - Negative environmental impacts	27
Option A - Negative impact on communities	20
Negative impact on local economy	19
Preservation of greenbelt Land of Rimrose Valley	18
Utilisation of the rail network	16
Other suggestions	13
Option B represents a better value for money	13
Re-opening of the tunnel/create a new tunnel	12

4.3.7 **Reasons for choosing No Preference/Not Answered** - of the 1,852 returned questionnaires, 171 people selected 'no preference' and 98 people chose to not answer the question at all. As described previously, our analysis has attempted to decipher whether these responses intended to reflect ambivalence or opposition to the scheme options.

4.3.8 77% of responses which had selected 'no preference' and 63% of responses which did not answer the question provided additional comments indicating they did not like either of the options or would rather see another option implemented.

4.3.9 In total, there are 194 comments (10% of all returned questionnaires) that indicate opposition to either scheme option.

4.3.10 The table below summarises the open text comments from the respondents who selected 'no preference'. Text comments have been 'coded' into common themes, with those items mentioned by at least 10 respondents listed in the table. The most commonly mentioned topics were about making better use of the rail network as opposed to building new roads, or regarding an alternative option with a new road tunnel. A response to these comments can be found in Chapter 11.

Comment category	Number of comments
Comments expressing opposition to Option A or Option B	132
Preference of utilisation of the rail network over building roads	53

Comment category	Number of comments
Re-opening of the tunnel/create a new tunnel	48
Preservation of greenbelt land of Rimrose Valley	28
Option B - Negative air quality impacts	20
Option A - Negative air quality impacts	18
Option B - Negative impact on communities	15
Negative health impacts of A5036 currently	14
Other suggestions	13
Option B - Negative noise pollution impacts	12
Option B -Negative environmental impact	12
Option A - Negative environmental impacts	12
Option A - Negative noise pollution impacts	11
Option B -Negative impacts on wildlife/ natural habitats	10
Utilisation of canal links	10

4.3.11 The table below summarises the open text comments from the respondents who did not answer the question. Text comments have been ‘coded’ into common themes, with those items mentioned by at least 10 respondents listed in the table. A response to these comments can be found in Chapter 11.

Comment category	Number of comments
Comments expressing opposition to Option A or Option B	62
Preference of utilisation of the rail network over building roads	22
Re-opening of the tunnel/create a new tunnel	20
Preservation of greenbelt land of Rimrose Valley	13

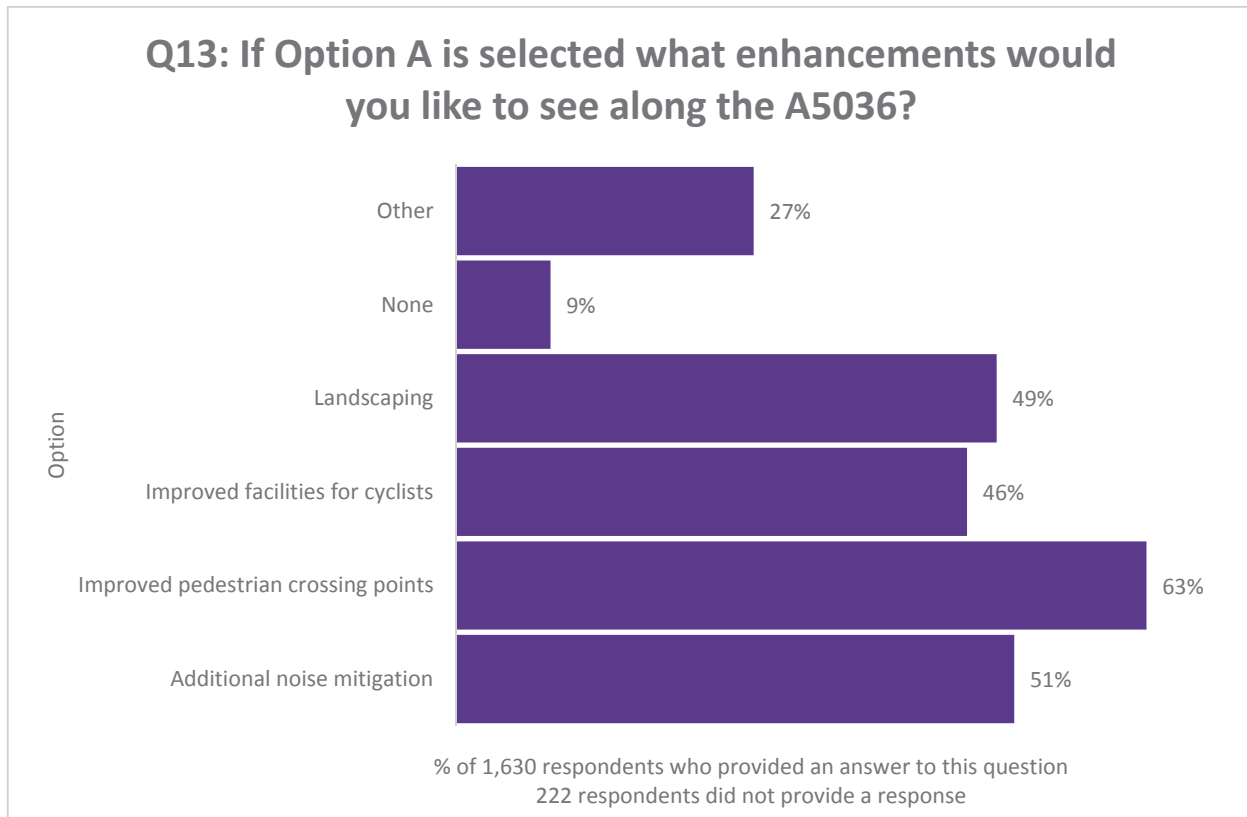
4.4 Q13: Support measures to enhance option A

4.4.1 People were asked to identify which supporting enhancements they would like to see on the A5036, if option A was selected, to support and enhance the scheme. They could choose as many options as they wished. 12% of respondents (222 people) did not select any option to the question. Figure 14 below summarises the feedback.

4.4.2 The most popular answers were about improved pedestrian crossings and noise mitigation, which were both selected in more than half of completed responses. Improved facilities for cyclists and landscaping were also popular choices (46% and 49% of completed responses respectively).

4.4.3 27% of completed responses indicated an ‘other’ option and provided text comments. The most common themes from these comments related to the need for air pollution monitoring/mitigation (45 people), speed cameras/other safety measures (35 people) and HGV restrictions/tolls (34 people).

Figure 14 If option A is selected what enhancements would you like to see along the A5036?



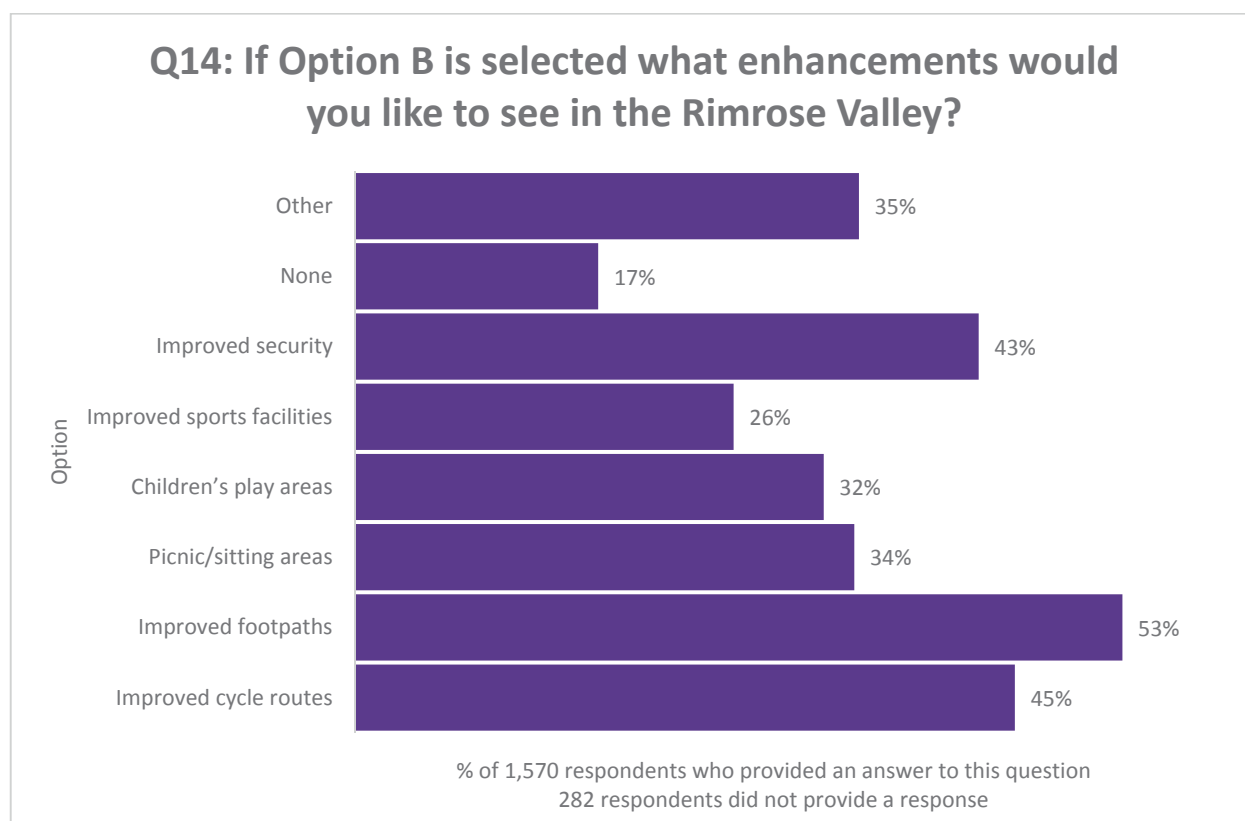
4.5 Q14 and Q15: Supporting measures to enhance option B

4.5.1 People were asked to identify supporting enhancements they would like to see if Option B was selected. Figure 15 below summarises the feedback.

4.5.2 Firstly, people were asked to identify which supporting enhancements they would like to see in the Rimrose Valley, if option B was selected, to support and enhance the scheme. They could select as many options as they wanted from five provided suggestions and 'other'. 15% of respondents (282 people) did not select any option to the question.

4.5.3 The most commonly chosen options were to improve footpaths and cycles routes in Rimrose Valley. Furthermore, improved security was also a common response. 35% of respondents chose 'other' and provided text comments. The most common themes were the need to plant trees, preserve the wildlife and mitigate/monitor air quality. There were also several people who used the open text box to voice opposition to the scheme and state that enhancements would make no difference if option B was taken forward (144 people).

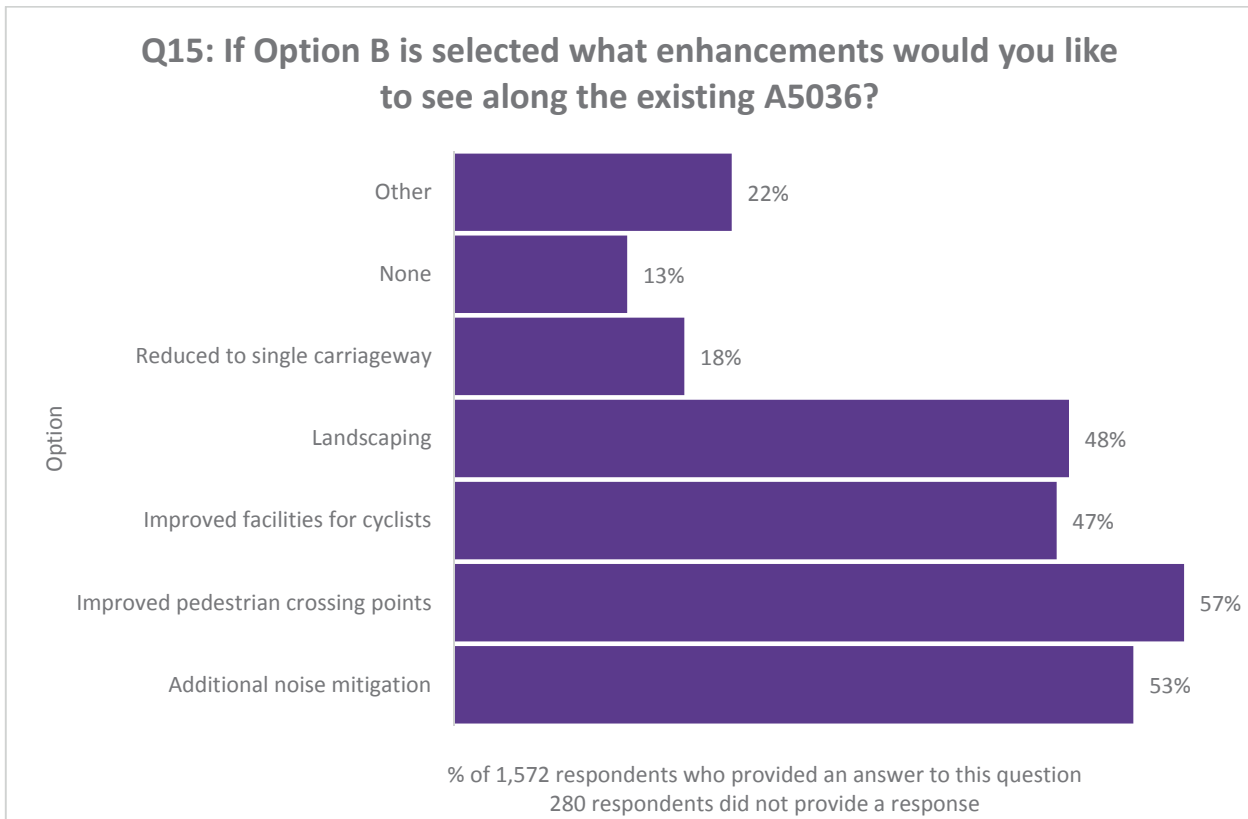
Figure 15 If option B is selected what enhancements would you like to see to Rimrose Valley?



4.5.4 People were also asked to identify which supporting enhancements they would like to see on the A5036, if option B was selected, to support and enhance the scheme. Figure 16 summarises the feedback. They could select as many options as they wanted from five provided suggestions and 'other'. 15% of respondents (280 people) did not select any option to the question.

4.5.5 The most commonly selected options were related to noise mitigation, improved pedestrian crossing points and improved facilities for cyclists. Of the respondents who chose 'other' and provided text comments the most common themes were the need to monitor and reduce air pollution levels. There were also several people who used the open text box to voice opposition to the scheme.

Figure 16 If Option B is selected what enhancements would you like to see along the existing A5036



5 CONSULTATION FEEDBACK – THE NEED FOR A SCHEME

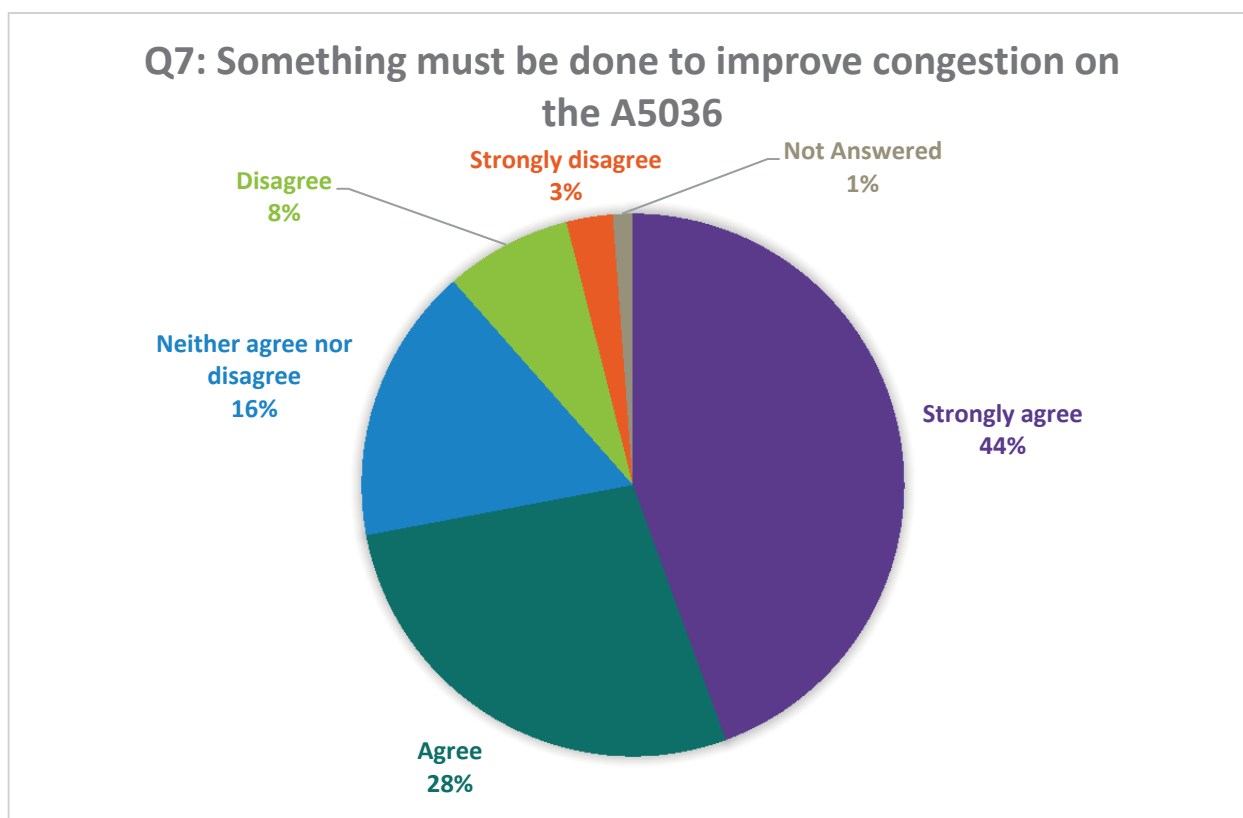
5.1 Overview

5.1.1 The consultation questionnaire asked how strongly people agreed with a series of statements in relation to the need for the scheme. There were six possible options provided – strongly agree, agree, neither agree nor disagree, disagree, strongly disagree.

