

Lancashire County Council

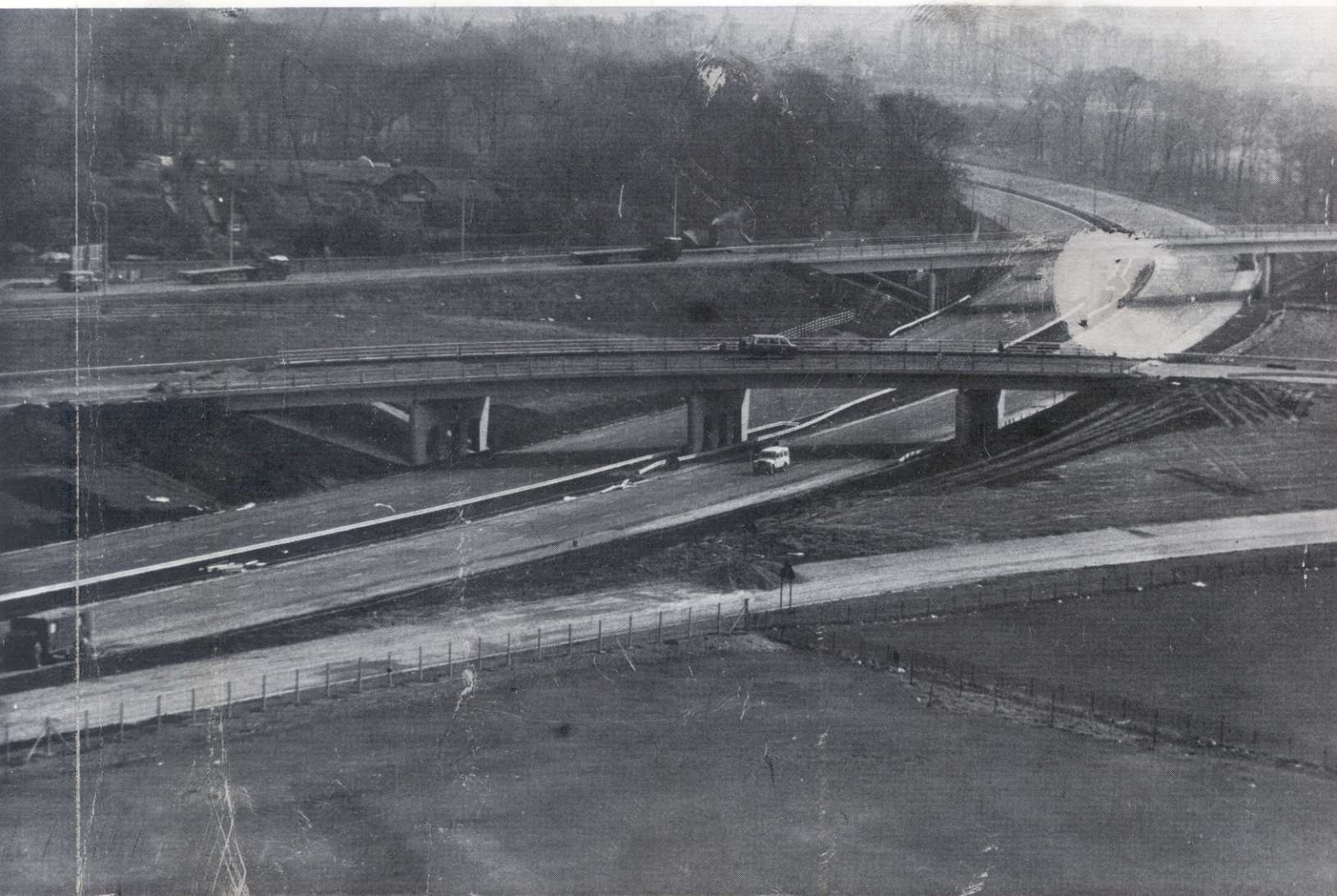
LIVERPOOL OUTER RING ROAD M57 PHASE II (PART) A580 to A57

OPENING

on Wednesday, 27th. March, 1974

by **W. D. COOPER, J.P., C.A., D.L.**

Chairman of the County Highways & Bridges Committee



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THE LIVERPOOL OUTER RING ROAD M.57

History

The proposal for a Liverpool Outer Ring Road dates back at least to the Road Plan for Lancashire published in 1949.

At that time the Outer Ring Road consisted of lengths of new all-purpose road together with substantial widenings of existing roads.

The subsequent extensive industrial and residential developments on the outskirts of the Merseyside area necessitated a complete re-appraisal of the original scheme.

This re-appraisal resulted in a proposal for an entirely new road designed to full motorway standards and constructed on a new alignment.

Basically it is this new alignment to which the motorway has now been constructed.

General Location

In its final stage of development the Liverpool Outer Ring Road will commence on the Liverpool-Southport Trunk Road A.565 in the Thornton Area where it will be joined by the proposed Bootle-Thornton Diversion and the proposed Rimrose Valley route. Proceeding south-eastwards the route would then join the Liverpool-Preston Trunk Road A.59 at which point it will also join the proposed Aintree-Skelmersdale-M.6 Motorway, M.58.

The section of the Liverpool Outer Ring Road referred to above has found a place in the Principal Road Preparation List, but there is no reliable indication as to the date when construction might take place.

