Sefton Council

You said, we did A59 – Dodds Lane



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Introduction

We want to make the junction of Northway (A59) and Dodds Lane better so that the town of Maghull will feel better connected.

We want to:

- Improve the safety of the junction for everyone
- Make it easier to cross the roads for pedestrians and cyclists
- Make it safer for cars to turn at the junction

In engagement sessions previously, we heard you ask why we didn't consider other ideas for the junction. We have taken the time to look at these ideas in more detail and decide whether they can work in practice at this location. This document answers many of your questions and shows the plans for the future.

The improvements at Kenyons Lane were opened earlier this year and we are now looking at Dodds Lane with a similar concern for safety.

There is only one crossing at Dodds Lane with traffic lights. There are no crossings across Dodd's Lane at the junction.

The changes are being considered for public safety for **all users**. This includes more vulnerable road users, like younger and older pedestrians, and disabled people.



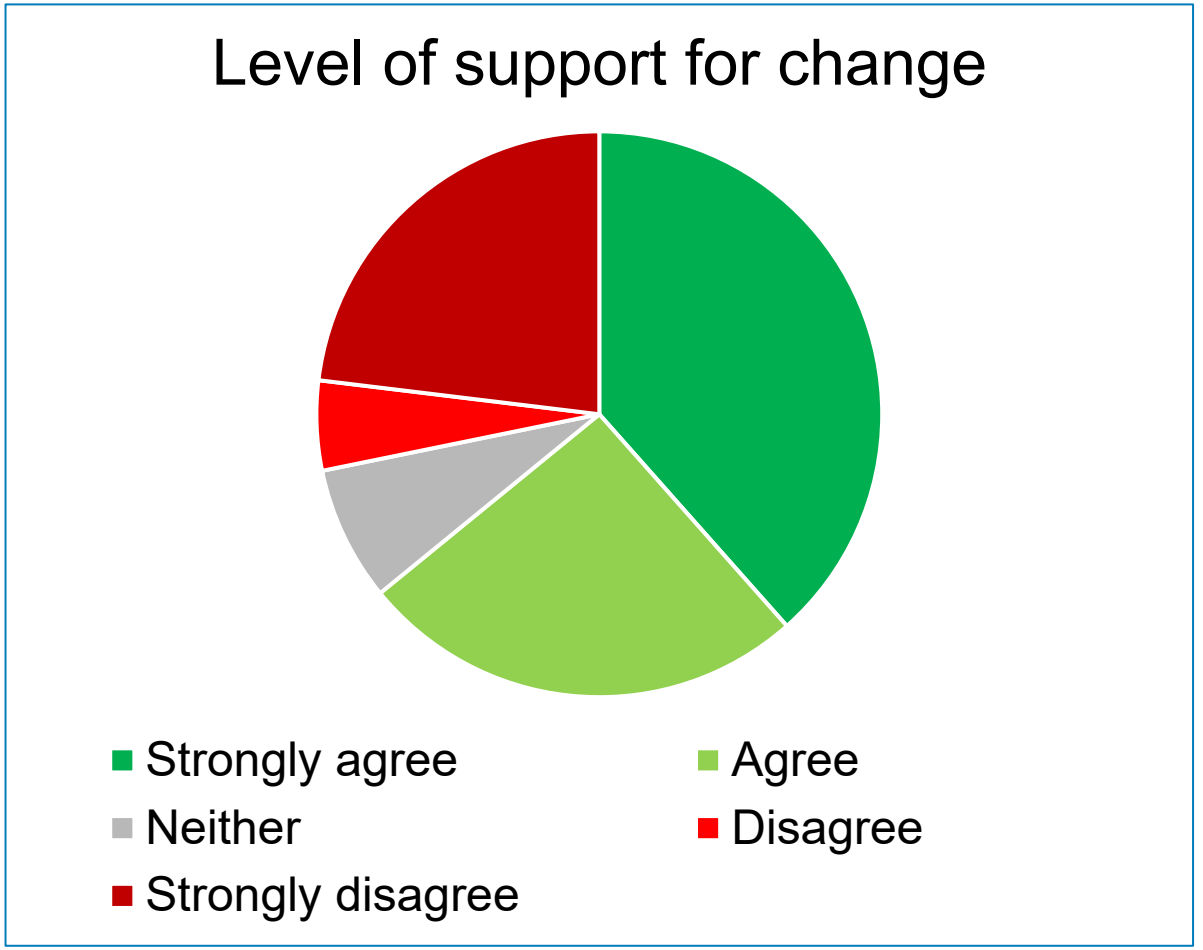
Junction redesign

The level of public support for changing the junction is positive overall

You Said:
Will the junction be changed to make it safer? It is not a busy junction.

We did:
We asked people if they agreed the junction needed to be changed or if it should be left the same.

When surveyed in March 2026, we found most people (64%) support a redesign to make the junction safer. The minority disagree that the junction needs to be improved.



Strongly disagree	Disagree	Neither	Agree	Strongly agree
23%	5%	8%	26%	38%

Footbridge

You Said:

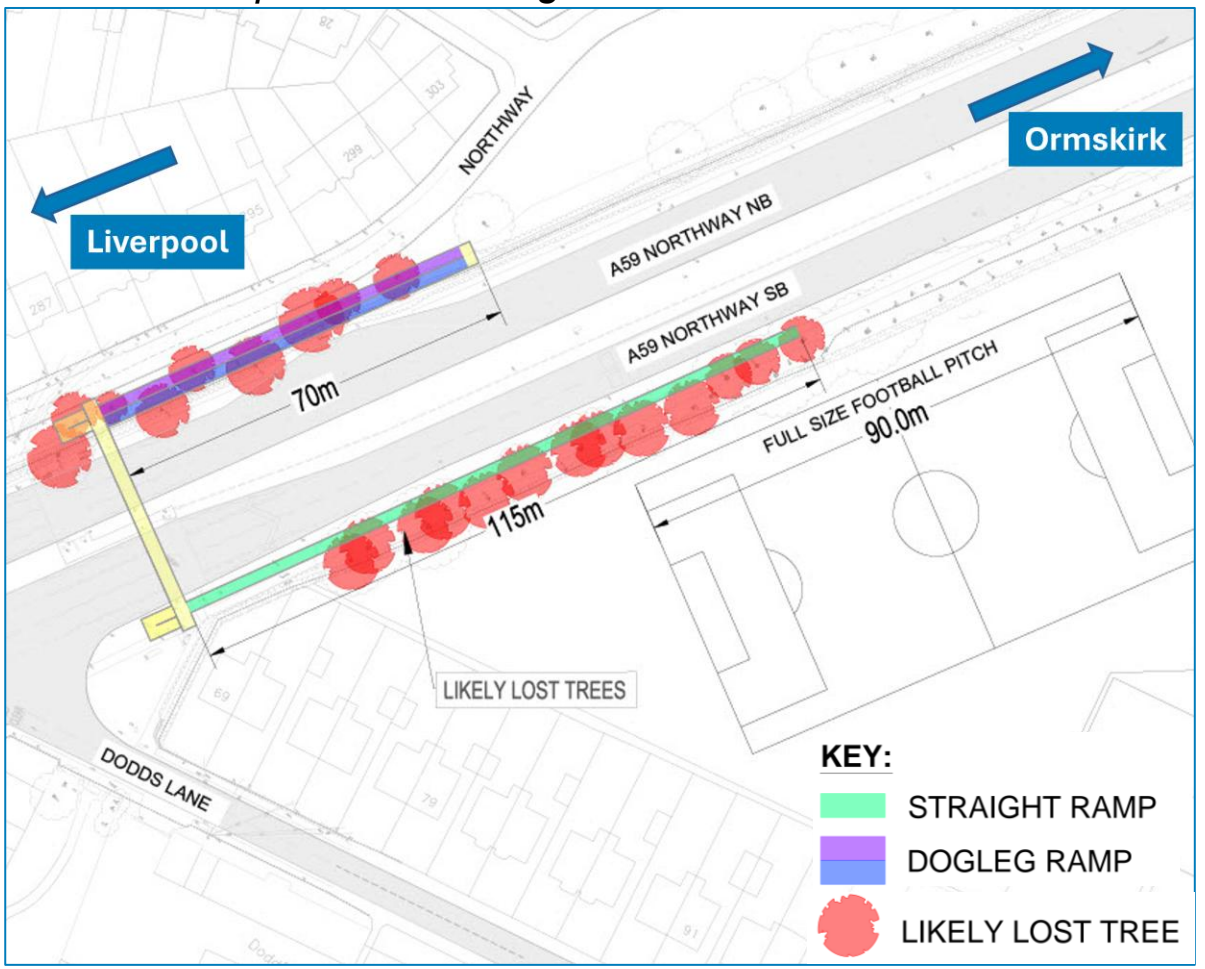
We should build a footbridge over the A59 instead of redesigning the junction