5.2 Q7: Current congestion on the A5036

5.2.1 People were asked whether they agree or disagree with the statement '*something needs to be done about congestion on the A5036*'. 1% (22) of respondents did not provide any answer to the question. Figure 17 summarises the feedback. 72% of respondents strongly agree or agree with the statement. Only 11% disagree or strongly disagree with the statement. The highest proportion of people strongly agrees with this statement (44%) and the lowest proportion of respondents strongly disagrees with the statement (3%).

Figure 17 Something must be done to improve congestion on the A5036

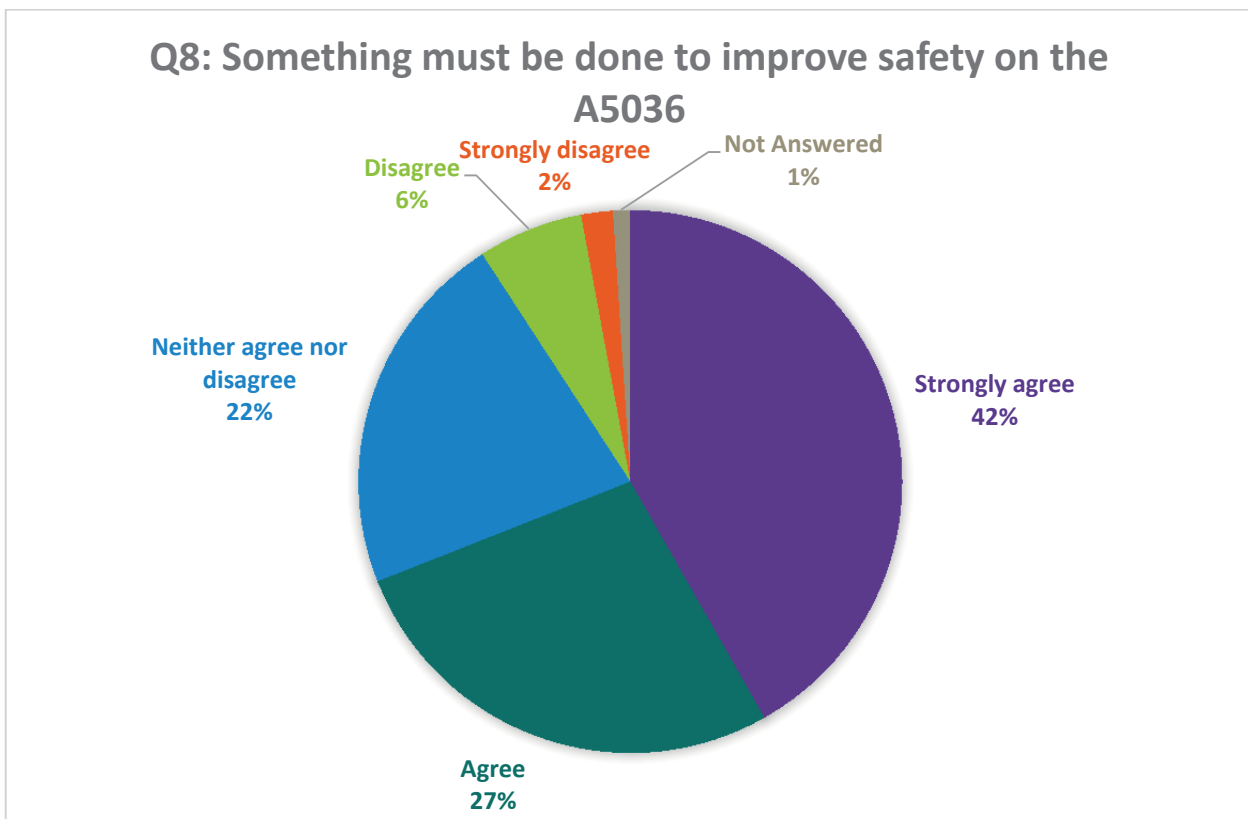


5.3 Q8: Safety on the A5036

5.3.1 People were asked whether they agree or disagree with the statement 'something must to be done to improve safety on the A5036'. 1% (19 people) of respondents did not provide any answer to the question.

5.3.2 Figure 18 below summarises the feedback. 69% of respondents strongly agree or agree with the statement whereas less than 10% of respondents strongly disagree or disagree with the statement. The highest proportion of respondents strongly agrees with this statement (42%) and the lowest proportion of respondents strongly disagrees with the statement (2%).

Figure 18 Something must be done to improve safety on the A5036

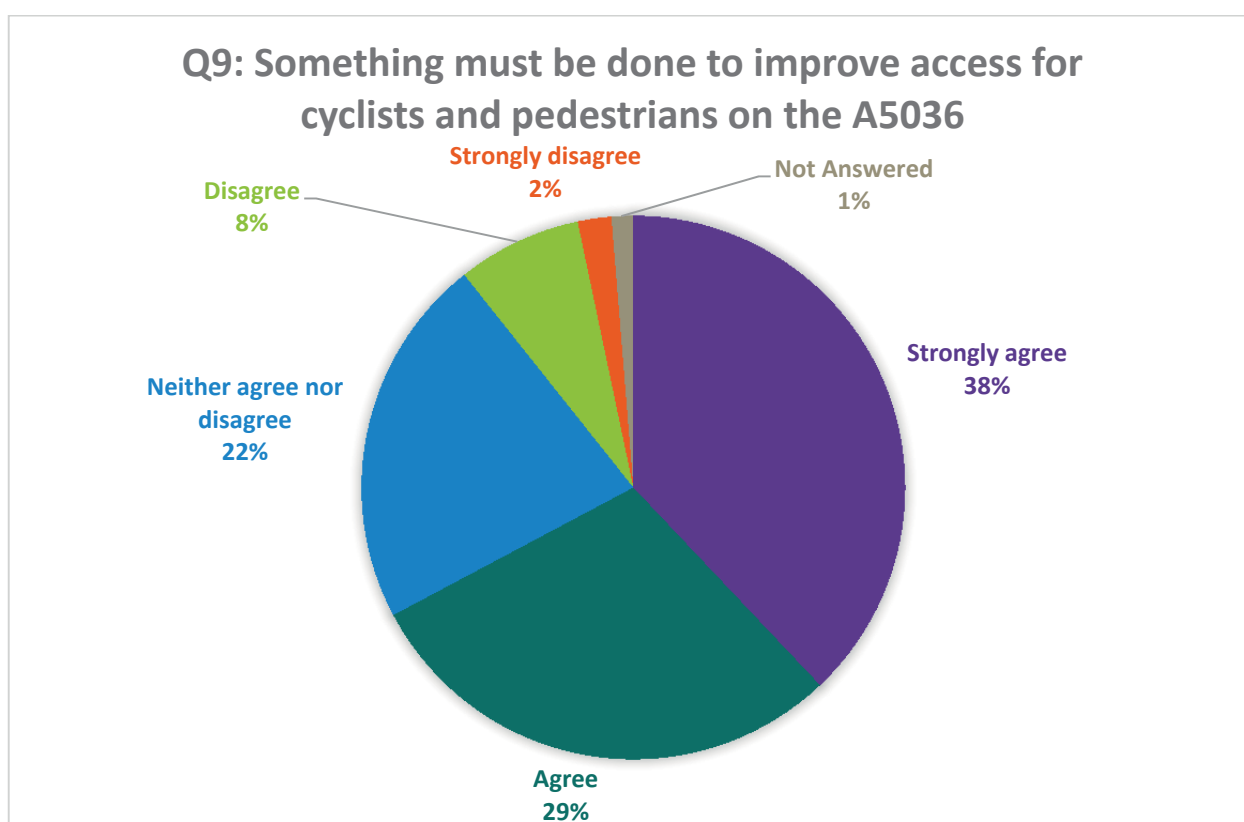


5.4 Q9: Improving access for cyclists and pedestrians on the A5036

5.4.1 People were asked whether they agree or disagree with the statement 'something must to be done to improve access for cyclists and pedestrians on the A5036'. 1% (24 people) of the respondents did not provide any answer to the question.

5.4.2 Figure 19 below summarises the feedback. 38% of the respondents strongly agree with this statement and 67% either strongly agree or agree with the statement. Only 10% of respondents strongly disagree or disagree with this statement.

Figure 19 Something must be done to improve access for pedestrians and cyclists on the A5036

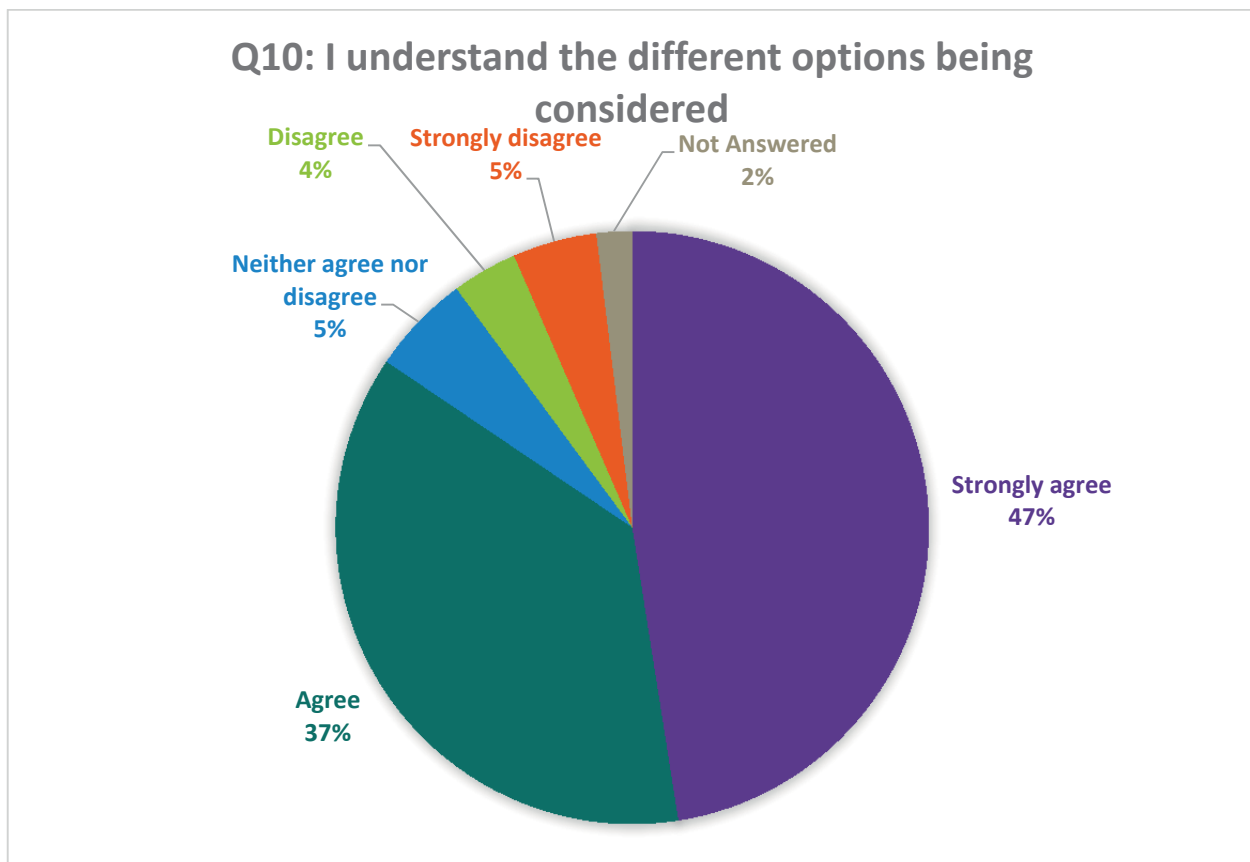


5.5 Q10: Understanding the different options

5.5.1 The questionnaire asked whether people agree or disagree with the statement ‘I understand different options are being considered’. 2% (36 people) of the respondents did not provide any answer to the question.

5.5.2 Figure 20 below summarises the feedback. Nearly half (47%) of respondents strongly agree with this statement and 84% either strongly agree or agree. 9% of respondents either disagree or strongly disagree with the statement.

Figure 20 I understand the options being considered being considered

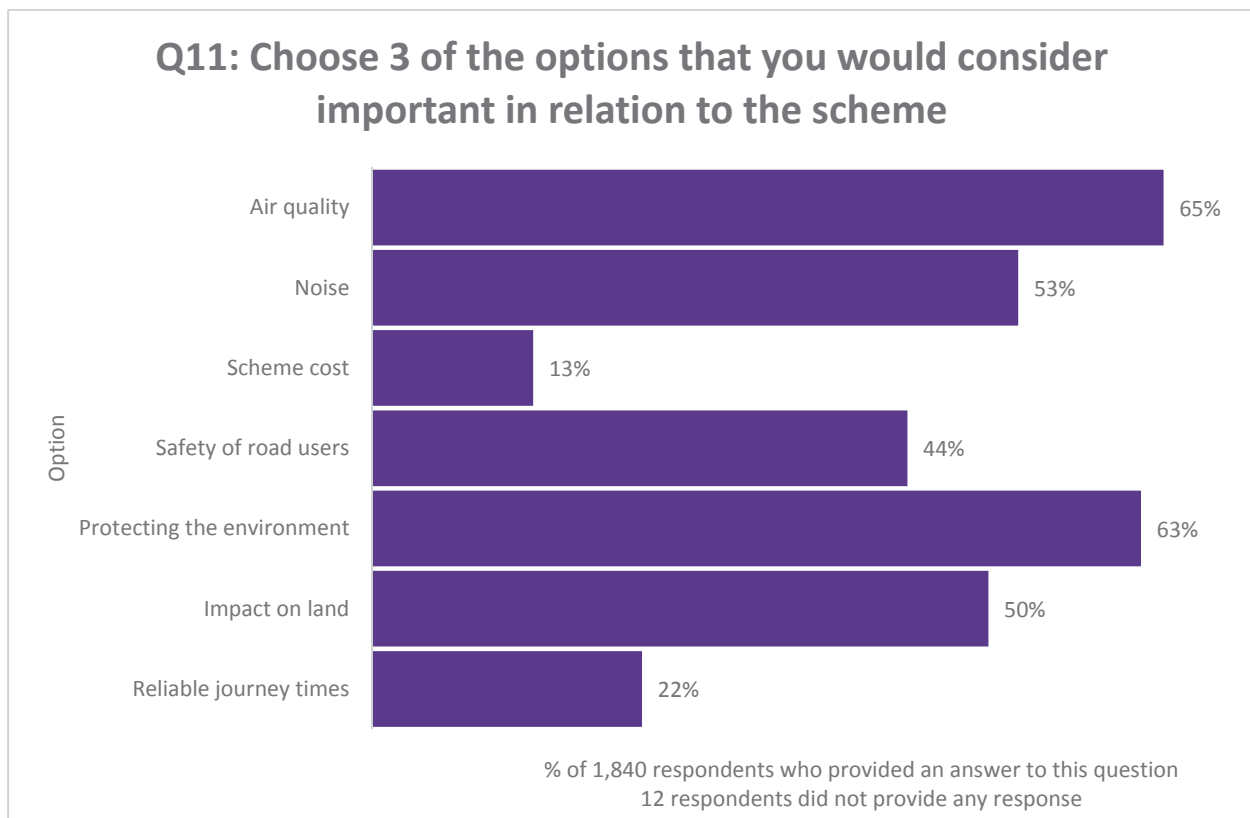


5.6 Q11: Areas of importance to the public

5.6.1 People were asked to identify things which would be most important to them in terms of influencing the decision of a preferred scheme. They could choose three options from a list of seven possibilities. 1% (12 people) of the respondents did not provide any answer to the question. The key findings, summarised on Figure 21, are:

- Air quality was the most commonly selected reason, identified by 65% of completed responses
- Protecting the environment was also high on the list with 63% of completed responses indicating that option
- Other aspects which were important include noise, the impact on land and safety of road users (53%, 50% and 44% of completed responses respectively)
- The scheme cost was notably less important to respondents

Figure 21 Choose 3 of the options that you would consider important in relation to the scheme



6 CONSULTATION FEEDBACK – CURRENT USE OF THE A5036

6.1 Overview

6.1.1 This section of the questionnaire asked the public questions on their main mode of travel along the A5036, why they use the route and how frequently.

