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Sefton Council 

MEETING: LICENSING AND REGULATORY COMMITTEE
DATE: 6th November 2023
TIME: 6.30 pm
VENUE: Committee Room - Bootle Town Hall, Trinity Road, Bootle, L20 7AE

Member

Cllr. John Kelly (Chair)
Cllr. Carran Waterfield (Vice-Chair)
Cllr. Susan Bradshaw
Cllr. Clare Carragher
Cllr. Jennifer Corcoran
Cllr. Judy Hardman
Cllr. Janet Harrison Kelly
Cllr. Sonya Kelly
Cllr. Gareth Lloyd-Johnson
Cllr. Mike Morris M.B.E.
Cllr. Brenda O'Brien
Cllr. Paula Spencer
Cllr. Carla Thomas
Cllr. Anne Thompson
Cllr. Lynne Thompson

COMMITTEE OFFICER: Amy Dyson Democratic Services Officer
Telephone: 0151 934 2045
E-mail: amy.dyson@sefton.gov.uk

If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.

We endeavour to provide a reasonable number of full agendas, including reports at the meeting. If you wish to ensure that you have a copy to refer to at the meeting, please can you print off your own copy of the agenda pack prior to the meeting.

AGENDA

1. Apologies for Absence

2. Declarations of Interest

Members are requested at a meeting where a disclosable pecuniary interest or personal interest arises, which is not already included in their Register of Members' Interests, to declare any interests that relate to an item on the agenda.

Where a Member discloses a Disclosable Pecuniary Interest, he/she must withdraw from the meeting room, including from the public gallery, during the whole consideration of any item of business in which he/she has an interest, except where he/she is permitted to remain as a result of a grant of a dispensation.

Where a Member discloses a personal interest he/she must seek advice from the Monitoring Officer or staff member representing the Monitoring Officer to determine whether the Member should withdraw from the meeting room, including from the public gallery, during the whole consideration of any item of business in which he/she has an interest or whether the Member can remain in the meeting or remain in the meeting and vote on the relevant decision.

3. Minutes

(Pages 5 - 8)

Minutes of the meeting held on 4 September 2023

4. Draft Licensing policy 2023

(To Follow)

Report of the Assistant Director of Place (Highways and Public Protection)

5. Northern Road Pedestrian Crossing, Crosby

(Pages 9 - 22)

Report of the Assistant Director of Place (Highways and Public Protection)

6. Highway Enabling Works at The Strand Service Road - Vermont Way / Delaware Road, Bootle.

(To Follow)

Report of the Assistant Director of Place (Highways and Public Protection)

7. Hawthorne Road Traffic Calming, Bootle

(To Follow)

Report of the Assistant Director of Place (Highways and Public Protection)

8. A59, Northway and Kenyon's Lane Junction Improvement and Cycle Way scheme.

(Pages 23 - 38)

Report of the Assistant Director of Place (Highways and

Public Protection)

- 9. Maritime Corridor Highway Improvements Phase 1**
Report of the Assistant Director of Place (Highways and
Public Protection)

(To Follow)

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THIS SET OF MINUTES IS NOT SUBJECT TO "CALL IN"

LICENSING AND REGULATORY COMMITTEE

**MEETING HELD AT THE BIRKDALE ROOM - SOUTHPORT TOWN
HALL, LORD STREET, SOUTHPORT, PR8 1DA
ON MONDAY 4TH SEPTEMBER, 2023**

PRESENT: Councillor John Kelly (in the Chair)
Councillors Bradshaw, Corcoran, Harrison,
Sonya Kelly, Lloyd-Johnson, Morris, O'Brien,
Spencer, Thomas, Anne Thompson and
Lynne Thompson

9. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Carragher, Hardman and Waterfield.

10. DECLARATIONS OF INTEREST

No declarations of any disclosable pecuniary interests or personal interests were received.

11. MINUTES

RESOLVED:

That the Minutes of the meeting held on 12 June 2023 be confirmed as a correct record.