Continuing south-eastwards the Motorway proceeds to the Liverpool-East Lancashire Trunk Road A.580.

This length of the motorway was opened to traffic by Sir William Harris, K.B.E., C.B., the then Director General Highways of the Department of the Environment on Wednesday, 5th April 1972.

The Outer Ring Road then continues roughly southwards from A.580 to Liverpool Road A.57, Prescot, and it is this length of the motorway which is the subject of the present Opening Ceremony; a plan scale 6" - 1 mile is incorporated in this brochure.

The motorway continues southwards from A.57 to join the Lancashire-Yorkshire Motorway M.62 at Tarbock. This last mentioned length of motorway was opened at an informal Ceremony by the Chairman of the County Highways and Bridges Committee, County Alderman W. D. Cooper, J.P., D.L., on 15th November 1973 coinciding with the length of the Lancashire-Yorkshire Motorway from Tarbock to M.6 being made available to traffic.

Eventually, the Liverpool Outer Ring Road will continue south of the Lancashire-Yorkshire Motorway to terminate on the Speke-Widnes Road A.562, but this length is not planned in detail though it has found a place in the Principal Road Preparation List.

The Length to be Opened

As already mentioned, the length to be opened commences at the Liverpool-East Lancashire Trunk Road A.580, the Opening Ceremony taking place on the bridge which carries the motorway over the Trunk Road. In this vicinity a two-level interchange connects the Ring Road with A.580 though the whole of the slip road pattern will not be opened at the time of the Ceremony as certain of the slip roads will not be completed.

Proceeding southwards the motorway skirts Knowsley Park on its westerly side. Between Croxteth Lane and Stockbridge Lane a limited movement interchange is provided, but will not be complete at the time of the Opening Ceremony. A link from this interchange (the Huyton Link) connects the Ring Road with Stockbridge Lane with eventual extension to Liverpool Road A.57 and ultimately beyond A.57 to serve Huyton-with-Roby. The length of the Huyton Link between Stockbridge Lane and Liverpool Road was the subject of a Public Inquiry last June, but the result is not yet known. The Ring Road continues to skirt Knowsley Park and joins Liverpool Road A.57 at a grade separated junction near Prescot, beyond which as previously mentioned the motorway is open to traffic.

Layout

The layout conforms with that of the sections already open i.e. it comprises dual 36ft. carriageways with hard shoulders each 10ft. 6ins. wide; a central reserve 13ft. wide and a margin 5ft. wide on the outer side of each hard shoulder.

The motorway pavement is 20ins. thick comprising $1\frac{1}{2}$ ins. rolled asphalt wearing course, $2\frac{1}{2}$ ins. asphalt base course, 3ins. dense bituminous macadam laid on 7ins. lean mix concrete base superimposed on 6ins. crusher run stone.

The pavement is laid on 18ins. thickness of granular material both in cuttings and as topping to embankments, but the thickness has been increased in cuttings if necessitated by sub-soil conditions.

The section of the Ring Road now being opened incorporates 5 overbridges and 4 underbridges on the motorway itself together with a bridge over A.580 carrying a slip road, also 2 large culverts and a pedestrian subway. Of the foregoing structures 8 have piled foundations, 4 bridges are of plate girder or steel beam construction and 5 of pre-stressed concrete and reinforced concrete slab construction.

The largest bridge on the length to be opened and in fact on the whole of Phase II of the Ring Road is Knowsley Wood Bridge carrying the main motorway over the Liverpool-East Lancashire Road A.580. It has two spans each of 120ft. and is of steel plate girder construction. It is on this bridge where the opening ceremony will take place.

The section now being opened has a length of 4.15 miles and forms part of the overall contract for Phase II of the Liverpool Outer Ring Road. The whole of Phase II which as previously mentioned extends from A.580 to M.62 has a length of 6.10 miles. It has involved the construction of 20 bridges (including those already enumerated) comprising 6 underbridges and 8 overbridges on the main motorway and the bridge carrying the slip road over A.580 plus 4 culverts and the pedestrian subway to which must be added 2 railway bridges constructed by British Railways Board and commenced in advance of the main Contract.

Conclusion

The opening of this section of the Liverpool Outer Ring Road is the final episode in a long series of opening ceremonies covering the large mileage of motorway and other major roads for which the County Council have been directly responsible or in which they have been involved in their capacity as Agents to the Ministry of Transport or as "host" authority to the Lancashire County Sub-Unit of the North Western Road Construction Unit of the Department of the Environment. It is fitting that this last opening ceremony on behalf of the existing Lancashire County Council should be in respect of a County Motorway and that the opening can take place before the area passes over to the new Merseyside County Council in whose area the Liverpool Outer Ring Road will be situated after Local Government Reorganisation.

Phase II of M.57 - From A.580 to M.62

(Separate details are not available for the section now being opened and the following cover the whole of Phase II including the section already opened).

Main Contractor	Sir Alfred McAlpine & Son Ltd./ Leonard Fairclough Ltd. Consortium
Contract Sum	£6,867,687
Surfacing Sub Contractor	United Asphalt Co. Ltd.
Contract Started	6th March 1972
Contract Period	25 months
Total Estimated Cost	£11,456,463

LIVERPOOL OUTER RING ROAD M57 — PHASE II

CONTRACT COMMENCED 6th. MARCH 1972.