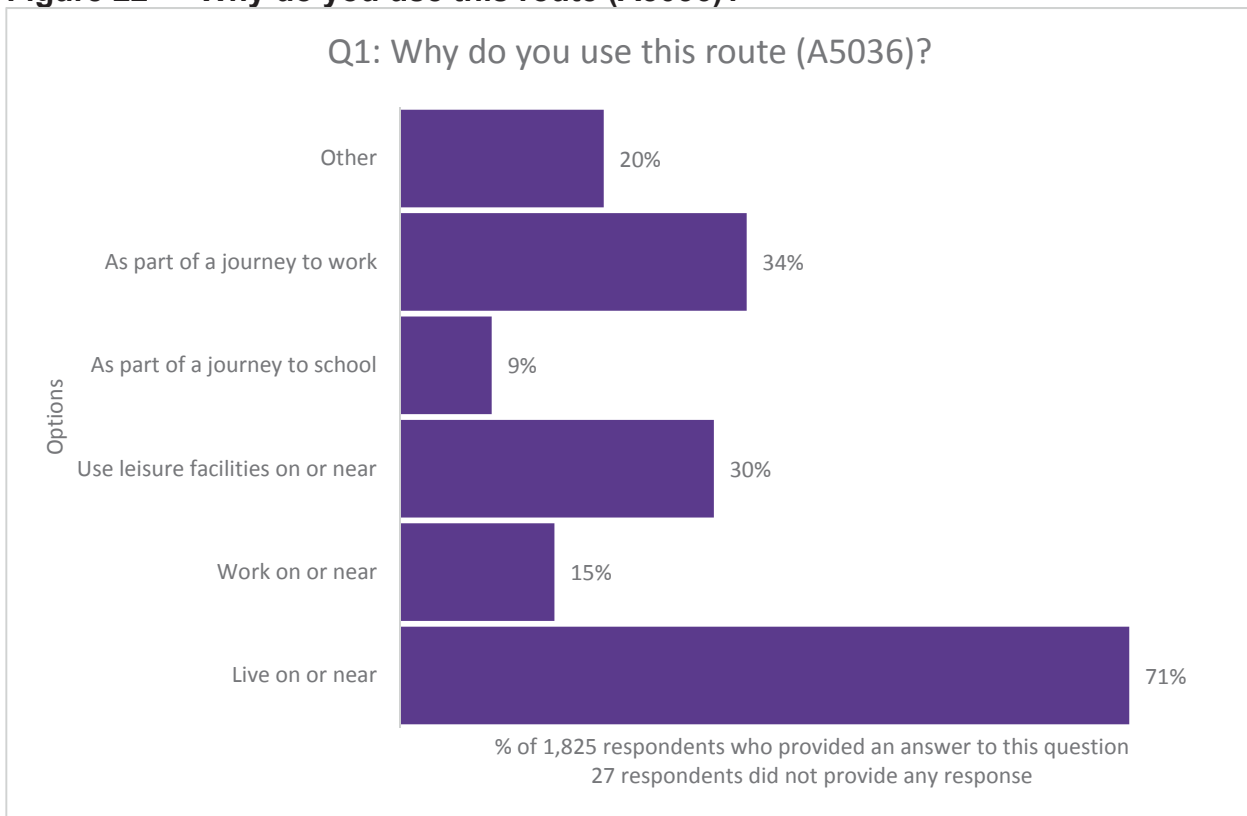
6.2 Q1: Why people use the A5036

6.2.1 People were asked about why they currently use the A5036. They could select as many options as they wanted from five provided suggestions and ‘other’. 27 of the respondents did not select any answer for the question.

6.2.2 Figure 22 below summarises the feedback. The main reason stated for using the A5036 was because people live on or near the route. 71% of the respondents selected the response they live on or near the route. Approximately 30% of the respondents also mentioned that they travel on the route to either use leisure facilities which are on or near the route, or as part of a work journey.

6.2.3 20% of respondents indicated an ‘other’ reason and provided comments (361 responses). 202 of these stated they use the A5036 as part of another journey. 21 respondents mentioned that they used the A5036 as a main route to the hospital.

Figure 22 Why do you use this route (A5036)?



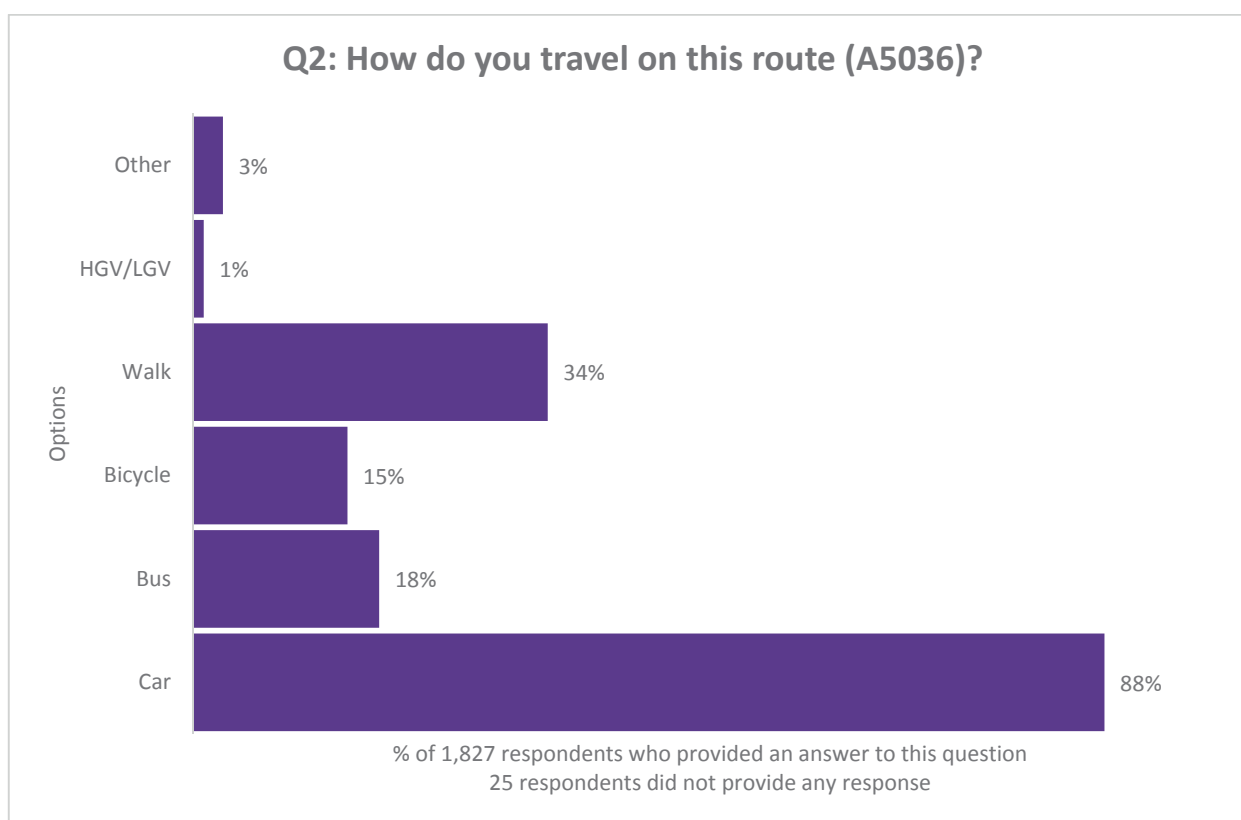
6.3 Q2: The main mode of travel on the A5036

6.3.1 People were asked how they travel along the route. They could select as many options as they wanted from a shortlist of common travel modes. 25 respondents did not select any answer to the question.

6.3.2 .Figure 23 below summarises the feedback. The main mode of travel along the A5036 was car with 88% of completed responses selecting this option. The next most common mode of travel was on foot, selected by around a third of people. Bicycle (15%) and Bus (18%) were also selected by a notable proportion of respondents.

6.3.3 There were also a small number of replies from people who travel on the A5036 by HGV/LGV or other modes. Of those people who chose 'other', many simply provided supporting comments. The alternative modes mentioned were motorbike (6 people), taxi (5 people), mobility scooter (3 people) and running (5 people).

Figure 23 How do you travel on this route (A5036)?

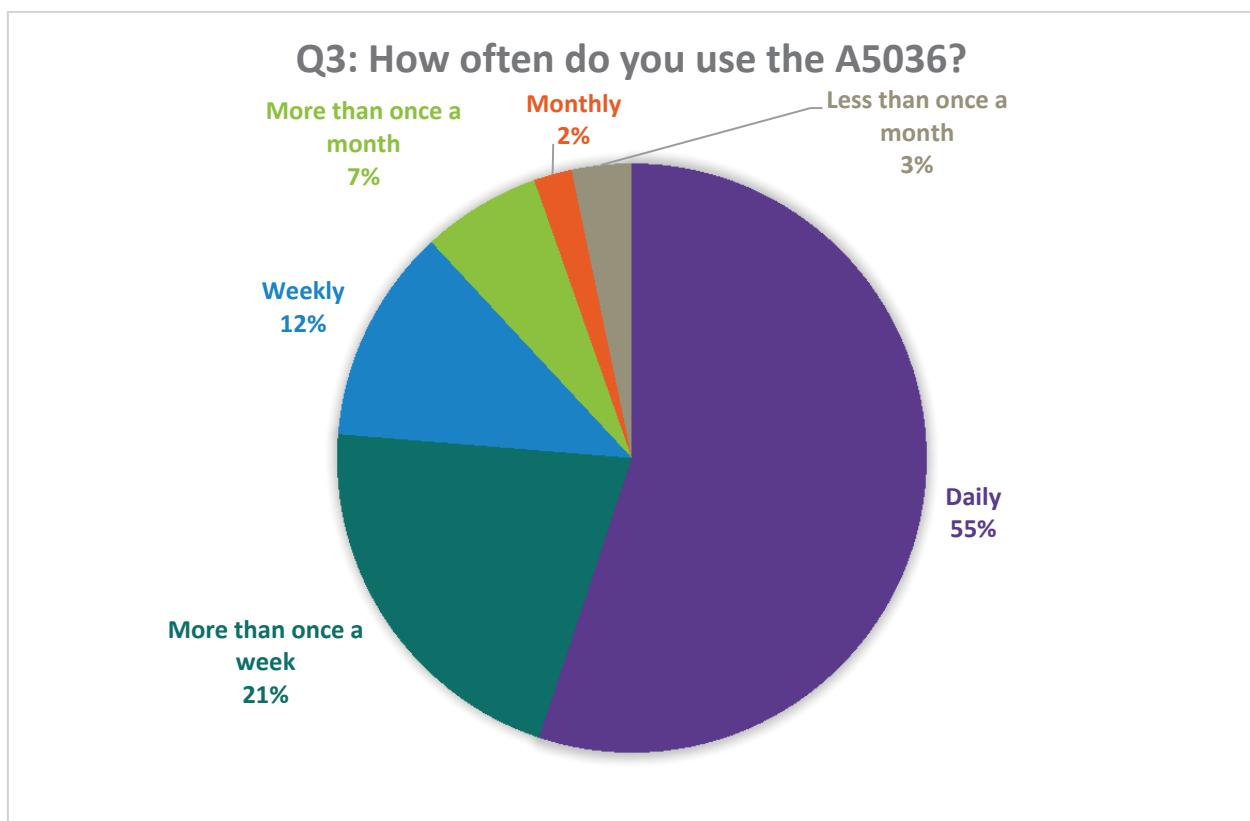


6.4 Q3: Frequency of use of the A5036

6.4.1 People were asked how often they used the A5036. They could select one answer out of a possible six. 30 respondents did not select any answer to the question. A few respondents selected more than one option; in this case the most frequent option was taken for the analysis.

6.4.2 Figure 24 below summarises the feedback. The highest proportion of completed responses indicated daily use of the A5036 (55%), and only 12% of completed responses indicated they use the road less frequently than weekly. Over 88% of completed responses indicated use of the A5036 at least once a week.

Figure 24 How often do you use the A5036?



7 CONSULTATION FEEDBACK – CURRENT USE OF RIMROSE VALLEY

7.1 Overview

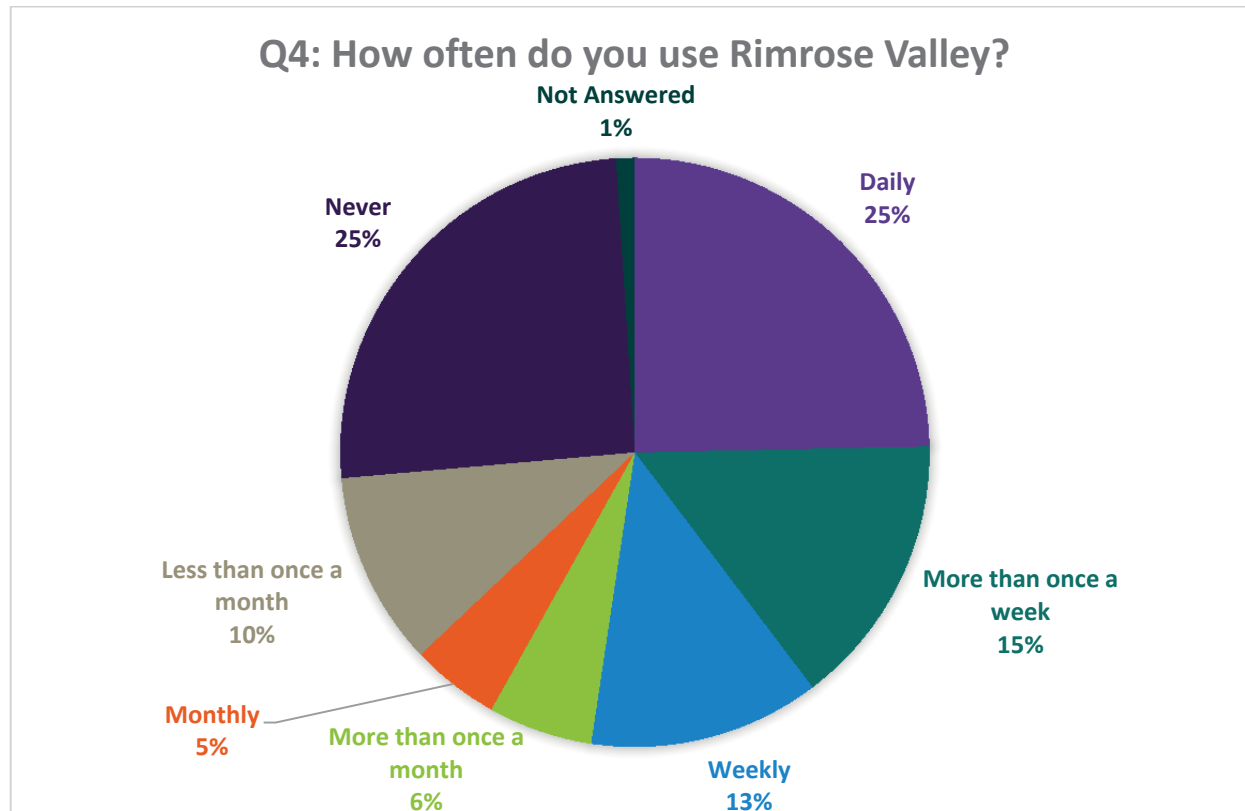
7.1.1 This section of the questionnaire asked questions about how often people use the Rimrose Valley, why they use the Rimrose Valley and if there is anything that deters their use of it.