We did:

We found that it was not practical because of the lack of space on either side of the junction for ramps and stairs that would be accessible to all members of the public. This would also require cutting down multiple trees on both sides of the road.

Walking over a bridge would also increase the journey times of pedestrians and cyclists that want to cross the road. To make the ramps accessible for all users they would need to be 115m long (*longer than the length of a football field*) and add a lot of time on to the journeys of people crossing the road, especially wheelchair users.

Considered pedestrian bridge shown over A59.



Underpass

You Said:

We should build an underpass instead of changing the junction

We did:

When investigating the idea of introducing an underpass, we found that this would not be effective for the following reasons:

- Disturbance – the disruption caused during construction would be significant. The A59 would need to be closed in one or both directions to build it
- Safety – underpasses can often be considered to be unsafe and can discourage people from using them
- Cost – this would be a very expensive project to build as it would require a lot of excavation by diggers to build it
- An underpass would help people move across the A59, but not Dodds Lane.

Considered underpasses: (clockwise from top) Newcastle-under-Lyme under A34, Stevenage under road, Glasgow under Hyndland railway station.







Roundabout

You Said:

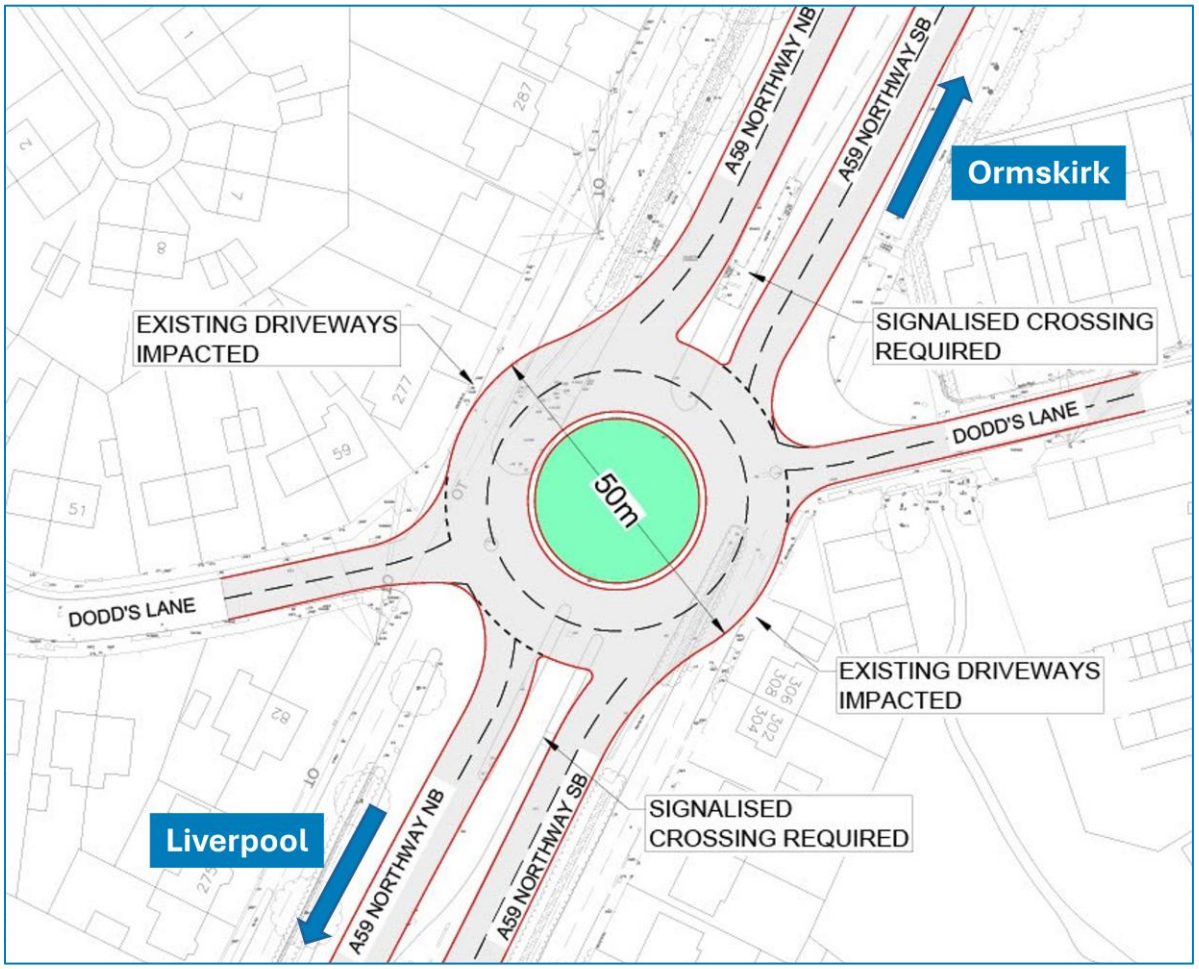
We should build a roundabout at the junction instead of traffic lights