12. MOLYNEUX ROAD AREA, WATERLOO - RESULTS OF RESIDENTS CONSULTATION TO ALTERNATE ONE WAY TRAFFIC SYSTEM AND OBJECTIONS TO PROPOSED SCHEME

Further to Minute No. 61 of 13 March 2023 the Committee considered the report of the Assistant Director of Place (Highways and Public Protection) which detailed the results of a residents' consultation and the receipt of objections relating to the proposed alternate one-way traffic scheme for the Molyneux Road area, Waterloo.

Objections following a previous consultation with residents of the Molyneux Road area of Waterloo were considered by Committee on 13 March 2023.

RESOLVED: That

- (1) the results of the residents' consultation be noted;
- (2) the objections to the scheme be noted;

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- (3) the alternate one-way Traffic Regulation Order be progressed as originally advertised; and
- (4) the objectors be advised accordingly.

13. AMENDMENT OF HACKNEY CARRIAGE TARIFFS

The Committee considered the report of the Assistant Director of Place (Highways and Public Protection) which asked Members to consider a request from the Hackney carriage trade representatives for an increase in existing tariffs. The last tariff increase was introduced on 8 December 2021.

RESOLVED: That

- (1) the request from the Hackney Carriage Trade for an increase to the initial hiring charges to tariffs 1, 2 and 3 to £2.90, £3.60, and £4.10 respectively be approved;
- (2) the distance on meter distance 'drops' to 210 yards initial hire, every 180 yards up to 1830 yards and every 200 yards thereafter; and
- (3) the request to change the applicable time for charging tariff 2 on Fridays and Saturdays from 11:00 p.m. – 06:00 a.m. to 09:00 p.m. - 06.00 a.m. be approved.

14. DETERMINATIONS MADE UNDER THE LICENSING ACT 2003 AND THE GAMBLING ACT 2005: PERIOD COVERING 4 MAY 2023 TO 23 AUGUST 2023

The Committee considered the report of the Assistant Director of Place (Highways and Public Protection) updating on applications made under the Licensing Act, 2003 and the Gambling Act, 2005 which had been determined by Licensing Officers.

The report indicated that Sefton Council's Statement of Licensing Policy (issued under the Licensing Act 2003) and the Statement of Gambling Policy (issued under the Gambling Act 2005), both followed the recommended delegation of functions contained within the Guidance, issued under Section 182 of the Licensing Act 2003 and the Guidance issued under Section 25 of the Gambling Act 2005. Where there were no relevant representations to applications, then these matters would be dealt with by Officers in order to speed matters through the system. The Guidance also recommended that where powers had been delegated, the

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Committee would receive regular reports on decisions made by Officers in order to maintain an overview of the general licensing situation.

The report indicated that during the period 4 May 2023 to 23 August 2023 the Assistant Director of Place (Highways and Public Protection) had received and determined the following numbers of applications:

Under the Licensing Act 2003:

- 85 Applications made under Premise Licences
- 54 Applications made under Personal Licences
- 104 Notifications of Temporary Event Notices
- 56 Notifications of Late Temporary Event Notices

Under the Gambling Act 2005:

- 2 Applications made under Licensed Premises Gaming Permits

RESOLVED:

That the report and the fact that further update reports would be submitted as necessary, be noted.

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Agenda Item 5

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 6 November 2023
Subject:	Northern Road Pedestrian Crossing, Crosby		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Victoria;
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: This report seeks Committee approval to implement a new signal; controlled pedestrian crossing on Northern Road in Crosby.

Recommendation(s):

It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway;

- (1) The introduction of a new traffic signal controlled push button crossing facility on The Northern Road in Crosby to improve safety together with complementary traffic calming measures.

Reasons for the Recommendation(s):

Licensing and Regulatory Committee have powers to consider the outcome of consultation and the resultant proposals in respect of the making of traffic regulation orders, details of improvements to highways and cycle routes and can approve the scheme as proposed or with minor amendments but otherwise must refer the scheme to the Cabinet Member.

Funding is secured within the City Region Sustainable Transport Settlement for 2022-23 to fund Pedestrian Crossing Improvements. This is expected to be expended before March 2024

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Alternative Options Considered and Rejected: (including any Risk Implications)

The installation of a push button signalised crossing was considered to be a more effective solution to a zebra crossing.