7.2 Q4: Frequency of use of Rimrose Valley

7.2.1 People were asked how frequently they use Rimrose Valley. They could select one answer out of a possible seven. 1% of respondents (19 people) did not provide any answer to the question.

7.2.2 A quarter of respondents use Rimrose Valley daily however, the same proportion of respondents indicated that they never use Rimrose Valley. Over half of the respondents selected that they use Rimrose Valley at least once a week. 470 respondents (25%) indicated they 'never' use Rimrose Valley, and these people were asked to continue to question 6 and ignore question 5. Figure 25 below summarises the feedback.

Figure 25 How often do you use Rimrose Valley?



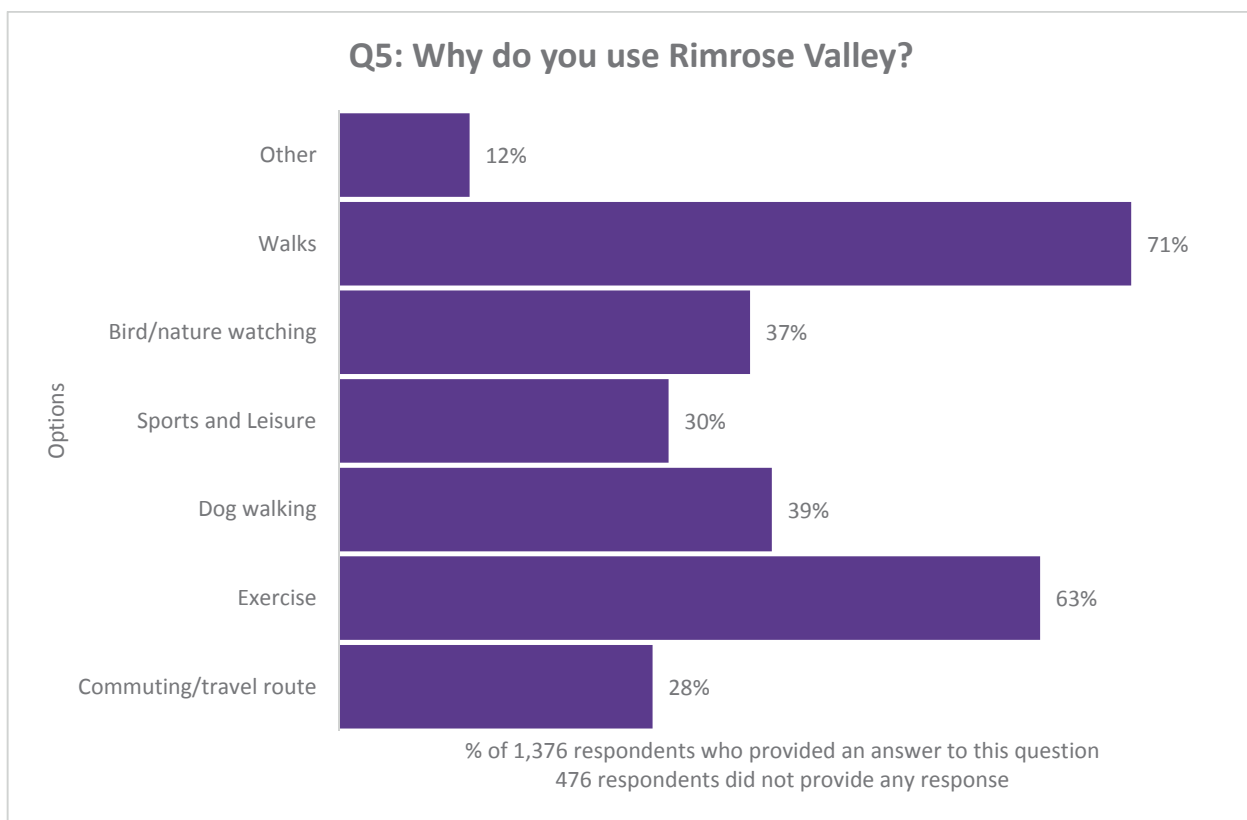
7.3 Q5: Reasons for visiting Rimrose Valley

7.3.1 People were asked what they use Rimrose Valley for. They could select as many options as they wanted including six suggestions and ‘other’ which included an open text box. If people indicated they ‘never’ use Rimrose Valley for question 4, then they were told to ignore this question (470 people). However, 9 of the people who said they never visit Rimrose Valley, did then provide a response on the reason they use Rimrose Valley. These were predominantly comments about walking. In total, 26% of all respondents (476 people) did not provide any answer to question 5.

7.3.2 Figure 26 below summarises the feedback. The highest number of respondents selected that they used Rimrose Valley for walks (71% of completed responses) and exercise (63% of completed responses). 37% and 39% of completed responses indicated that they use Rimrose Valley for bird/nature watching and dog walks respectively.

7.3.3 12% of completed responses indicated an ‘other’ reason for using Rimrose Valley, with the most commonly stated reason outside of the options provided being that the greenbelt can have a positive impact on health and wellbeing and/or mental health (8 people).

Figure 26 Why do you use Rimrose Valley?

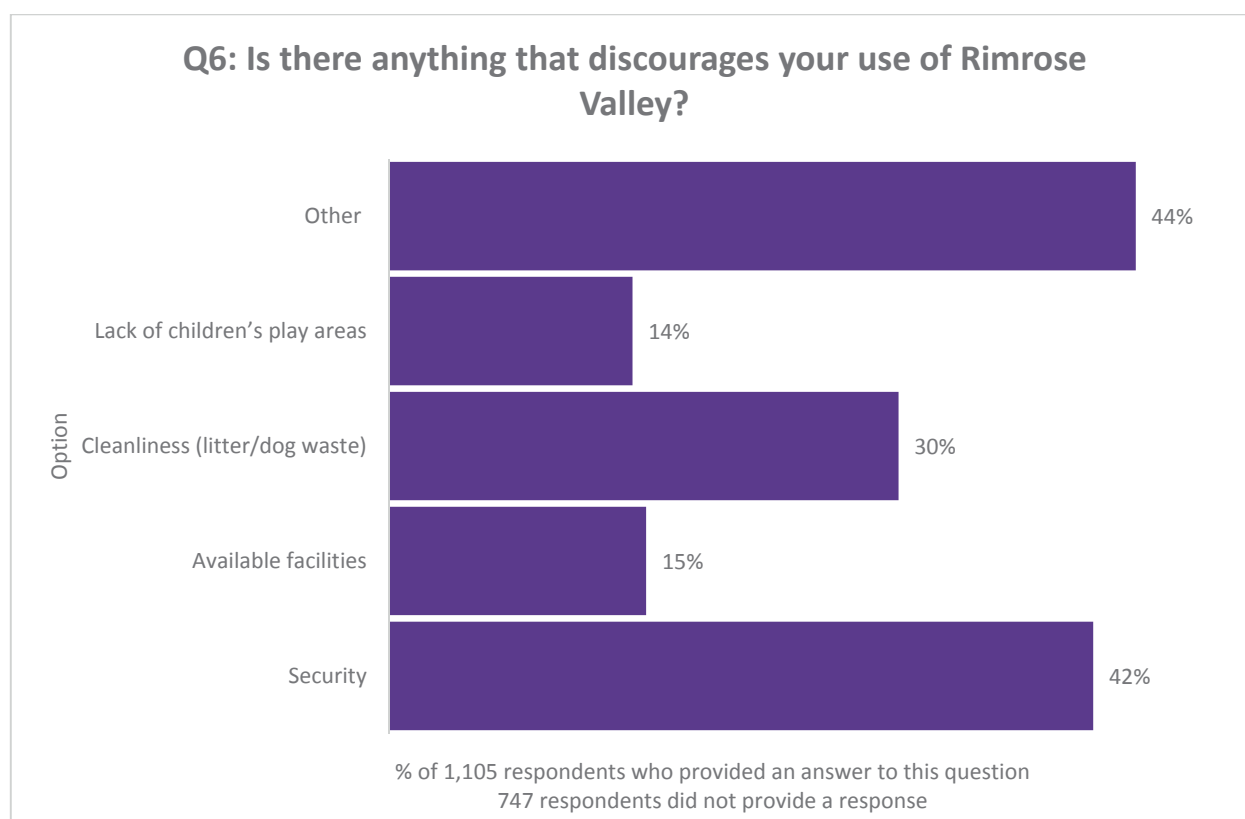


7.4 Q6: Factors discouraging the use of Rimrose Valley

7.4.1 People were asked about the things which discourage them from using the Rimrose Valley. They could select as many options as they wanted including four suggestions and 'other' which included an open text box. 40% of respondents (747 people) did not provide any answer to the question.

7.4.2 Figure 27 below summarises the feedback. 42% of completed responses identified that security is an issue that discourages their use of Rimrose Valley; this was the highest proportion of any of the stated options. 30% of completed responses also stated that the poor cleanliness of the valley discouraged them from using the area. 44% of completed responses identified 'other' reasons. The most commonly stated 'other' reason which discourages use of Rimrose Valley is the use of cross bikes/quadbikes (37 people).

Figure 27 Is there anything that discourages your use of Rimrose Valley?



8 CONSULTATION FEEDBACK – ADDITIONAL COMMENTS

8.1 Overview

8.1.1 A comprehensive log of all other verbatim comments made in the questionnaire response forms has been collated. In order to quantify the type of comments that have been made, the comments have been categorised by topic (e.g. air quality, congestion) and the nature of the comment (i.e. whether they are a suggested improvement or express concern/ support for the proposals). Given the level of detail of the comments received, this section presents an overview of the feedback. A response to these comments and those received via telephone, email and letter can be found at Chapter 11.

8.2 Other comments

8.2.1 In response to the consultation, 56% of respondents (1038 entries) provided additional comments within an open text box titled, 'any other comments?' at the end of the questionnaire. Many of the same categories of comments were the same as those mentioned in section 4.3, a full breakdown of all the comments are detailed in the table below.

Coding of open comments made in response to Q16

Other comments – comment category	Number of Comments
Option B – Preservation of greenbelt land (Rimrose Valley)	222
Utilisation of the rail network rather than building road	180
Negative air quality impacts	158
Negative feedback on public involvement/consultations	124
Negative health impacts of the of the A5036 currently	116
Negative noise pollution impacts	104
Re-opening of the tunnel/create tunnel	72
Option B – retaining/upgrading recreation facilities	67
Other suggested scheme options	64
Option A – negative impact on congestion	46
Option B – negative impacts on wildlife/natural habitats	42
Concerns over financial contribution from Peel Ports	41
Option A – negative impact on safety	39
Negative impact on communities	37
Negative comments regarding Peel Ports	36
Negative impact on local economy/concerns about the effect on house prices	36
Option B – positive impact on congestion	32
Concerns for residents/schools on roads near the A5036	31
Concerns over aesthetics of landscape	24
Option B – negative impact on congestion	23
Health benefits of Rimrose Valley	21
Option A – concerns over increased HGV's on A5036	19

Option A represents better value for money	18
Utilisation of canal/ship links	14
Concerns over the removal of a footbridge along current A5036	13
Problems/concerns over Switch Island	13
Option B – negative impact on safety	13
Queries over cost/benefit analysis of Option B	10
Option A – positive impact on congestion	7
Option B represents better value for money	7
Concerns over harmful waste exposure	7
Queries over cost/benefit analysis of Option A	6
Option B – positive impact on safety	5
Improve public transport options (e.g. rail)	4
Negative impact on severance	3
Option A – positive impact on safety	3
Improve cycling and walking infrastructure	2
Improved signage	2
Concerns over local roads being used as rat-runs	1

9 CONSULTATION FEEDBACK – PRESCRIBED STATUTORY CONSULTEES

9.1 Overview

9.1.1 Prescribed statutory consultees include:

- **Prescribed consultees:** this refers to relevant statutory bodies as prescribed in Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and procedure) Regulations 2009. The full list of the prescribed bodies consulted with can be found in Appendix 9.
- **Local authorities:** whose land the proposed scheme falls within, as well as their neighbouring authorities. The host local authority for this scheme is Sefton Metropolitan Borough Council. The full list of the local authorities consulted is included in Appendix 9.
- **Land interests:** landowners, lessees, tenants, occupiers and those with a financial interest in the land, this includes those whose land would be subjected to compulsory acquisition and those whose land may be affected by the development.

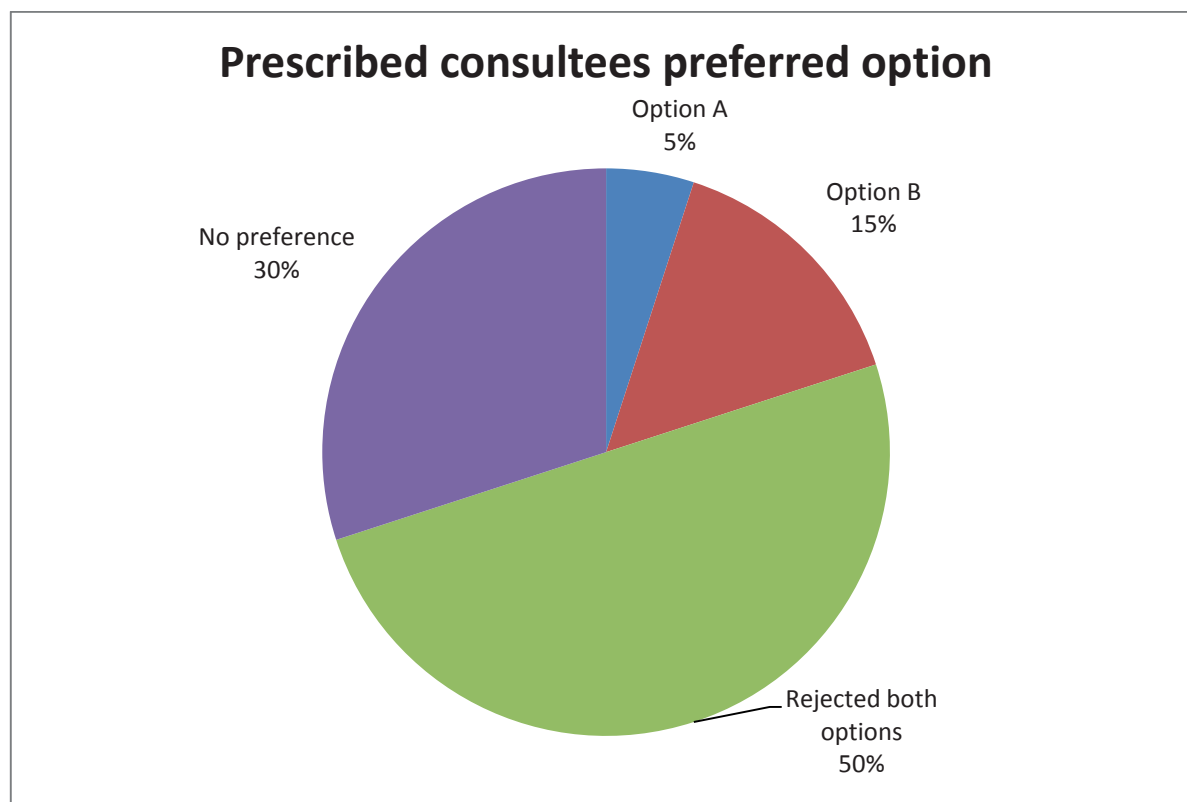
9.1.2 Key stakeholders, such as Peel Ports Group and Rimrose Valley Friends were also included within this category.

9.1.3 A consultation letter was issued to all prescribed statutory consultees. A copy can be found at Appendix 3.

9.2 Option preference

9.2.1 Unlike the questionnaire where people were asked to select one of three options, all prescribed consultees responded using either email or letter and indicated their preference via comments. The key findings summarised in Figure 28 are:

- 1 (5%) indicated that they prefer Option A
- 3 (15%) indicated that they prefer Option B
- 10 (50%) indicated that they rejected both options
- 6 (30%) indicated no preference

Figure 28 Option preference prescribed statutory consultees

9.3 Option A

9.3.1 The Canal & River Trust were the only respondents who indicated a preference for Option A commenting “..this option would, in principle, be unlikely to have any significant long-term impact upon [the Leeds and Liverpool Canal], or its users, and would be the preferred option for the Trust”.

9.4 Option B

9.4.1 Supporters for Option B included the Freight Transport Association, Peel Ports Group and Royal Mail. Royal Mail commented that “..this option provides journey time savings as well as alleviates congestion on the existing A5036”.