We did:

We looked at a roundabout as a different option to a traffic lights junction. However, a roundabout would take up much more space than a traffic lights junction, which means:

- We would need to close all three residential service roads to make the junction fit in the space
- The edge of the roundabout will take up all of the available space between houses on each side of the A59.
- Busy roundabouts are not easy for pedestrians to cross without traffic lights

Considered roundabout shown at A59/Dodds Lane junction.



Central reservation

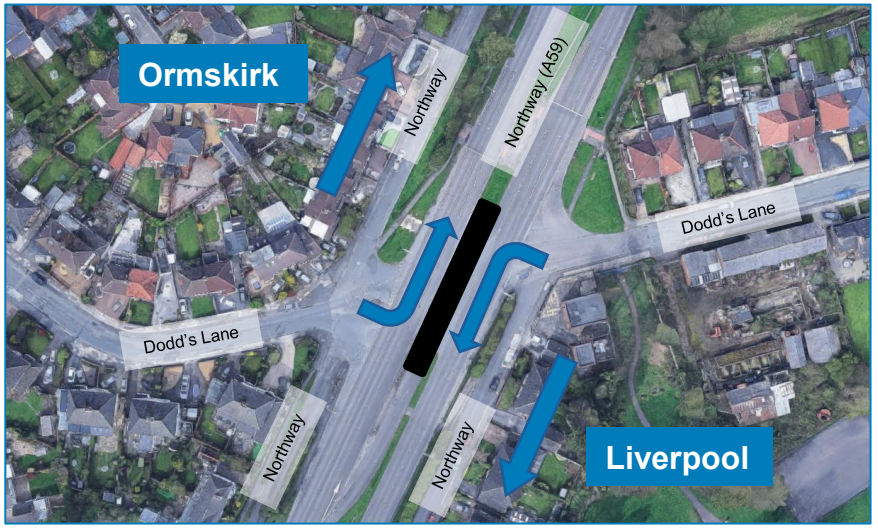
You Said:

We should build a central reservation along the A59 to block right turns and drivers going straight on from Dodd's Lane

We did:

Taking an average of turning counts during the busiest hour, this would affect around 425 drivers per hour and put more pressure on surrounding junctions.

The junctions that would be affected by this are shown on the image.