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The installation costs will be funded from within the Transport Capital Programme where an allocation of £130k has been identified for pedestrian crossings.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):		
The management of the contract will be overseen by staff in Transportation Planning and Highway Development team. The staff costs will be funded from the allocation within the Transport Capital Programme for 23-24.		
Legal Implications:		
None		
Equality Implications:		
There are no direct equality implications. However the scheme will provide new controlled crossing facilities		
Impact on Cared for Children and Care Experienced Young People: No		
Climate Emergency Implications:		
The recommendations within this report will		
Have a positive impact	Y/N	Y/
Have a neutral impact	Y/N	Y/
Have a negative impact	Y/N	Y/
The Author has undertaken the Climate Emergency training for report authors	Y/N	Y/
This report relates to the Procurement exercise which by its nature will have		

negligible impact. The construction process will have negative impact in that new materials will be used and there will be an anticipated net carbon increase.

However, the scheme when implemented, will improve accessibility and should encourage people to walk, cycle or access public transport which could result in smaller number of short car journeys, including trips to and from school. This should reduce the carbon impact.

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Not applicable.
Facilitate confident and resilient communities: The scheme should improve pedestrian safety.
Commission, broker and provide core services: Not applicable.
Place – leadership and influencer: Not applicable.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: Not applicable
Greater income for social investment: Not applicable.
Cleaner Greener The scheme should improve walking and cycling in the local area by making Northern Road easier to cross.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD7399/23) and the Chief Legal and Democratic Officer (LD5597/23) have been consulted and any comments have been incorporated into the report.

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(B) External Consultations

Consultation on the proposals have been completed with 42 letters sent out to residents likely to be impacted upon by the proposals.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Cabinet Member decision.

Contact Officer:	Andrew Dunsmore
Telephone Number:	0151-934-2766
Email Address:	Andrew.Dunsmore@sefton.gov.uk

Appendices:

Appendix A – General Arrangement Plan

Appendix B – Consultation Letters

Appendix C – Summary of Consultation Responses.

Background Papers:

1. Introduction/Background

1.1 1. Introduction/ Background

- 1.1 The Transport Capital Programme includes funding set aside for the delivery for new pedestrian crossing facilities aimed at improving safety.
- 1.2 The Council has established a policy for determining where crossings should be introduced. This is based largely on the number of potential users and the number of vehicles.
- 1.3 Ward Members asked officers to determine whether The Northern Road would qualify for a new signal crossing as this would improve safety for all pedestrians, particularly those travelling to and from Great Crosby Catholic Primary School.
- 1.4 The analysis work completed had identified that it is appropriate, in line with the Council's Policy to consider the introduction of a crossing in this location.

2.0 Scheme Proposals

- 2.1 A location has been identified which aims to provide a route in a desire line which complies with standards and minimises disruption for residents. The position is consistent with the crossing point used by the Crossing Control.
- 2.2 The proposed plan is shown in appendix A.
- 2.3 There will be a requirement to complete some trial pits to accurately locate the position of underground services to assess what, if any impact these services may have on the proposals and where necessary avoid any clashes once signal poles are installed. This investigation may result in minor amendments to the proposals.
- 2.4 Complementary proposals include amendments to the kerb line on one side of Ascot Park and the introduction of a speed table on Ascot Park, near to the junction with Northern Road. These measures are intended to firstly increase the distance between the proposed crossing and the Ascot Park junction with the introduction of the build-out. This will improve the visibility of the signals for traffic exiting Ascot Park and provide enough space for one vehicle to wait at the stop line without blocking the Ascot Park exit. Secondly, the introduction of the speed table will reduce the speed of Ascot Park traffic approaching the junction, particularly those turning left toward the new crossing.

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- 2.5 If approved it is intended that the works will be delivered in the early part of 2024.