9.5 Reject both Options

9.5.1 Those that rejected both options included Sefton Metropolitan Borough Council, the host local authority who commented that “... the Council considers that there are concerns over both options being presented in the consultation and that neither option achieves the desired balance of long term capacity improvement and environmental protection or would deliver the Council’s priorities and aspirations for the area. We cannot therefore support either of the options.”

9.5.2 Other notable consultees who rejected both options included Sefton Labour Group of Councillors, Liverpool City Region Combined Authority, the Campaign for Better Transport and Rimrose Valley Friends.

9.6 No preference

- 9.6.1 Consultees who expressed no preference for either scheme included Transport for the North who commented that “... *any solution connects with the emerging priorities coming forward through our Strategic Transport Plan*”.
- 9.6.2 Other notable consultees included Historic England and the Coal Authority, both of whom indicated that they did not wish to be consulted at any future stages of the project.

10 CONSULTATION FEEDBACK – EMAILS, LETTERS, PHONE CALLS AND PETITIONS

10.1 Overview

10.1.1 In addition to completing the questionnaire (either digitally or via hard copy) members of the public were advised that they could respond to our consultation event via email or post. A total of 377 emails and letters were received during the consultation period. A comprehensive log of all comments and expressions of option preference (where indicated) has been collated. In order to quantify the type of comments that have been made, the comments have been categorised by topic using the same coding principle used in chapter 8. Of these 377 emails and letters 20 were received from prescribed statutory consultees and have been referred to in Chapter 9 and are not included in 10.2 below.

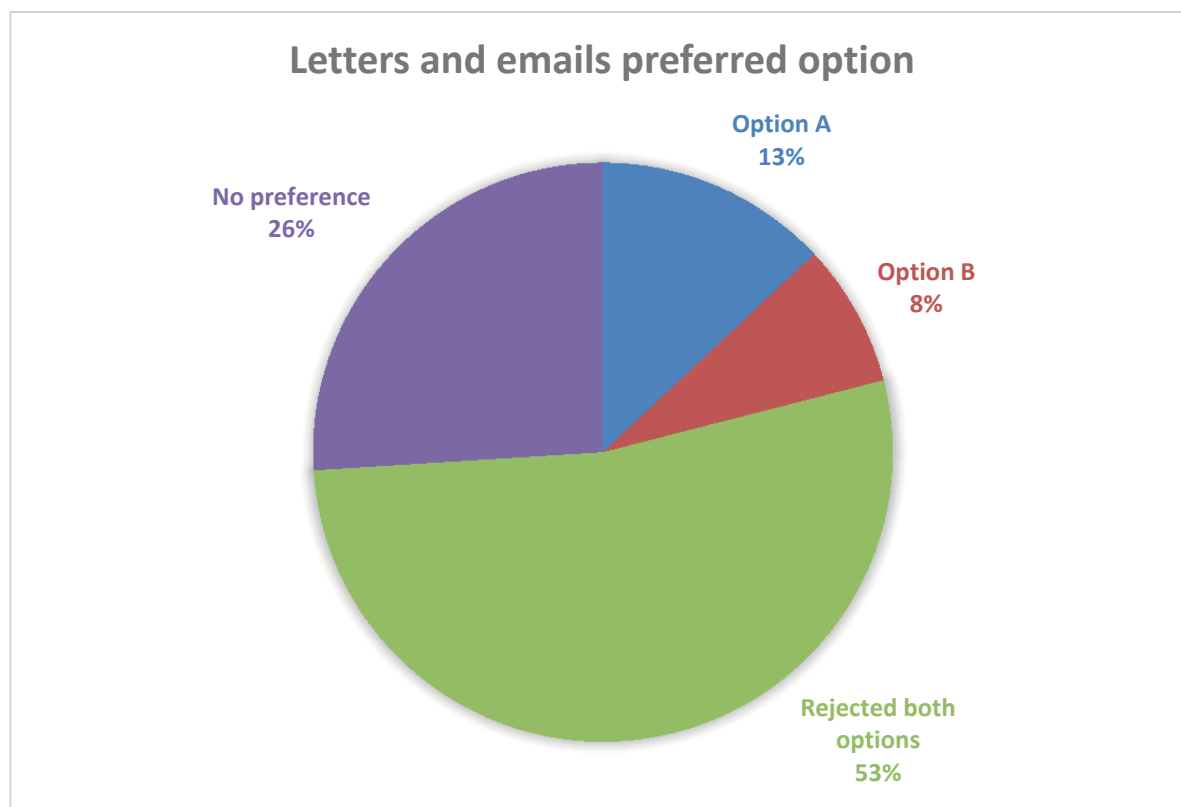
10.1.2 Given the nature of these forms of response no demographic information has been recorded.

10.2 Option preference

10.2.1 Unlike the questionnaire where people were asked to select one of three options, respondents using email and letter indicated their preference via comments. The key findings summarised in Figure 29 are:

- 46 (13%) indicated that they prefer Option A
- 28 (8%) indicated that they prefer Option B
- 190 (53%) indicated that they rejected both options
- 93 (26%) indicated no preference

Figure 29 Option preference – emails and letters



10.3 Additional comments

10.3.1 Many of the comments received were the same as those mentioned in Chapter 8. A full breakdown of all the comments received is detailed in the table below.

Comments – comment category	Number of comments
Utilisation of the rail network	59
Reopening of the tunnel/create tunnel	54
Requests for additional information	43
Negative air quality impacts	33
Requests for hard copy/digital questionnaire	26
Negative Noise pollution impacts	20
Option B – preservation of green belt land (Rimrose Valley)	16
General concerns about increases in traffic	14
Requests for additional information from the District Valuer/Compensation scheme	11
Negative feedback on public involvement/consultation	8
Concerns over financial contribution from Peel Port	6
Negative health impacts of the A5036 currently	5
Peel Ports not represented at public information events	4
Concerns regarding planning permission for Liverpool2	4
Maintenance issues with existing A5036	4
Concerns about road building in general	3

Alternative options presented	3
Negative impact on local economy	2
Negative comments regarding Peel Ports	3
Negative impact on local economy/concerns about the effect on house process	2
Concerns about vibration effects from existing A5036	2
Sefton MBC not represented at public information events	2
Concerns about compulsory purchase of properties	2
Negative impact on communities	2
Option B – positive impact on congestion	2
Option B – negative impacts on wildlife/natural habitats	1
Problems/concerns with Switch Island	1
Option A – positive impact on congestion	1
Improve cycling and walking infrastructure	1
Concerns about lack of proposals for Princess Way	1
Concerns about disabled access during construction	1
Suggestion to widen existing A5036	1
Suggestions to restrict dock access	1
Need for a strategic transport plan	1
Option B – positive impact on safety	1

10.4 Telephone calls and petitions

10.4.1 During the consultation period we also received 28 telephone calls via Sefton Community Against Roads against Option B and a petition, against Option A from the Church Road Residents Group, containing 779 signatures. Telephone calls and petitions were not an approved form of consultation response and so are not included as part of this report, however the views expressed were considered as part of the selection process for the preferred option.

11 OUR RESPONSES TO CONSULTATION FEEDBACK

11.1 General

11.1.1 As described in Chapters 8 to 10 a number of matters have been raised during the consultation period. The table below show our responses to the key issue identified. Where consultees contacted us by letter, email or through the Information Line personal responses were sent to the consultee.

11.1.2 Each issue has a quote taken from the questionnaire which reflects the matter that has been raised.

Issue	Response
<p>Preserve greenbelt land <i>“Rimrose Valley is a vital green belt between Crosby, Waterloo Thornton and Litherland. It is essential that it is preserved for the health and wellbeing of this and future generations”</i></p>	<p>Highways England understands the importance of preserving Green Belt land and we will endeavour to ensure that we keep any development to a minimum. The National Planning Policy Framework (NPPF) considers some development, including local transport infrastructure, to be appropriate, providing they preserve the openness of the Green Belt.</p> <p>We will work closely with Sefton MBC to identify replacement land to mitigate for the loss of any land required for a new highway. This will include land to replace any football pitches and public open space acquired. In addition we will be working with Sefton to investigate possible enhancements that can be implemented to the remaining area.</p>
<p>Use of rail <i>“As much freight as possible should be moved by rail rather than by road”</i></p>	<p>Highways England been asked by the government to look specifically at improving the road access to the Port of Liverpool. In addition, Network Rail are currently developing a project to increase capacity and line speed on the Bootle Branch Line, (which links the Port of Liverpool with the wider rail network), and to improve signalling at Earlestown to enable more freight services from the Port of Liverpool to gain access towards the West Coast Main Line. These works will provide capacity for the Port of Liverpool's future rail-freight growth aspirations.</p> <p>The assessment of a modal shift of freight traffic from road onto rail was an important part of our traffic forecasting work. However, our findings indicate that, even with an ambitious transfer onto rail, improvements to the road network will still be necessary.</p>
<p>Use of canal <i>“We should be considering alternatives such as canal</i></p>	<p>The work to develop a road based solution is not being undertaken in isolation. Highways England is a member of the Liverpool City Region Port Access Steering Group</p>

<p><i>links as vehicles access now causes detriment to the lives of those living along the route”</i></p>	<p>which is looking at a much wider set of proposals across Merseyside and the North West. This group includes Network Rail, Peel Ports, Sefton MBC, the other combined authorities and Mersey travel. This group is looking to deliver transport measures that will improve port access and increase capacity by rail, road and water.</p> <p>The assessment of a modal shift of freight traffic from road onto inland shipping (using the Manchester Ship canal) was an important part of our traffic forecasting work. However, as with rail, our findings indicate that, even with an ambitious transfer onto inland shipping, improvements to the road network will still be necessary.</p>
<p>Air quality <i>“A poster stated there would be no adverse effect to air quality! How can you so boldly say this when there will be up to 7,000 lorries using it”</i></p>	<p>An assessment was made of the impact of the scheme on a number of key environmental aspects including air quality, on those living and working in the community. These assessments consider the predicted air quality based on expected traffic growth and compares the effects of the options to a scenario where nothing is done. The assessment concluded for both options that there is no significant effect on air quality.</p> <p>The predicted increases in traffic growth are as a result of port expansion and other developments in the area, not as result of either of the options.</p>
<p>Noise levels <i>“Noise levels will be totally unacceptable”</i></p>	<p>As with air quality, an assessment was made of the scheme on noise levels, These assessments also consider the predicted noise levels based on expected traffic growth and compares the effects of the options to a scenario where nothing is done.</p> <p>Noise modelling indicates that Option B (bypass) would reduce traffic noise along the existing route but would introduce noise within the relatively quiet Rimrose Valley. To help mitigate this we are proposing a number of measures either side of the bypass including noise bunds and barriers. Similarly, for Option A, we will be working with residents to identify appropriate mitigation measures.</p>
<p>Build a tunnel <i>“A tunnel through the Rimrose Valley is the only solution”</i></p>	<p>The possibility of providing a tunnel as an alternative option has been considered during the feasibility study undertaken in 2014 and dismissed as the costs to provide a tunnel made this option uneconomical to deliver. We have reviewed the costs following a request from Sefton Borough Council and the indicative costs for providing a 5km ‘cut and cover’ tunnel were between £620m to £1.2bn. The costs of such an intervention would significantly outweigh the benefits and would therefore represent poor value for money when compared to the options currently being consulted upon.</p>
<p>Loss of wildlife</p>	<p>Through the operation, maintenance and improvement of</p>

<p><i>“I would hate to see a beautiful wildlife area wiped out forever”</i></p>	<p>our lands Highways England’s aspiration is “..a strategic road network working more harmoniously with its surroundings to deliver an improved environment”.</p> <p>We understand the importance of these areas and will endeavour to ensure that any development is kept to a minimum. We have completed extensive surveys of the habitats affected by the options. If Option B is progressed we would work with Sefton MBC to identify mitigation for the loss of any habitats and will work with them and other stakeholders to enhance the remaining areas of the valley to try to improve biodiversity.</p>
<p>Option A is not a long term solution <i>“Option A has a limited shelf life”</i></p>	<p>The traffic modelling work that has been completed as part of our economic assessment takes into account the developments that are approved and included within the local plan. Option A is predicted to operate within capacity until the design year of 2038. During our discussions with Sefton Council we have been made aware of a number of other proposed developments that have not been taken into account. We can only take into account committed developments. If these developments are approved and proceed to construction it is likely that one or two of the junctions will reach capacity before 2038.</p>
<p>Peel Port involvement <i>“Peel Holdings need to finance this as they will reap the profits”</i></p>	<p>We have been tasked by Government to look at access to the Port as part of its Roads Investment Strategy and within the context of its Northern Powerhouse initiative. These proposals are in line with the underlying principles of DfT’s National Policy Statement for Ports which are intended to “support the fundamental aim of improving economic, social and environmental welfare through sustainable development, recognising the contribution of ports to trade”.</p> <p>The government made the financial commitment to fund a scheme to improve access to the Port of Liverpool as part of their Roads Investment Strategy, 2014.</p>
<p>Option A - safety of non-motorised users <i>“It is not fair to live amongst high volume of traffic and being a walker I would fear for my safety”</i></p>	<p>Our network plays a key role in supporting the needs of vulnerable road users including cyclists and pedestrians.</p> <p>If option A is progressed we would look to improve pedestrian and cycles facilities, this would include improvements to crossing facilities at each of the improved junctions and the improvement or provision of a cycle way adjacent to the A5036.</p>
<p>Impact on house prices <i>“The reductions in valuations to house prices must be considered”</i></p>	<p>Highways England works closely with the District Valuer’s Office to ensure that reductions in house prices are considered and where appropriate, compensation is awarded under Part 1 of the Land compensation Act 1973</p>

<p>Increased traffic <i>“We will just end up with 2 very busy, noisy and polluting roads”</i></p>	<p>If Option B is progressed the traffic flows on the current A5036 are forecast to be reduced significantly. We will work with Sefton MBC to identify improvements to the existing road to improve the environment for residents, this may include reducing the existing width of the carriageway and the improvement of pedestrian and cycle facilities along the existing A5036.</p>
<p>Value for money <i>“Option A seems by far the simplest and most cost-effective solution”</i></p>	<p>Cost is not the only factor that is taken into consideration when considering which option to take forward as our preferred solution. Although Option A is significantly cheaper than Option B it does not deliver the same level as benefits, particularly in relation to improvements to journey times.</p>
<p>Removal of pedestrian bridge <i>“I am in shock and disgusted that the plan is to widen the already far too busy road and then take away the bridge for pedestrians to cross it”.</i></p>	<p>Proposals to remove the bridge at Park Lane junction, isn't part of this scheme but is being considered by Highways England's Operations team who deal with the day-to-day management of road.</p> <p>Given the negative feedback received during this consultation, a decision has been taken by the Operations team to complete a detailed design of a replacement bridge and undertake a more comprehensive consultation with local residents and businesses over summer 2017.</p>
<p>Switch Island <i>Modifications for either scheme need to be made to Switch Island itself as it is a root cause of much of the local congestion”</i></p>	<p>Feasibility work is underway to look at potential options to reduce the number of collisions at Switch Island; this work is being led by Highways England Operations team and carried out in conjunction with Sefton MBC and Merseyside Police. It is anticipated that any preferred option would begin construction in the 2018 – 19 financial year.</p> <p>As part of this scheme, minor works will be required at Switch Island.</p>
<p>Option B – safety of non-motorised users <i>“Please don't ruin Rimrose Valley by building a road through it – it won't be safe for me to walk my dog if there is a stream of cars and lorries driving through constantly”</i></p>	<p>Any new bypass would be protected by barriers to prevent pedestrians from gaining access to it. We will work with Sefton MBC, local residents and other stakeholders to agree locations where pedestrian bridges can be provided.</p>

12 CONCLUSIONS

12.1 General

12.1.1 The feedback received from the consultation will be one element used to inform the selection process for the preferred option. A formal announcement of which will be made in September 2017.

12.1.2 The consultation results show that there is strong support to address the issue of congestion on the existing A5036 with 72% of questionnaire respondents agreeing that something must be done. However, agreement on what should be done to address this is mixed with 44% supporting Option A and 31% supporting Option B. A further 25% either rejected both options or made no preference.

12.2 Next steps

12.2.1 Planning permission will be necessary regardless upon the option selected. We will liaise with the Planning Inspectorate to identify the appropriate legislative route.