Considered central reservation closed for drivers moving across the junction.



Map showing the junctions that could be impacted from additional traffic if the Dodds Lane central reservation was closed.

Service roads

You Said:

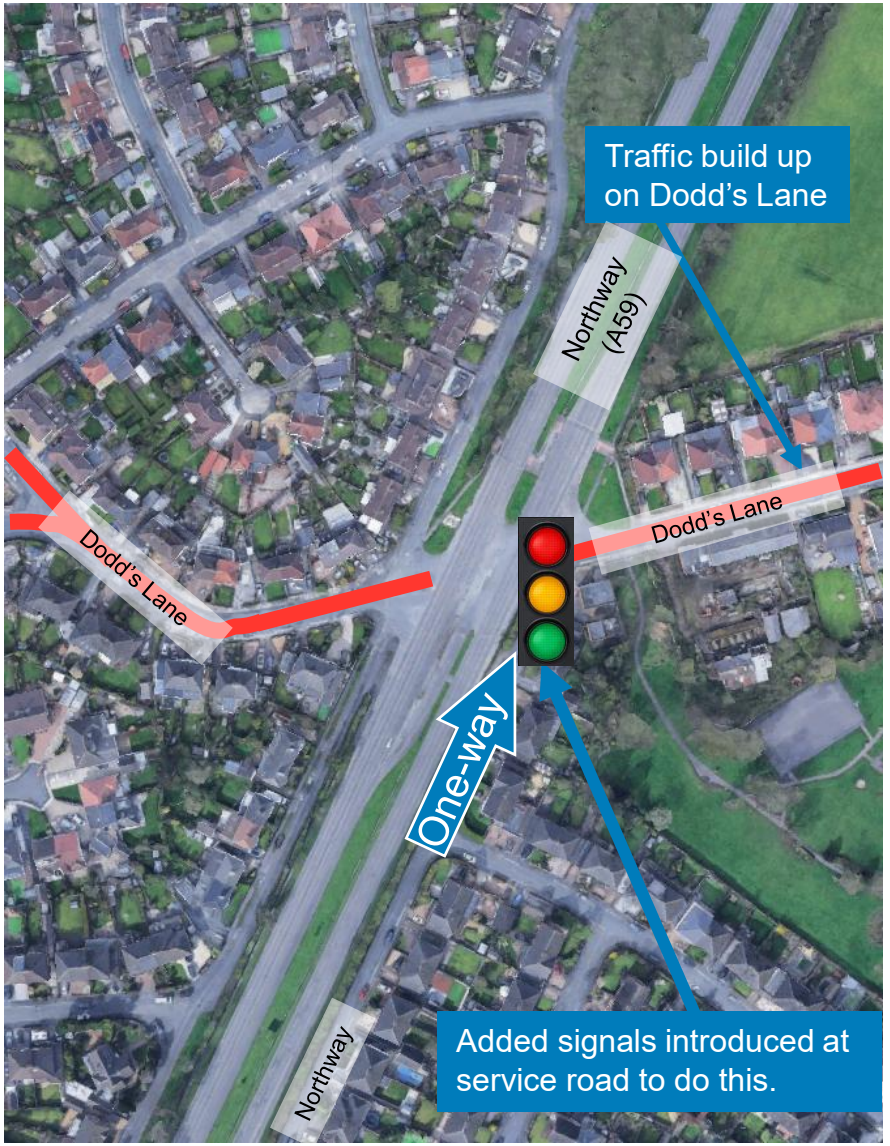
We should alter the one-way direction of the service road with Ambleside Road so it directs traffic into the junction, not away from it.

We did:

We investigated making the Northway service road on the southeast side one-way in the other direction, which would allow cars to travel towards the junction and turn left or right.

We found that the junction would not be able to work properly if the one-way direction was changed. This would require another traffic light phase to allow vehicles from the service road to use the junction, in addition to the other traffic signals proposed. This would add to the queueing time for vehicles on the A59 and Dodds Lane, where traffic signals are already propoed.

Considered service road one-way directions, if changed would require more traffic lights.