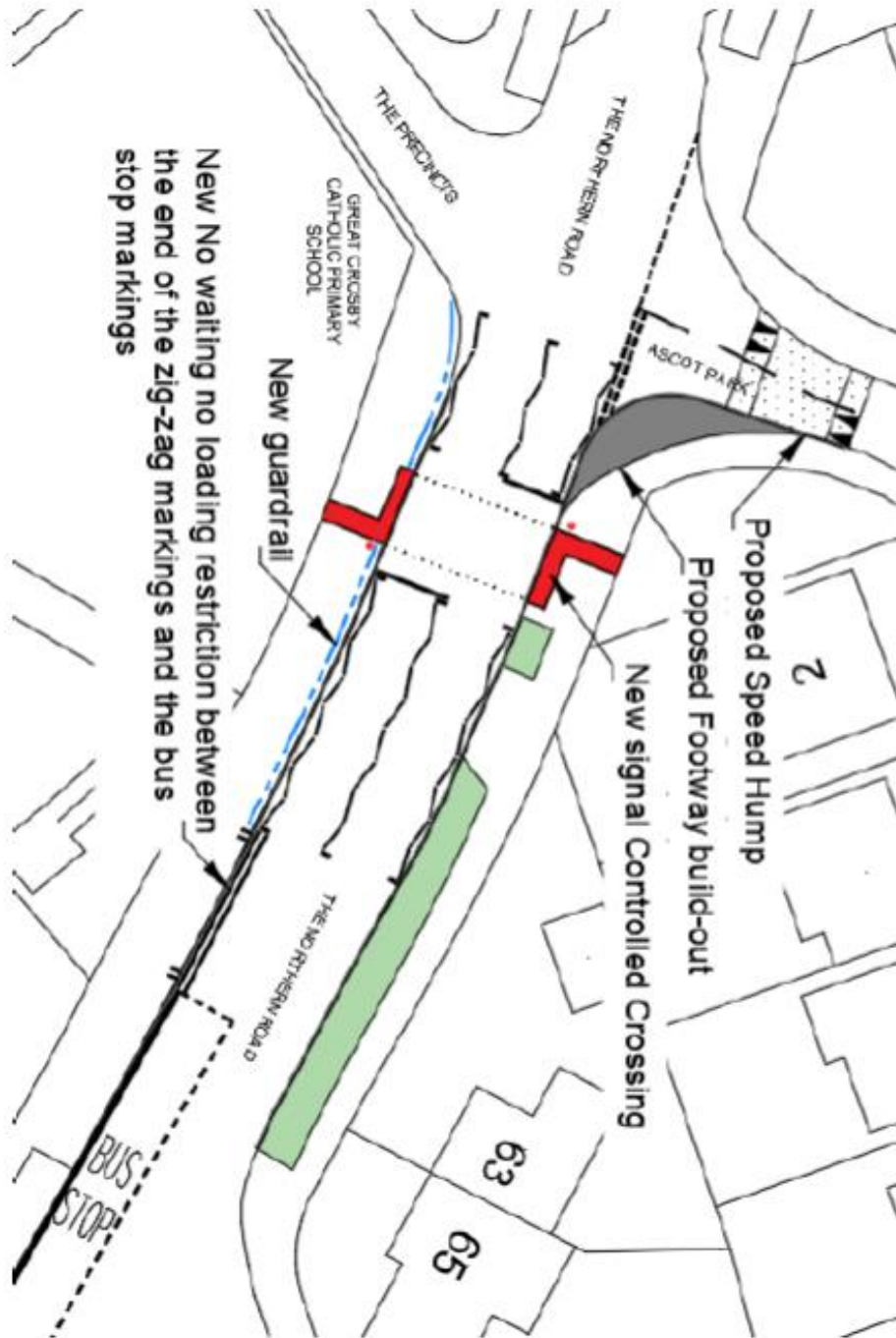
3.0 Consultation

- 3.1 A letter was sent to residents of Ascot Park and Northern Road on the 26th of September with a return date for objections of 17th October.
- 3.2 41 letters were delivered to residents with an additional letter e-mailed to the Great Crosby Catholic Primary school. A copy of the letter and the plan showing the recipients is included in Appendix B. Also included is a plan identifying the properties receiving letters.
- 3.3 In total 7 responses were received via e-mail by the deadline date. Representing a return of 17%. Not all the responses had addresses, however those that were addressed were generally in the near vicinity of the crossing and speed hump locations. The school did not provide a comment.
- 3.4 Of the 7 responses, 1 was in favour of the scheme, 2 had objections to elements of the scheme and 4 objected to the scheme outright.
- 3.5 Of the 7 responses, 6 objected to the traffic calming measure on Ascot Park. The purpose of the proposed traffic calming is to slow the approach speed of any traffic turning left out of Ascot Park. This was highlighted as a potential concern during the design due to the proximity of the proposed signal crossing to the Ascot Park junction, although no speed assessment data is available for traffic turning left out of Ascot Park.
- 3.6 It must be noted that the proposed speed table is not fronting any resident's property in Ascot Park, neither does it affect access or egress to any of residential properties.
- 3.7 Appendix C - Table 1 provides an overview summary of each of the responses received. The table also shows what further action will be taken by the Council in relation to the scheme proposals for each of the proposals.

4.0 Recommendations

- 4.1 It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway;
- (1) The introduction of a new traffic signal controlled push button crossing facility on The Northern Road in Crosby to improve safety together with complementary traffic calming measures.

Appendix A – General Arrangement Plan