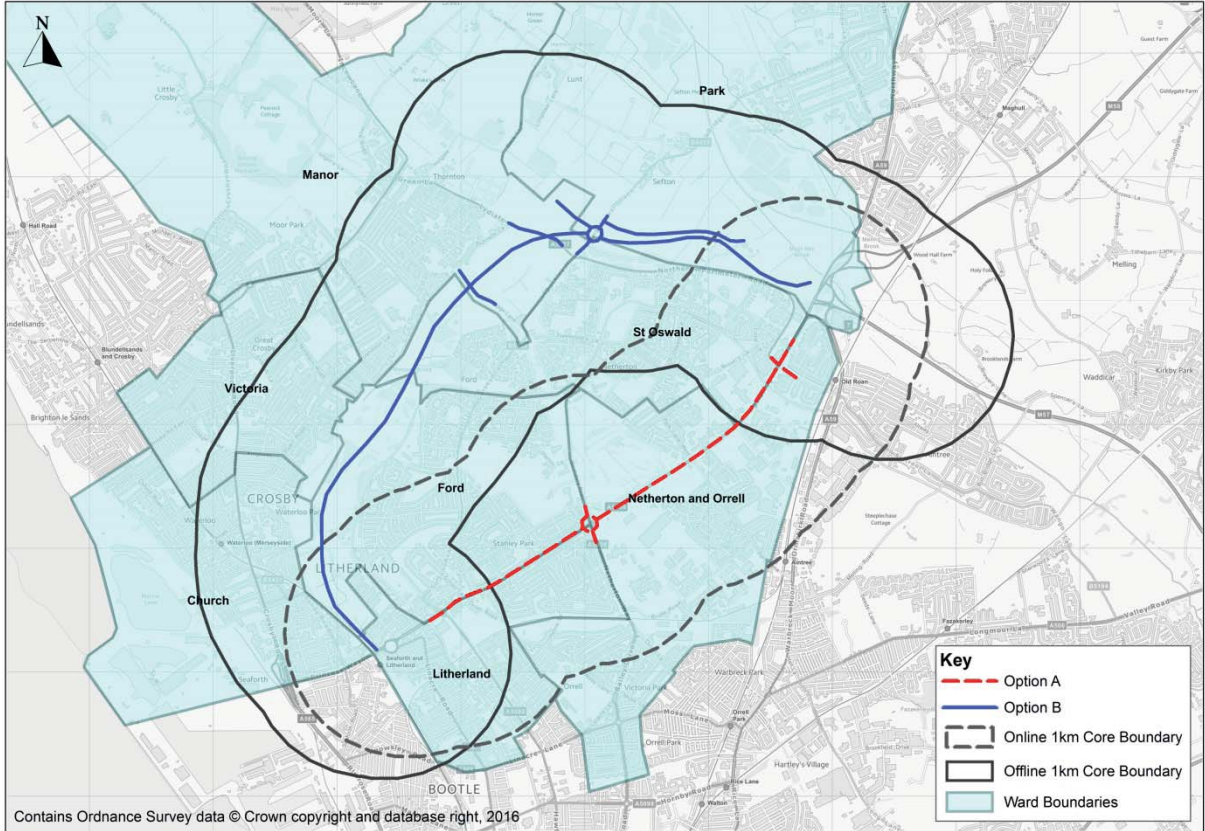
12.3 Stakeholder engagement

12.3.1 Engagement with all stakeholders will continue, as appropriate, throughout the development of the scheme. A statutory consultation will be undertaken in advance of any Development Consent Order application. We recognise the importance of ensuring the scheme proposals are supported by local communities and will work with stakeholders to develop the designs further and communication any changes to the scheme proposals.

12.3.2 We will review the programme for future consultation following Preferred Route Announcement.

APPENDICES

Appendix 1 – Consultation Area



Appendix 2 – Consultation brochure



A5036
Port of Liverpool Access Scheme
Public consultation



January – February 2017

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.

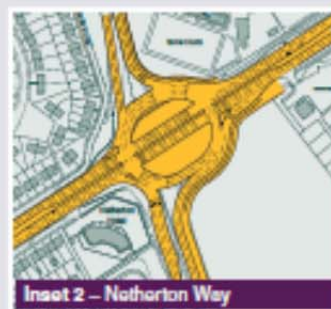
The key elements detailed below can be seen on the map on the following page.

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.

A5036 Port of Liverpool Access Scheme – Public Consultation

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

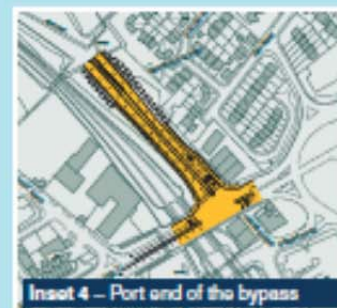
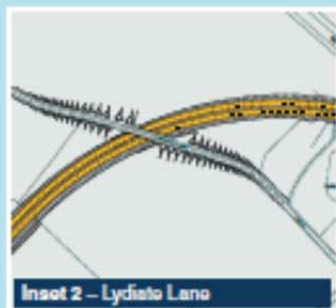
This option involves providing a new dual carriageway bypass of the existing A5036 between Switch Island and Princess Way through the Rimrose Valley avoiding the congested junctions along the current route.

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.
Lydiate Lane and Edge Lane	Lydiate 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



A5036 Port of Liverpool Access Scheme Public consultation questionnaire

We want to understand your views about the two options for improving access to the Port of Liverpool. Please tell us your views by completing this short questionnaire here or online at www.highways.gov.uk/roads/road-projects/a5036-port-of-liverpool-access

Please send completed questionnaires to
FREEPOST A5036 Highways England
to reach us no later than Monday 27 February 2017.

Please provide us with your name, address and email. If you would prefer your comments to be anonymous please just provide your postcode.

Name:

Address:

..... Postcode:

Email address:

We'd like to know more about how you currently use the A5036 Dunnings Bridge Road/ Church Road.

1. Why do you use this route? (tick all that apply)

<input type="checkbox"/> Live on or near	<input type="checkbox"/> Work on or near
<input type="checkbox"/> Use leisure facilities on or near	<input type="checkbox"/> As part of a journey to school
<input type="checkbox"/> As part of a journey to work	<input type="checkbox"/> Other (please state):

.....

2. How do you travel on this route? (tick all that apply)

<input type="checkbox"/> Car	<input type="checkbox"/> Bus	<input type="checkbox"/> Bicycle
<input type="checkbox"/> Walk	<input type="checkbox"/> HGV/LGV	<input type="checkbox"/> Other (please state):

.....

3. How often do you use this route?

- | | |
|----------------------------------|---|
| <input type="checkbox"/> Daily | <input type="checkbox"/> More than once a week |
| <input type="checkbox"/> Weekly | <input type="checkbox"/> More than once a month |
| <input type="checkbox"/> Monthly | <input type="checkbox"/> Less than once a month |

We'd like to know more about how you currently use Rimrose Valley.

4. How often do you visit Rimrose Valley?

- | | |
|--|---|
| <input type="checkbox"/> Daily | <input type="checkbox"/> More than once a week |
| <input type="checkbox"/> Weekly | <input type="checkbox"/> More than once a month |
| <input type="checkbox"/> Monthly | <input type="checkbox"/> Less than once a month |
| <input type="checkbox"/> Never (please go to Q6) | |

5. What do you use Rimrose Valley for? (tick all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Commuting/travel route | <input type="checkbox"/> Exercise |
| <input type="checkbox"/> Dog walking | <input type="checkbox"/> Sports and Leisure |
| <input type="checkbox"/> Bird/nature watching | <input type="checkbox"/> Walks |
| <input type="checkbox"/> Other (please state): | |
-

6. Is there anything that discourages your use of Rimrose Valley? (tick all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Security | <input type="checkbox"/> Available facilities |
| <input type="checkbox"/> Cleanliness (litter/dog waste) | <input type="checkbox"/> Lack of children's play areas |
| <input type="checkbox"/> Other (please state) | |
-

For each of the questions below please tick one of the boxes to say whether you agree with the following statements.

7. Something must be done to improve congestion on the A5036.

- | | | | | |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

8. Something must be done to improve safety on the A5036

- | | | | | |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. Something must be done to improve access for cyclists and pedestrians on the A5036.

- | | | | | |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

10. I understand the different options being considered.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. We would like to know what is important to you. Please choose 3 from the following list that you consider to be important in relation to this scheme.

<input type="checkbox"/> Reliable journey times	<input type="checkbox"/> Impact on land	
<input type="checkbox"/> Protecting the environment	<input type="checkbox"/> Safety of road users	
<input type="checkbox"/> Scheme cost	<input type="checkbox"/> Noise	<input type="checkbox"/> Air quality

12. Which option do you prefer?

Option A (improvements to existing A5036)

Option B (bypass)

No preference

Please give a reason for your answer:

.....

.....

.....

13. If Option A is selected what enhancements would you like to see along the A5036? (tick all that apply)

<input type="checkbox"/> Additional noise mitigation	<input type="checkbox"/> Improved pedestrian crossing points
<input type="checkbox"/> Improved facilities for cyclists	<input type="checkbox"/> Landscaping
<input type="checkbox"/> None	<input type="checkbox"/> Other (please state)

.....

.....

14. If Option B is selected what enhancements would you like to see in the Rimrose Valley? (tick all that apply)

<input type="checkbox"/> Improved cycle routes	<input type="checkbox"/> Improved footpaths
<input type="checkbox"/> Picnic/sitting areas	<input type="checkbox"/> Children's play areas
<input type="checkbox"/> Improved sports facilities	<input type="checkbox"/> Improved security
<input type="checkbox"/> None	<input type="checkbox"/> Other (please state)

.....

.....

15. If Option B is selected what enhancements would you like to see along the existing A5036? (tick all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Additional noise mitigation | <input type="checkbox"/> Improved pedestrian crossing points |
| <input type="checkbox"/> Improved facilities for cyclists | <input type="checkbox"/> Landscaping |
| <input type="checkbox"/> Reduced to single carriageway | <input type="checkbox"/> None |
| <input type="checkbox"/> Other (please state) | |
-

This section is optional but we would be grateful if you'd tell us a little bit about yourself so that we understand more about who thinks what. We won't share this information; contact you or use it for any other purpose.

16. Your gender? Male Female Prefer not to say
17. Your age? 16–24 25–34 35–44 45–54
 55–64 65+ Prefer not to say
18. Do you consider yourself to have a disability?
 Yes No Prefer not to say
19. Did you attend a consultation event?
 Yes No

Any other comments?

.....

.....

.....

.....

Thank you for taking the time to complete our feedback form. Your views are important to us.
When you have completed this form, please return it to:
FREEPOST A5036 Highways England
to reach us no later than Monday 27 February 2017.

Information provided in response to this questionnaire, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want information that you provide to be treated as confidential, please be aware that, under FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as legally binding on the Highways England system.

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
Journey times and traffic congestion	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.	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.
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).	There would be no significant impact on air quality.	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.
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.	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.	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.
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.	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.	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.

A5036 Port of Liverpool Access Scheme – Public Consultation

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 refuse 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

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call 0800 122 8600*. Please quote the Highways England publications code PR15016.

Highways England creative job number N160436

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Registered office Bridge House, 1 Water Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 08246363

Appendix 3 – Letter to Prescribed Consultees

Carl Stockton
Project Manager
Highways England
Piccadilly Gate
Store Street
Manchester M1 2WD

Consultee Name
Address 1
Address 2
Address 3
Postcode
3rd January 2017

Dear *Insert Name*

A5036 Port of Liverpool Access – Public consultation

Monday 16 January 2017 – Monday 27 February 2017

The A5036 is a strategic route within the North West, and links The Port of Liverpool with the Switch Island interchange of the M57 and M58, which then in turn links to the M62 and M6 respectively. The port is the busiest sea-port in the North West and the sixth largest nationally in terms of total freight tonnage. It is also the home to Liverpool2, a new deep-water container terminal being built following a £300m investment by Peel Ports. The existing road already suffers from a high level of congestion and with significant development pressures, necessary for much needed regeneration, the situation can only get worse.

Improvements to the A5036 were outlined in the government's Road Investment Strategy in December 2014 and are part of Highways England's Regional Investment Programme. The project aims to improve the A5036 either by bypassing the congested junctions along the route or by significant improvement of these junctions.

The objectives of the project are:

1. To improve the traffic conditions on the main link between the Port of Liverpool and the Motorway Network to facilitate economic growth.
2. To improve safety for all road users and road workers.
3. To reduce requirements for future maintenance interventions.
4. To minimise the detrimental environmental effects and seek to protect and enhance the environment.
5. To improve local connectivity and the local network for all types of road user.
6. To provide value for money

We are undertaking a consultation on the two current options for the scheme and are seeking your views on the proposals to help determine the preferred route. We have enclosed a copy of the consultation brochure which provides further information. You can comment by emailing or writing to us using the contact details at the end of this

letter, or by filling in the questionnaire enclosed within the brochure. The questionnaire is also available on our webpage.

We would also like to establish your preferred method of contact. It would be much appreciated if you could indicate to the team your preference of email or letter for future contact, using the contact details below.

As part of the consultation we have arranged a series of consultation events where you can discuss the proposals with the project team – these have been detailed within the consultation brochure.

All of our consultation information is available to view on our webpage at

www.highways.gov.uk/projects/a5036-port-of-liverpool-access

This includes an online version of the enclosed brochure, questionnaire and a scheme newsletter. All responses to the consultation will be considered and will inform, where appropriate, how the proposals are refined. We will consult again once the proposals are more developed and the enclosed brochure provides more information about this.

Our contact addresses for sending comments are:

Email: A5036PortofLiverpool@highwaysengland.co.uk

Post: FREEPOST A5036 Highways England,
Piccadilly Gate,
Store Street,
Manchester,
M1 2WD

If you have any questions about the consultation the project team can be contacted on 0300 470 6105.

Please ensure your comments are returned by **Monday 27 February 2017** at the latest to enable them to be considered.

Yours Sincerely

Carl Stockton
Project Manager

Appendix 4 – Letter to Category 1 Land Owners, Residents and Businesses

Carl Stockton
Project Manager
Highways England
Piccadilly Gate
Store Street
Manchester M1 2WD

Consultee Name
Address 1
Address 2
Address 3
Postcode

3rd January 2017

Dear *Insert Name*

A5036 Port of Liverpool Access Scheme – Public Consultation

Monday 16th January 2017 – Monday 27th February 2017

Invitation to meet the project team

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

Since then we have been exploring a number of options to address this; our objectives being to:

- Reduce congestion on the A5036
- Improve journey time reliability for drivers
- Meet the needs of future traffic growth from existing and planned developments in the area.

We have identified two possible solutions:

Option A – Upgrading the existing road; and
Option B – A new bypass through the Rimrose Valley connecting Princess Way to Broom's Cross Road.

I am writing to you, as a landowner or tenant of land that could be affected by one of our options, to give you the opportunity to meet members of the project team on an individual basis. The attached plan shows the parcel of land potentially affected by the scheme. If you would like to meet to discuss the proposals and how they could affect you please call to make a suitable appointment on 0300 470 6105 alternatively you can email us on A5036PortofLiverpool@highwaysengland.co.uk.

Alternatively, if you would prefer, you could come to meet the project team at a drop-in session. These drop-in sessions will be held on:

- Tuesday 24th January 2017
10am to 11am and 5pm to 8pm
The Park Hotel, Dunning's Bridge Road, Netherton, L30 6YN
- Wednesday 1st February 2017
2pm to 3pm
Litherland Royal British Legion, Orrell Road, Litherland, L21 8NU
- Saturday 4th February 2017
10am to 11am
SING Plus Centre, Cambridge Road, Seaforth, L21 1EX

There are also a number of public information exhibitions where further information will be available and you will also have the opportunity to meet Highways England staff, learn more about the scheme and have your say. These exhibitions will be held on:

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

You will also find copies of the information brochure and questionnaire at the following locations from the 16th 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

You can also find out more about the proposals by visiting the scheme's website www.highways.gov.uk/projects/a5036-port-of-liverpool-access.

If you are unable to attend these events, we would welcome your views either via the online response form which can be found on the website or by emailing A5036PortofLiverpool@highwaysengland.co.uk. If you have any questions about this consultation please call the project team on 0300 470 6105.

Yours faithfully

Carl Stockton
Project Manager

Appendix 5 – Letter to Category 2 Residents and Businesses

Carl Stockton
Project Manager
Highways England
Piccadilly Gate
Store Street
Manchester M1 2WD

Consultee Name
Address 1
Address 2
Address 3
Postcode

3rd January 2017

Dear *Insert Name*

A5036 Port of Liverpool Access Scheme – Public Consultation

Monday 16th January 2017 – Monday 27th February 2017

Invitation to a Local Residents Drop-In Session

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

Since then we have been exploring a number of options to address this; our objectives being to:

- Reduce congestion on the A5036
- Improve journey time reliability for drivers
- Meet the needs of future traffic growth from existing and planned developments in the area.

