

How can I move between the seafront and the town centre?

The new plan will make it easier, safer, and more pleasant for people to move between the seafront and the town centre on foot. The design encourages more people to travel by walking or wheeling, where they are able to, whilst also allowing for taxi and coach drop-off

If you do need to drive, the new layout will encourage drivers to route around the town centre rather than through it. Vehicles will be directed to use streets such as **Seabank Street, Leicester Street, Park Street, and Marine Drive** to access the seafront to the north. Similarly, routes such as **The Esplanade, Duke Street, and Kingsway** will connect the seafront and town centre to the south.

This approach helps to reduce traffic in the heart of the town centre—particularly around **London Square**. This is made possible by changing **Nevill Street** from a car-dominated road into one that prioritises people.

Will the changes impact traffic congestion?

The proposed changes have been evaluated using a computer traffic model, and it has been determined that there will be no significant impact on traffic flow or congestion in the area.

Why are we introducing a central reservation on the Promenade?

The central reservation is being introduced to achieve several objectives. It will form part of the Promenade's **new 'green corridor,'** with planting that will enhance the look and feel of the street while providing space for cyclists and improved pedestrian crossings.

The design also ensures that **kerbside uses, such as parking and loading bays, property accesses, and access to the pier and nearby businesses** are not directly affected by the new cycle lane. Two-way traffic will be retained with minimal interaction between vehicles and cyclists.

Overall, the central reservation helps retain the Promenade's existing functions for all traffic while safely integrating a high-quality cycle route.

How will I access Victoria Street/Bold Street/Bath Street from the Promenade?

The inability to turn right from the northbound Promenade is due to because of the central reservation. Vehicles needing to reach Nevill Street, the Promenade, Seabank Road or Lord Street will need to use alternative routes, including the upgraded Seabank

Road/Promenade roundabout. This will allow drivers to access the southbound carriageway of the Promenade and turn left into the Bath Street area. Those who need to access Nevill Street will have to do so from West Street, Bath Street and Lord Street.

Where will I be able to park?

There will be 17 parking spaces on the southbound side of the Promenade. These spaces will meet highway rules and help with access needs. There will also be drop-off and pick-up spaces outside the MLEC.

Longer-stay parking will also be available in nearby car parks, which will include a new 142 space pay & display car park at the MLEC when it opens.

Why is a cycle lane proposed, and why is it down the middle of the road?

The proposed cycle lane is part of Sefton's Local Cycling and Walking Infrastructure Plan, which identifies the Promenade as a key route for connecting to existing leisure routes, as well as the town centre and local amenities. The Promenade is wide, so there is enough space for bikes, cars, coach drop-off, and people walking. The cycle lane will be in the middle, so it won't get in the way of parking or taxis.

What about cycle parking provision?

Cycle parking will be integrated into the design as part of the overall scheme.

Where does the funding come from and what are the timescales for this project?

The funding to both develop and construct the scheme is external funding, provided by the government to the Liverpool City Region and Sefton Council. The scheme is being developed using funding called City Region Sustainable Transport Settlement or CRSTS. The scheme will be constructed using another funding programme called Transport for City Regions. It is aimed to have the whole scheme delivered for the opening of the MLEC.

What materials and planting will be used?

The surface materials will be similar to the "Les Transformation de Southport" Phase 1 scheme on Market Street, which will create a cohesive and distinct Southport palette for use across all future projects. Vegetation planting will reflect the coastal nature of the area, using coastal grasses and other low-maintenance plant options. Planting, street furniture and materials will be in-keeping with the heritage of the area.

What about benches and seating?

The scheme will include frequently placed seating to ensure the space is accessible for everyone. These areas will allow people to enjoy the new public space and take breaks if needed during longer walks.

What about accessibility for visually impaired people and those with mobility issues?

The design will include contrasting colours and tactile surfaces in the pavement to highlight crossings, servicing bays for delivery vehicles, and footways. Tap rails and vertical surfaces, tactile paving, and other measures will help people who are blind or partially sighted navigate the area.

Zebra crossings will be introduced to replace previously designed 'in-formal crossings' to ensure that priority and legibility at crossings is understandable and inclusive.

Benches throughout and dropped kerbs will be provided to accommodate those with mobility impairments.

Will the existing lighting columns be retained?

The existing historic lighting columns will be retained within the central reserve and restored to reflect the new scheme. The historic columns are very worn by the coastal weather so during the construction of the scheme, the column restoration will require their temporary removal to a warehouse where they will be restored indoors. Restoration will include new water-resistant hatch seals and re-painting before being returned to the promenade. Sefton Council already have experience of refurbishing single columns, such as when they have been damaged by a vehicle.

How will construction be phased?

The construction phasing will be available during the detailed design stage in early 2026, by which point a construction contractor will have become involved. Sefton Council are very conscious to engage with local businesses and residents regarding the phasing for both the promenade and MLEC development. Further details about this will follow this consultation in 2026.