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Appendix B – Consultation Letters



Transportation, Planning and
Highway Development
Magdalen House
Trinity Road
Bootle
L20 3NJ

To the homeowner

Date: September 2023

Dear Sir / Madam

I am writing to you regarding a proposed highway scheme to introduce a signal crossing outside of the Great Crosby Catholic Primary School. We have received a request from your local Ward Councilors to introduce a new signal crossing that will improve safety for pedestrians' crossing The Northørn Road, especially those using the adjacent Primary school.

The works will involve a new signal crossing, including traffic signals and tactile paving between Ascot Park and Moorside Road. This will be in the location of the existing drop crossing currently used by the school crossing patrol. The kerblin on one side of Ascot Park will also be altered to fit the new crossing. Finally, a speed hump will be introduced at the end of Ascot Park to control traffic speed exiting Ascot Park.

For your information I have included a plan on the reverse of this letter showing how the proposed crossing will look.

The design itself is still subject to a check on what utilities are within the existing verges and footway, however the intention will be to take the scheme to the Council's Licensing and Regulatory Committee meeting in November for approval, with a view to being on site in the early part of 2024.

If you have any objections to this proposal, may I ask you to submit this to the Council by **Tuesday 17th October**.

Any objections received will be reported to the Licensing and Regulatory Committee meeting for consideration.

Objections can be sent to the Council in writing to the address below.

Transportation, Planning and Highway Development
2nd Floor Magdalen House
Trinity Road
Bootle,
L20 3NJ

Or via e-mail to Transport.Planning@sefton.gov.uk

Kind Regards,

Andy Evans
Principal Highway Engineer

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Plan showing properties receiving letters.