We have identified two possible solutions:

Option A – Upgrading the existing A5036 road; and
Option B – A new bypass through the Rimrose Valley connecting Princess Way to Broom's Cross Road.

Before we select the preferred option I am writing to you, as a resident living closest to our proposals, to give you the opportunity to meet members of the project team on an individual basis at a drop-in session to discuss these options and how it may affect you. These drop-in sessions will be held on:

- Tuesday 24th January 2017
10am to 11am

Or

5pm to 8pm

The Park Hotel, Dunning's Bridge Road, Netherton, L30 6YN

- Wednesday 1st February 2017
2pm to 3pm
Litherland Royal British Legion, Orrell Road, Litherland, L21 8NU
- Saturday 4th February 2017
10 am to 11am
SING Plus Centre, Cambridge Road, Seaforth, L21 1EX

If these dates are inconvenient please contact the Project Team on 0300 470 6105 to make alternative arrangements.

There are also a number of public information exhibitions where further information will be available and you will also have the opportunity to meet the Highways England team to learn more about the scheme and have your say. These exhibitions will be held on:

- Tuesday 24th January 2017
11am to 5pm
The Park Hotel, Dunning's Bridge Road, Netherton, L30 6YN
- Friday 27th January 2017
2pm to 8pm
St Faith's Church Hall, Milton Road, Waterloo, L22 4RF
- Monday 30th January 2017
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You will also find copies of the information brochure and questionnaire at the following locations from the 16th 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

You can also find out more about the proposals by visiting the scheme's website www.highways.gov.uk/projects/a5036-port-of-liverpool-access.

If you are unable to attend these events, we would welcome your views either via the online response form which can be found on the website or by emailing A5036PortofLiverpool@highwaysengland.co.uk. If you have any questions about this consultation please call the project team on 0300 470 6105.

Yours faithfully

Carl Stockton
Project Manager

Appendix 6 – The Champion Distribution by Postcode

Group 2

Crosby & Litherland

L21 - 0	Ford	- 1732
L21 - 1	Seaforth	- 1763
L21 - 2	Litherland	- 378
L21 - 3	Seaforth	- 267
L21 - 4	Seaforth	- 785
L21 - 5	Litherland	- 739
L21 - 6	Litherland	- 446
L21 - 7	Stanley Park	- 1533
L21 - 8	Seaforth	- 1713
L21 - 9	Hatton Park	- 2096
L22 - 0	Waterloo	- 505
L22 - 1	Waterloo	- 370
L22 - 2	Waterloo	- 759
L22 - 3	Waterloo	- 530
L22 - 4	Waterloo	- 878
L22 - 5	Waterloo	- 731
L22 - 6	Waterloo	- 547
L22 - 7	Waterloo	- 442
L22 - 8	Waterloo	- 495
L22 - 9	Waterloo	- 679
L23 - 0	Crosby	- 2044
L23 - 1	Thornton	- 902
L23 - 2	Thornton	- 1671
L23 - 3	Crosby	- 1105
L23 - 4	Thornton	- 439
L23 - 5	Crosby	- 959
L23 - 6	Brighton-le-Sands	- 1286
L23 - 7	Crosby	- 1263
L23 - 8	Blundell Sands	- 982
L23 - 9	Crosby	- 2373
	Office and Multi Drops	- 200

Anfield & Walton

L4 & L9	Free Pick-up Copies	- 4000
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Aintree & Maghull

L10 - 2	Aintree	- 520
L10 - 3	Aintree	- 648
L10 - 6	Aintree	- 579
L10 - 8	Aintree	- 882
L30 - 8	Old Roan	- 576
L31 - 0	Maghull	- 987

L31 – 1	Melling	- 1150
L31 – 2	Lydiate	- 1611
L31 – 3	Maghull	- 639
L31 – 4	Lydiate	- 890
L31 – 5	Maghull	- 1523
L31 – 6	Kennesse Green	- 1405
L31 – 7	Maghull	- 1244
L31 – 8	Maghull	- 1158
L31 – 9	Maghull	- 1809
	Office & Multi Drops	- 210

Bootle

L20 – 0	Bootle	- 1308
L20 – 2	Bootle	- 1325
L20 – 3	Bootle	- 1185
L20 – 4	Bootle	- 3701
L20 – 5	Bootle	- 1394
L20 – 6	Bootle	- 2095
L20 – 7	Bootle	- 788
L20 – 9	Bootle	- 2756
L30 – 0	Netherton	- 900
L30 – 1	Netherton	- 1692
L30 – 2	Netherton	- 1481
L30 – 3	Netherton	- 1005
L30 – 5	Netherton	- 1437
L30 – 6	Netherton	- 145
L30 – 7	Netherton	- 1166
L30 – 9	Netherton	- 533
	Office & Multi Drops	- 350

Sefton Village

Distribution to all properties within Sefton Village

Appendix 7 – Consultation Event Boards



Port of Liverpool
Access scheme

Public Exhibition
Here today



A5036 Port of Liverpool Access

About 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. Our objectives being to:

- reduce congestion on the A5036
- improve journey time reliability for drivers
- meet the needs of future traffic growth from existing and planned developments in the area

We've developed two options for improvement for the A5036 and we would now like to hear your views. The consultation will help us refine our proposals 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.

The best way to ensure that your views are heard is by completing a questionnaire. If you haven't already been given a copy please speak to a member of staff.

Our consultation will run for 6 weeks and will close Monday 27 February.





A5036 Port of Liverpool Access

The bigger picture

This road-based solution is part of a much wider set of multi-modal 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 freight capacity by rail, road and water.

Did you know?

- The maritime sector employs around 25,000 people across the city
- 70% of the port authorities workforce is drawn from Sefton, Liverpool and Wirral Council areas
- Rail capacity on the Bootle Branch line will double over the next 2-3 years
- Rail freight trials have taken place to provide a direct container service from the Port to the Midlands
- The new rail biomass terminal at the Port can handle up to 3 million tonnes of wood pellets – that's the equivalent of eliminating 200,000 HGV trips per year
- Container freight on the Manchester Ship Canal has increased 10 fold since 2007

More information is available online at:

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



A5036 Port of Liverpool Access

Option A

Upgrading the existing A5036 road with junction improvements

Junction improvements on the existing A5036 at Hawthorne Road, Netherton Way and Copy Lane to reduce the delays drivers are currently experiencing. These delays are forecast to worsen.



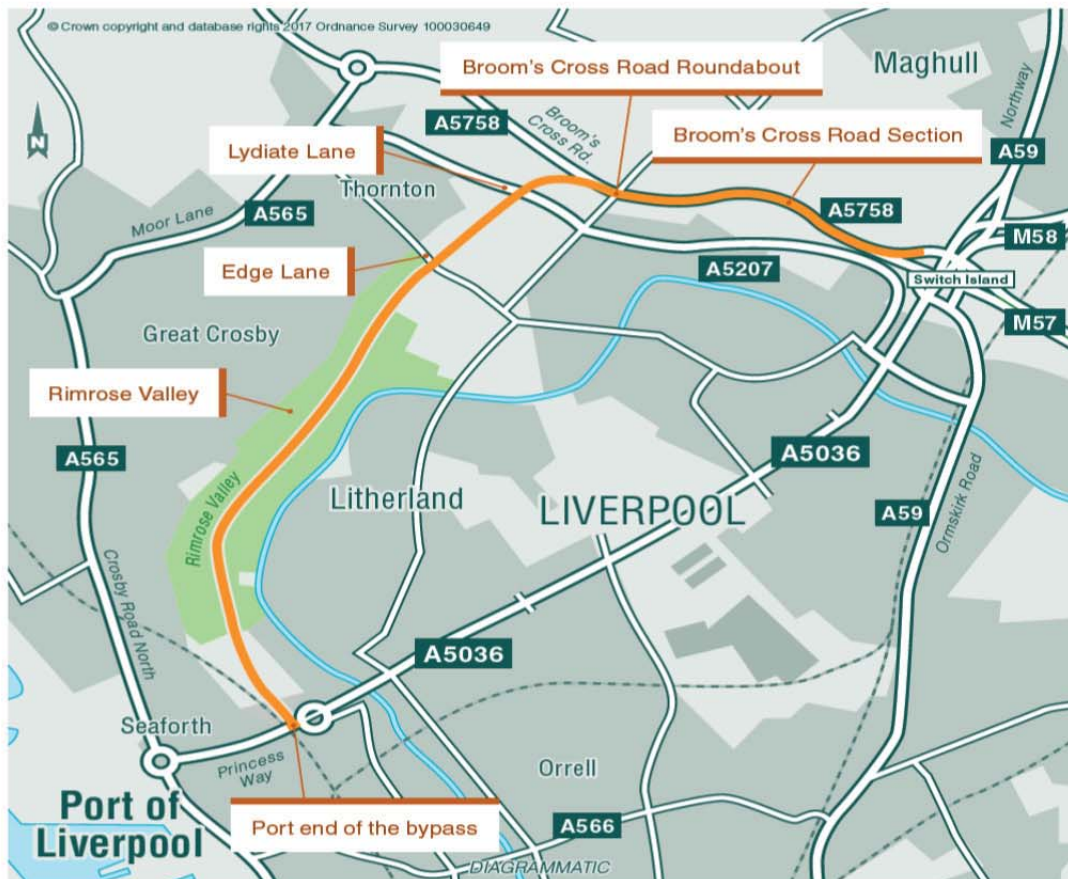
Option A:

- reduces congestion but does not provide the level of journey times savings as Option B; the A5036 will remain a busy road with increased port traffic
- has no significant impact on air quality
- will unlikely result in any increase in traffic noise
- will take up to 18 months to construct and most of the work can be done within the current highway boundary
- costs between £16m to £41m

Option B

A new dual carriageway bypass through the Rimrose Valley

A new dual carriageway bypass of the existing A5036 between Switch Island through the Rimrose Valley avoiding the congested junctions on the current route.



Option B:

- improves journey times between the Port and Switch Island
- significantly reduces traffic on existing road
- requires land through the Rimrose Valley, nature reserve and some sports pitches
- improves air quality along the current route but residents living adjacent to the Rimrose Valley would experience poorer air quality
- introduces noise to a previously quiet area
- will take up to 30 months to construct
- costs between £187m to £294m



A5036 Port of Liverpool Access

Discounted options

We have discounted some options during our options identification phase.

The details of these options are shown on the plan and within the table below.

Location	Description	Discounted due to:
Broom's Cross/Brickwall Lane Junction	Free flow links east of Brickwall Lane	<ul style="list-style-type: none"> Poor value for money Impacts on the landscape resulting from high embankments
	Free flow links west of Brickwall Lane	<ul style="list-style-type: none"> Poor value for money Impacts on the landscape resulting from high embankments Operational issues at the Brickwall Lane junction
Switch Island	Overpass (M57 to Broom's Cross Road)	<ul style="list-style-type: none"> Poor value for money
Bypass	Single carriageway	<ul style="list-style-type: none"> Insufficient capacity for future traffic flows
	Tunnel	<ul style="list-style-type: none"> High cost and poor value for money
Copy Lane	Overpass	<ul style="list-style-type: none"> Poor value for money Impacts on residents
Bypass/Princess Way junction	Full movement junction	<ul style="list-style-type: none"> Junction operational issues
Park Lane	Underpass	<ul style="list-style-type: none"> Poor value for money
	Signal Improvements	<ul style="list-style-type: none"> These are not required as the forecast congestion can be addressed by changing signal timings
Hawthorne Road	Overpass	<ul style="list-style-type: none"> Poor value for money Impacts on residents
Netherton Way	Underpass	<ul style="list-style-type: none"> Poor value for money Impacts on residents
	Widening Signal Improvements	<ul style="list-style-type: none"> Junction operational issues





A5036 Port of Liverpool Access

Environmental impact

Both options would have positive and negative environmental impacts locally. In developing options and designs, we play close attention to the environmental impact of both the construction work and finished scheme. We consider:

- nature conservation
- air quality
- noise and vibration
- landscape and visual effects
- cultural heritage
- drainage and water environment
- people and communities
- contaminated land

More information is available in the consultation brochure or please speak to a member of staff.





A5036 Port of Liverpool Access

What happens next?

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

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

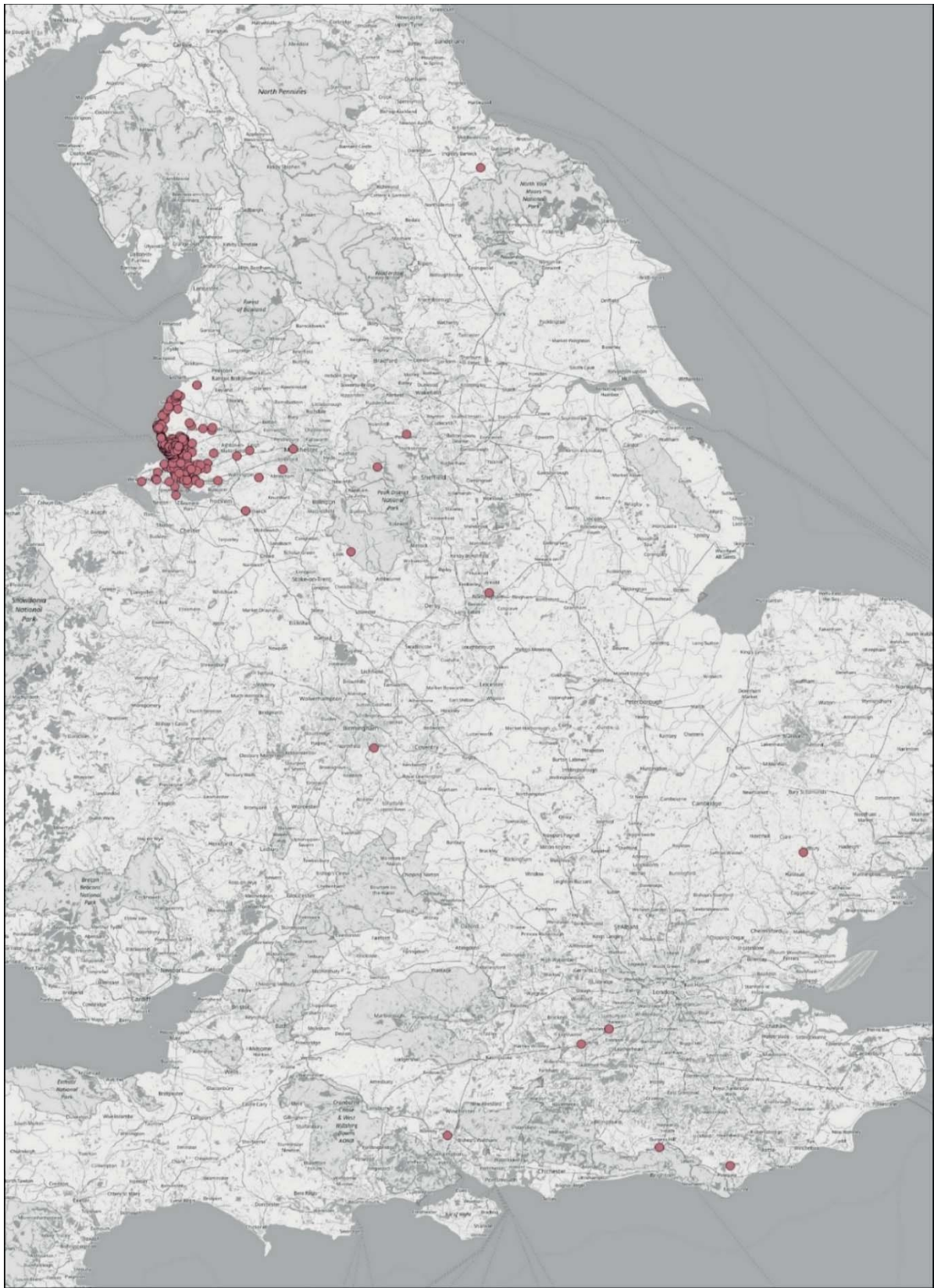
Our preferred route will be taken through to the next stage of design development. This is when more detail is developed on the highway structures and overall design, it is also when the next stages of environmental assessments are completed and we look at mitigation to reduce any negative environmental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



We are currently in Stage 2 'Option selection'