20 mph speed limit

You Said:

Drivers break the 20 mph speed limits on Dodd's Lane consistently

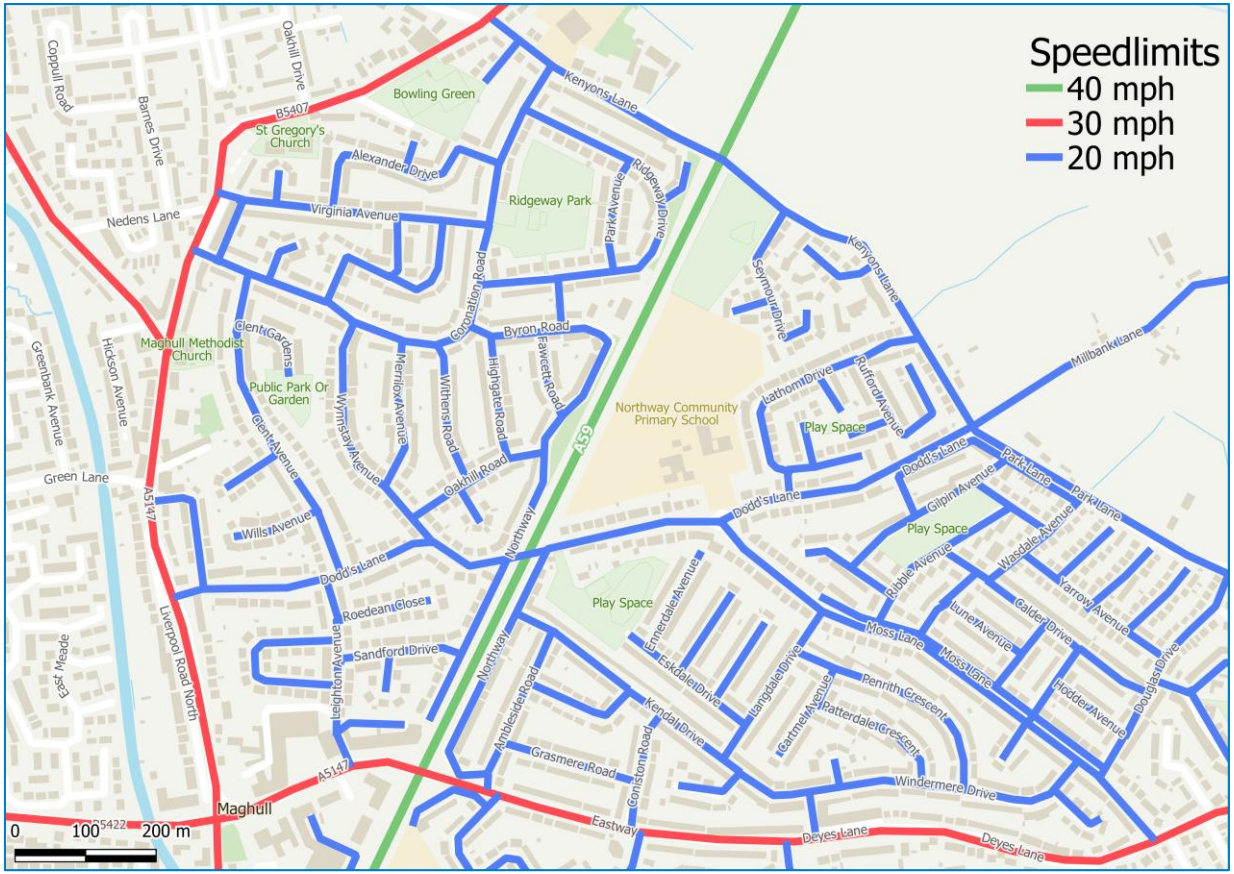
We did:

We reviewed the speeds of drivers along Dodd's Lane, Wynnstay Avenue, and Moss Lane.