Appendix C – Consultation Responses

Table 1: Summary of the responses

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
1		✓		<p>Questioned the usefulness of the crossing outside of the school start / end times.</p> <p>Questioned if there had been any accidents to warrant a signal crossing.</p> <p>Is opposed to the speed hump at the end of Ascot Park</p>	<p>Objection reported to L&R committee with the resident advised of the L&R decision.</p> <p>If necessary additional information regarding scheme justification will be provided.</p>
2			✓	<p>Thought the crossing was a good idea. Had additional suggestions for improvements.</p> <p>Had some concerns regarding the operation of the crossing.</p> <p>Raised a concern to the ability for two vehicles to stop at the Ascot Park give-way line.</p> <p>Is opposed to the speed hump at the end of Ascot Park</p>	<p>Comment reported to L&R committee with the resident advised of the L&R decision.</p> <p>Additional design suggestions will be considered and reported back to the resident.</p> <p>If necessary additional information regarding the reason for the speed hump will be provided.</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
3		✓		<p>Questioned whether the crossing would improve safety.</p> <p>Questioned whether the speed hump would slow traffic.</p> <p>Considered the crossing to be an inconvenience to residents, especially outside of school start / end times.</p>	<p>Objection reported to L&R committee with the resident advised of the L&R decision.</p> <p>If necessary additional information regarding scheme justification will be provided.</p>
4	✓			<p>Had no objection to the plans and wanted further action to slow traffic outside of the school</p>	<p>Comment reported to L&R committee with the resident advised of the L&R decision</p>
5		✓		<p>Questioned the usefulness of the crossing outside of the school start / end times.</p> <p>Questioned if there had been any accidents to warrant a signal crossing.</p> <p>Considered the crossing to be an inconvenience to residents, especially outside of school start / end times.</p> <p>Considered traffic calming on the Northern Road to be more appropriate.</p> <p>Concerned at the loss of on-street parking.</p> <p>Concerned at the proximity of the crossing to the residential property</p>	<p>Objection reported to L&R committee with the resident advised of the L&R decision.</p> <p>Consideration to be given for additional speed assessment on The Northern Road.</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
6			✓	Concerned about noise from the crossing. Questioned the need to traffic calming on Ascot Park and considered traffic calming on the Northern Road to be more appropriate.	<p>Comment reported to L&R committee with the resident advised of the L&R decision.</p> <p>Addition 'Keep Clear' markings considered for the end of Ascot Park</p> <p>If necessary additional information regarding the reason for the speed hump will be provided.</p>
7		✓		Raised several concerns regarding parking issues on Ascot Park with school traffic. Is opposed to the speed hump at the end of Ascot Park	<p>Objection reported to L&R committee with the resident advised of the L&R decision.</p> <p>If necessary additional information regarding the reason for the speed hump will be provided.</p> <p>Parking concerns to be forwarded to the Traffic team</p>

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Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 6 November 2023
Subject:	A59, Northway and Kenyon's Lane Junction Improvement and Cycle Way scheme.		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Park;
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: This report seeks Committee approval to changes to the highway to deliver improvements on the A59, Northway between Dodds Lane and the Borough boundary, including the junctions with Kenyon's Lane and Robbins Island. The scheme will create a cycleway compliant with current standards and include modifications to the Kenyon's Lane junction aimed at providing improved crossing facilities for pedestrians and a safer environment for cyclists.

Recommendation(s):

It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway;

- (1) Introduction of a cycle route adjacent to both carriageways linking Dodds Lane to Robbins Island
- (2) Modification of the junction of A59, Northway with Kenyon's Lane to include crossing facilities on all legs for both pedestrians and cyclists.

Introduction of the signal-controlled crossing over the A59, Northway at the junction with Robbins Island together with the continuation of the cycleway around the roundabout to link with existing facilities at the borough boundary.

Reasons for the Recommendation(s):

Licensing and Regulatory Committee have powers to consider the outcome of consultation and the resultant proposals in respect of the making of traffic regulation orders, details of improvements to highways and cycle routes and can approve the

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scheme as proposed or with minor amendments but otherwise must refer the scheme to the Cabinet Member.

The Council has received funding from a number of sources to deliver the project. These include the Key Route Network (KRN) element of the City Region Sustainable Transport Settlement (CRSTS), Tranche 3 of the Active Travel Fund, a contribution from the developer and funding from the Department for Transport (DfT) Signals Fund. The funding requirements require the scheme to be committed by March 2024.

Alternative Options Considered and Rejected: (including any Risk Implications)

A number of options for improvements have been considered, particularly at the junction with Kenyon's Lane. It is acknowledged that any scheme receiving funding from either the Active Travel Fund or CRSTS allocation must be delivered in accordance with the design advice and guidance. The arrangement proposed has been agreed in principle with Active Travel England who ensure compliance with the advice

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The capital cost for the scheme will be funded from the £3.42m allocation within the 23-24 Transport Capital Programme. This funding was allocated to the Council as part of the Key Route Network (KRN) element of the CRSTS programme, Tranche 3 of the Active Travel Fund, developer contributions along with funding from the Department for Transport Signals Fund

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):

The management of the contract will be overseen by staff in Transportation Planning and Highway Development team. The contract administration and supervision will be undertaken by a team from the existing Transport Technical Services Supply Framework. The intention being that this team will administer and supervise several larger capital schemes which are programmed for delivery at the same time.