Appendix 8 - Postcodes of all questionnaire responses



Appendix 9 – Prescribed Statutory Consultees

Secretary of State for Transport	Parliamentary: House of Commons, London, SW1A 0AA Departmental: DfT, Great Minster House, 33 Horseferry Rd, London, SW1P 4DR
Roads Minister	Parliamentary: House of Commons, London, SW1A 0AA Departmental: DfT, Great Minster House, 33 Horseferry Rd, London, SW1P 4DR
Department for Transport	Zone 2/G24, Ashdown House, 123 Victoria Street, London, SW1E 6DE
VOSA now Driving Vehicle Standards Agency (DVSA)	PO Box 287, Newcastle-on-Tyne, NE99 1WS
PORTS2	Ports Policy B, Zone 2/27, Great Minster House
Vehicle Inspectorate	Newcastle GVTS, Sandy Lane, Gosforth, Newcastle-on-Tyne, NE3 5HB
Ministry of Defence	DLA Wales & North West, Ministry of Defence, DEO (Lands), Copthorne Barracks, Copthorne Road, Shrewsbury, SY3 7LT
Natural England	Natural England, Pier House, Wallgate, Wigan, WN3 4AL
Crown Estate	16 Carlton House Terrace, London, SW1Y 5AH
Historic England	3rd Floor, Canada House, 3 Chepstow Street, Manchester, M1 5FW
English Tourist Board	Thames Tower, Black's Road, Hammersmith, London, W6 9EL
Ordnance Survey	Mapping Intelligence, Room C626, Romsey Road, Maybush, Southampton, SO16 4GU
Oil and Pipelines Agency	Fisher German Chartered Surveyors, GPSS, PO Box 7273, Asby de la Zouch, Leicestershire, LE65 2BY
NHS Estates	Quayside, Wilderspool Park, Greenalls Ave, Stockton Heath, Warrington, WA4 6HL
Forestry Commission England	620 Bristol Business Park, Coldharbour Lane, Bristol, BS16 1EJ
North West England Conservancy	Peil Wyke, Bassenthwaite Lake, Cockermouth, Cumbria, CA13 9YG
North West England Forest District	Hawshead, Grizedale, Ambleside, Cumbria, LA22 0QI
Coal Authority	Licensing Department, Administration Department, The Coal Authority, 200 Lichfield Lane, Berry Hill, Mansfield, Nottingham, NG18 4RG
Royal Mail Plc	Fleet Administrator, Royal Mail Fleet Performance Office, Parcelforce - Unit 1, Waterwells Business park, Quedgeeley, Gloucester, GL2 2AD
Inland Waterways Association	PO Box 114, Rickmansworth, WD3 1ZY
IAM Motoring Trust	IAM House, 510 Chiswick High Road, London, W4 5RG
Association of British Drivers	PO Box 2228, Kenley, Surrey, CR8 5ZT
British Geological	HQ Kenworth, Kingsley Dunham Centre, Keyworth,

Survey	Nottingham, NG12 5GG
British Horse Society	Senior Executive, Access & Rights of Way, British Horse Society, Stoneleigh Deer Park, Kenilworth, Warwickshire, CV8 2XS
British Motorcyclists Federation	Jack Wiley House, 25 Warren Park Way, Enderby, Leicester, LE19 4SA
British Motorcyclists Federation	BMF NW Region Chairman, 17 Poets Road, Burnley, BB12 6NR
BBC Travel News	Travel News, 91 Charter House Street, London, EC1M 9HR
British Waterways	British Waterways, Navigation Road, Northwich, Cheshire, CW8 1BH
Byways & Bridleways Trust	PO Box 117, Newcastle upon Tyne, NE3 5YT
Confederation of British Industry	Ashbourney House, 49-51 Forest Road East, Nottingham, NG1 4HT
Confederation of Passenger Transport UK	Confederation of Passenger Transport UK, Imperial House, 15-19 Kingsway, London, WC2B 6UN
Council for British Archaeology	Council for British Archaeology, St Mary's House, 66 Bootham, York, YO30 7BZ
Campaign for the protection of rural England	128 Southwark St, London SE1 0SW
Country Land and Business Association	Dalton Hall Stable Yard, Burton, Carmforth, Lancs, LA6 1NJ
Cycling UK (formerly CTC)	Cycling UK, Parklands, Railton Road, Guildford, Surrey, GU2 9JX
Mobilise Organisation	Management Committee Member, Mobilise Organisation, 5 Cedar Road, Oxhey, Watford, Herts, WD1 4QP
Freight Transport Association	Head of Road Network Policy
Friends of the Earth	Transport Campaign, Friends of the Earth, 26-28 Underwood Street, London, N1 7JQ
G I Barnett & Son Ltd	Graphic House, Rippleside Commercial Estate, Ripple Road, Barking, Essex
The Garden History Society	Conservation Department, 70 CowCross Street, London, EC1M 6EJ
Geographers A-Z Map Company Ltd	Fairfield Road, Borough Green, Sevenoaks, Kent, TN15 8PP
The Georgian Group	6 Fitzroy Square, London, W1T 5DX
Green Lane Association	998 Ripon Way, Borehamwood, Herts, WD6 2JA
Harper Collins Cartographic	Information Editor, 4 Manchester Park, Tewksbury Road, Cheltenham, GL51 9EJ
Institute of Road Safety Officers	Willowpond, 7 Barnaby Mead, Gillingham Dorset, SP8 4AL
LARA (Land Access and Recreation Association)	LARA, PO Box 142, Newcastle upon Tyne, NE3 5YP
Michelin Maps and Guides	Hannay House, 39 Clarendon Road, Watford, WD17 1JA

National Farmers Union	Agricultural House, 1 Moss Lane View, Skelmersdale, Lancashire, WN8 9LT
National Federation of Badger Groups	7 London Road, Tetbury, Gloucestershire, GL8 8JQ
National Federation of Women's Institutes	Moor Lane Methodist Church Hall, Moor Lane, Crosby, Liverpool, L23 2UQ
National Playing Fields Association	NPFA Fields Office, 12 Park Road, Coventry, CV1 2LD
The National Trust	The National Trust, Stamford Estates Office, 18 Market Street, Altincham, Cheshire, WA14 1PH
Open Spaces Society	25A Bell Street, Henley on Thames, Oxon, RG 8DY
The Ramblers Association	The Ramblers Association, 2nd Floor, Camelford House, 87-90 Albert Embankment, London, SE1 7TW
Road Haulage Association	Northern Region, Roadway House, Littlewood Drive, West 26 Industrial Estate, Cleckheaton, BD19 4TQ
RSPB	Regional Director, Westleigh Mews, Wakefield Road, Denby Dale, Huddersfield, West Yorkshire, HD8 8QD
Trades Union Congress	North West, Suite 506-510, The Cotton Exchange, Old Hall Street, Liverpool, L3 9UD
Youth Hostel Association	Trevelyan House, Dimple Road, Matlock, Derbyshire, DE4 3YH

MP Bootle	House of Commons, London, SW1A 0AA
MP Sefton Central	House of Commons, London, SW1A 0AA 39 Sefton Industrial Estate, Maghull, Liverpool, L31 8BX
MP Knowsley	House of Commons, London, SW1A 0AA Lathom House, North Mersey Business Centre, Woodward Road, Kirkby, L33 7UY
MP Garston and Halewood	Unit House, Speke Boulevard, Liverpool, L24 9HZ
MP Riverside	House of Commons, London, SW1A 0AA
MP Walton	330 Rice Lane, Liverpool, L9 2BL
MP Wavertree	UCATT Building, 56 Derwent Road East, Liverpool, L13 6QR
MP West Derby	229 Eaton Road, West Derby, Liverpool, L12 2AG
MP Halton	House of Commons, London, SW1A 0AA
MEP North West	Thursby House, 1 Thursby Road, Bromborough, Wirral, CH62 3PW
Sefton Metropolitan Borough Council	Strategic Transport Planning and Investment, Magdalen House, 30 Trinity Road, Bootle, L20 3NJ
Warrington Metropolitan Borough Council	Town Hall, Sankey Street, Bewsey and Whitecross, Warrington, WA1 1UH
Liverpool City Council	Municipal Buildings, Dale Street, Liverpool, L2 2DH
Knowsley Borough Council	Municipal Buildings, Cherryfield Drive, Kirkby, L32 1TX
Knowsley Borough	Knowsley Council, Yorkon Building, Archway Rd, Huyton, L36

Council	9FB
Lancashire County Council	PO Box 78, County Hall, Fishergate, Preston, PR1 8XJ
West Lancashire Borough Council	Sandy Lane, 61 Westgate, Skelmersdale, Lancashire, WN8 8LP
Wigan MBC	Wigan Life Centre (South Site) College Avenue, Wigan, Wn1 1NJ
Wirral MBC	Wirral Council, Cheshire Lines Building, Canning Street, Birkenhead, Wirral, CH41 1ND
Halton Borough Council	Municipal Building, Kingsway, Widnes, WA8 7QF
St Helens MBC	Wesley House, Corporation Street, St Helens, WA10 1HF
Liverpool City Region (Combined Authority)	
Liverpool City Region Port Access Steering Group	Strategic Transport Planning and Investment, Magdalen House, 30 Trinity Road, Bootle, L20 3NJ
Liverpool City Region Local Enterprise Partnership	12 Princes Parade, Liverpool. Merseyside, L3 1BG
Sefton Parish Council	Coachman's Lodge, Glebe End, Brickwall Lane, Sefton Village, L29 6YB
Aintree Village Parish Council	25 Aintree Lane, Aintree Village, Merseyside, L10 2JJ
Melling Parish Council	98 Northway, Maghull, L31 5NF
Maghull Town Council	Maghull Town Hall, Hall lane, Maghull, Liverpool, L31 7BB
Thornton Parish Council	49 Rockland Road, Waterloo, Liverpool, L22 9QH
Lydiate Parish Council	Lambshear lane, Lydiate, Liverpool, L31 2LA
Formby Parish Council	Formby Library, Duke Street, Formby, Liverpool L37 4AN
Hightown Parish Council	
Ince Blundell Parish Council	
Little Altcar Parish Council	
The Ten Parishes	Maghull Town Hall, Hall Lane, Maghull, Liverpool, L31 7BB
Church Ward Councillor	41 Handfield Road, Waterloo, Liverpool, L22 0NU
Church Ward Councillor	14 Masefield Crescent, Bootle, L30 9SS
Church Ward Councillor	4 Halsall Lane, Formby, Liverpool, L37 3NW
Victoria Ward Councillor	14 Belvedere Road, Ainsdale, Southport, PR8 2PA
Victoria Ward Councillor	32 Whitman Avenue, Crosby, L23 0RD
Victoria Ward Councillor	56 The Northern Road, Crosby, Liverpool, L23 2RG
Manor Ward Councillor	18 Woodley Road, Maghull, L31 5LD

Manor Ward Councillor	50 Edenhurst Drive, Formby, Liverpool, L37 2LH
Manor Ward Councillor	36 Poulson Drive, Netherton, Bootle, L30 2NW
Linacre Ward Councillor	34 Queens Road, Bootle, L20 7BS
Linacre Ward Councillor	6 Wasdale Avenue, Maghull, Liverpool, L31 9DN
Linacre Ward Councillor	68 Bark Road, Ford, Liverpool, L21 7QP
Litherland Ward Councillor	6 Oxford Drive, Waterloo, Liverpool, L22 7PZ
Litherland Ward Councillor	c/o Labour Group Office, Town Hall, Oriel Road, Bootle, L20 7AE
Litherland Ward Councillor	37 York Close, Netherton, Bootle, L30 7QP
St Oswalds Ward Councillor	39 Kent Avenue, Litherland, Liverpool, L21 7QJ
St Oswalds Ward Councillor	60 Wicks Crescent, Formby, Liverpool, L37 1PW
St Oswalds Ward Councillor	c/o Labour Group Office, Town Hall, Oriel Road, Bootle, L20 7AE
Netherton & Orrell Ward Councillor	3 Albert Schweitzer Avenue, Netherton, Bootle, L30 5SE
Netherton & Orrell Ward Councillor	Labour Group Office, Town Hall, Oriel Road, Bootle, L20 7AE
Netherton & Orrell Ward Councillor	Labour Group Office, Town Hall, Oriel Road, Bootle, L20 7AE
Park Ward Councillor	10 Bridge Farm Drive, Maghull, L31 9AL
Park Ward Councillor	130 Southport Road, Lydiate, Liverpool, L31 2JR
Park Ward Councillor	9 Aisthorpe Grove, Maghull, Liverpool, L31 5PN
Molyneux Ward Councillor	Labour Group Office, Town Hall, Oriel Road, Bootle, L20 7AE
Molyneux Ward Councillor	10 Birchtree Drive, Melling, Liverpool, L31 1DE
Molyneux Ward Councillor	12 Baytree Grove, Melling, Liverpool, L31 1LR
North West Ambulance Service	156-158 Bury Old Rd, Whitefield M45 6AQ
Merseyside Police	Canning Place, Liverpool
Merseyside Police	MSOC RPD - Traffic Management, Smithdown Lane Police Station
Merseyside Fire and Rescue	Bridle Street, Bootle, Merseyside, L30 4YD
Copy Lane Police Station	Copy Lane, Aintree, L30 7PR
Port of Liverpool Police	Port of Liverpool Police HQ, Maritime Centre, Port of Liverpool, L21 1JD
Bottle and Netherton Fire Station	Buckley Hill Lane, Netherton, Liverpool, L29 1YB

Department for Transport	Northern Engagement Team, Cities Policy and Delivery Division, Local Transport Directorate, Department for Transport, Lateral, Leeds
VOSA now Driving Vehicle Standards Agency (DVSA)	DVSA Enforcement Bromborough GVTS, Dock Road South, Bromborough, Wirral, Merseyside, CH62 4SQ
Network Rail	
Confederation of British Industry NW	Emerson House, Albert Street, Eccles, Manchester, M30 0BG
Liverpool Chamber of Commerce	1 Old Hall Street, Liverpool, Merseyside, L3 9HG
Sustrans	Sustrans 5th Floor Hanover House 30-32 Charlotte Street Manchester M1 4FD
Canal and River Trust	Red Bull Wharf, Congleton Road South, Church Lawton, Stoke-on-Trent, Staffs, ST7 3AP
Merseyside Environmental Advisory Services	
Campaign for Better Transport	
Rimrose Valley Friends	
Lancashire Wildlife Trust	Wildlife Trust for Lancashire, Manchester & North Merseyside, Berkeley Drive, Bamber Bridge, Preston, Lancashire, PR5 6BY
Lancashire Bat Group	PO Box 512, Bury, Lancashire, BL8 9FB
Lancashire Badger Group	PO Box 58, Lancaster, LA1 5AF
Sefton Access Forum	2 Shaw Crescent, Formby, Liverpool, L37 8DA
Trans Pennine Trail Group	Trans Pennine Trail Officer, National Trans Pennine Trail Office Hosted by: Barnsley Metropolitan Borough Council Culture & Regulation, P O Box No 597, Barnsley, S70 9EW
Friends of the Trans Pennine Trail	
Chartered Institute of Logistics and Transport	Chairman of CiLT (NW)
Road Hauliers Association	Littlewood Drive, West 26 Industrial Estate, Cleckheaton, BD19 4TQ
Merseytravel	Merseytravel, PO Box 1976, Liverpool, L69 3HN
Merseyrail	
Arriva North West	Head Office, 73 Ormskirk Road, Aintree, Liverpool, L9 5AE
Stagecoach Merseyside & South Lancashire	Head Office, Gillmoss Depot, East Lancashire Road, Liverpool, L11 0BB
Peel Ports - Group	Maritime Centre, Port of Liverpool, Liverpool, L21 1LA
North West Transport	Braestead, 25 Heybridge Lane, Prestbury, Cheshire, SK10

Roundtable	4ES
Campaign for the protection of rural England	Office 2, Springfield House, 41 - 45 Chapel Brow, Leyland, Lancs, PR25 3NH
Campaign for the protection of rural England	Secretary, CPRE, Sefton
Friends of the Earth	
Woodland Trust	
Environment Agency	North West Regional Office, PO Box 12, Richard Fairclough House, Knutsford Road, Latchford, Warrington, Cheshire, WA4 1HT
Natural England	4th Floor, Foss House, Kings Pool 1-2, York, YO1 7PX
Sport England	Astley House, Quay Street, Manchester, M3 4AE
The Football Association	The Football Association, Wembley Stadium, PO Box 1966, London, SW1P 3EQ
Historic England	Suites 3.3 - 3.4, Canada House, 3 Chepstow Street, Manchester, M1 5FW

For technical information about this scheme our **Scheme Assessment Report** is available upon request. If you'd like a copy please contact the project team by calling **0300 470 6105** or emailing A5036PortofLiverpool@highwaysengland.co.uk.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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