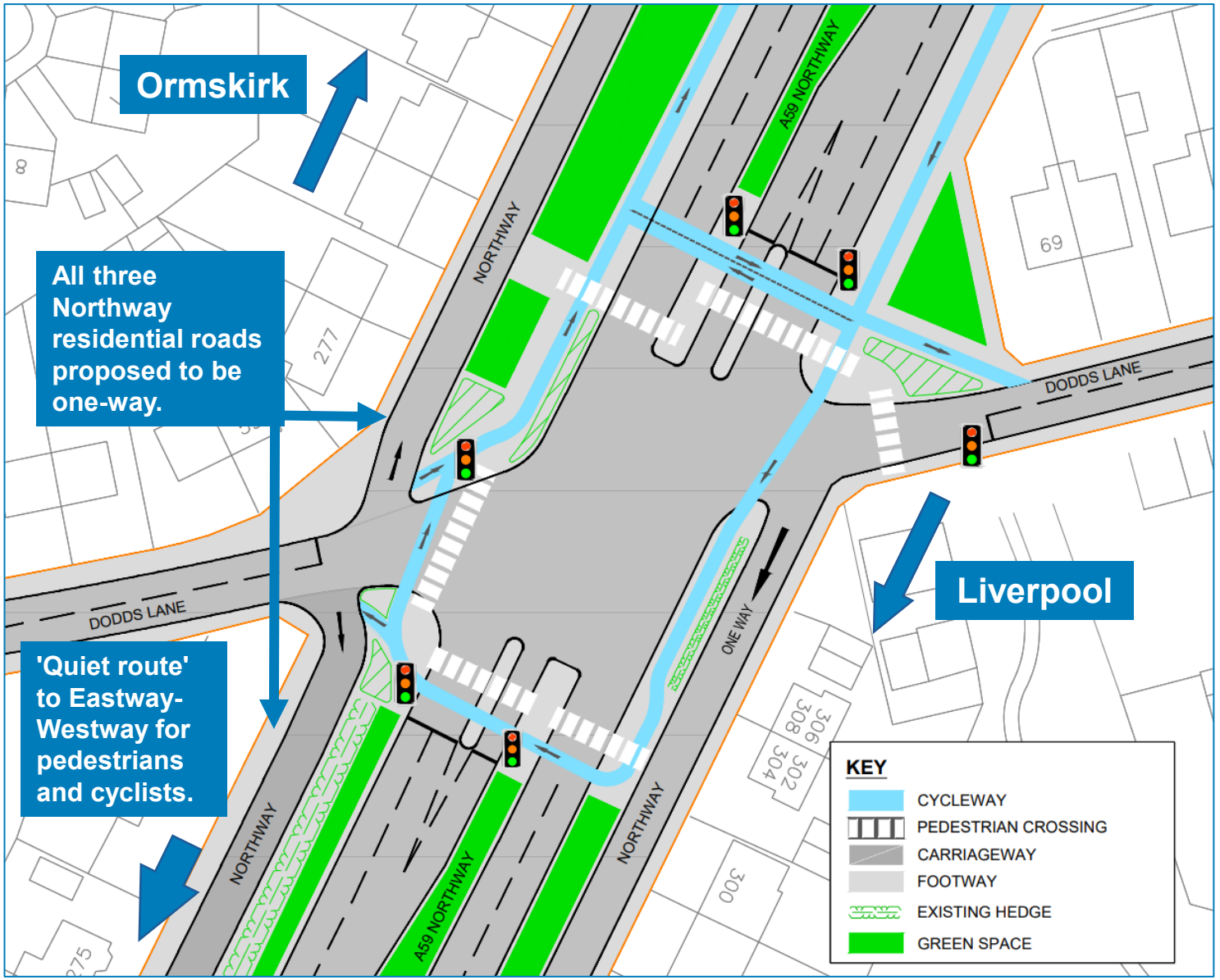
We found that vehicle speeds to the west of the A59 are in excess of the 20mph speed limit, and in some cases exceed 30mph. Sefton Council will investigate this further.

Vehicle speeds to the east of the A59 were generally found to be within the 20mph speed limit.

Map of speed limits in the Dodd's Lane area of Maghull



Alternate junction option (Option A)



Preferred junction option (Option B)