The staff costs incurred prior to the award of the Contract will be funded from the allocation within the Transport Capital Programme for 23-24.

Legal Implications:		
As determined by the Council's Contract Procedure Rules, the contract for the works will need to be sealed.		
Equality Implications:		
There are no direct equality implications. However the scheme will provide new controlled crossing facilities at the Kenyon's Lane junction for mobility impaired residents.		
Impact on Cared for Children and Care Experienced Young People: No		
Climate Emergency Implications:		
The recommendations within this report will		
Have a positive impact	Y/N	Y/
Have a neutral impact	Y/N	Y/
Have a negative impact	Y/N	Y/
The Author has undertaken the Climate Emergency training for report authors	Y/N	Y/
<p>The construction process will have negative impact in that new materials will be used and there will be an anticipated net carbon increase.</p> <p>However, the scheme when implemented, will improve accessibility and should encourage people to walk, cycle or access public transport which could result in smaller number of short car journeys, including trips to and from school. This should reduce the carbon impact.</p> <p>This is one of the projects where a carbon assessment is being completed as part of a process of evaluation the Carbon footprint of the Transport Capital Programme.</p>		

Contribution to the Council's Core Purpose:

Protect the most vulnerable:
Not applicable.
Facilitate confident and resilient communities:
The scheme will improve walking and cycling facilities in the local area and reduce the severance currently created by the A59.
Commission, broker and provide core services:
Not applicable.

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Place – leadership and influencer: The scheme should improve the quality of the highway environment, particularly at the Kenyon’s Lane junction.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: Not applicable
Greater income for social investment: Not applicable.
Cleaner Greener The scheme should encourage walking and in the local area and cycling. As well as improving crossing facilities at the key junctions, the scheme will contribute to the creation of a wider network of cycle lanes. This improved accessibility and new infrastructure should reduce the number short car journeys as more people chose to walk and cycle.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD7400/23) and the Chief Legal and Democratic Officer (LD5597/23) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on the highway proposals have been undertaken in accordance with the proposals approved by the Public Consultation and Engagement Panel (albeit these were presented for Kenyon’s Lane), Further engagement is planned with the public prior to implementation to ensure all residents and businesses understand the impact and any specific concerns are addressed,

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Cabinet Member decision.

Contact Officer:	Andrew Dunsmore
Telephone Number:	0151-934-2766
Email Address:	Andrew.Dunsmore@sefton.gov.uk

Appendices:

Appendix A – General Arrangement Plans

Appendix B – Consultation Letters

Appendix C – Summary of Consultation Responses.

Background Papers:

There are no background Papers available for inspection.

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1.0 Introduction/ Background

- 1.1 In 2016 a Strategic Outline Case (SOC) was presented to the Liverpool City region Combined Authority proposing a series of improvements on the A59 between Switch Island and the borough boundary with West Lancashire. The SOC identified a number of measures at junctions along this corridor which were aimed largely at reducing severance by improving pedestrian facilities, improving safety and creating good quality cycle facilities along the length of the corridor to join with existing and proposed facilities at each end.
- 1.2 Following some consideration it was agreed that whilst the proposals were worthy of support, the delivery would be undertaken as a staged approach as funding allowed. As such, improvements were delivered at the junction with Damfield Lane.
- 1.3 It was recognised that the proposed housing development on the former dairy site accessed from Kenyon's Lane would require some capacity and access improvements to accommodate vehicular and pedestrian traffic generated by the development. This gave the opportunity to focus further investment on the section of the A59 which included the junction.
- 1.4 Bids were made through the Active Travel Fund (tranche 3) and DfT Signals Fund to allocate resource to the scheme to add to the anticipated developer contributions resulting from negotiations with the housing developer. A further allocation of funding was secured from the section of the LCRCA's CRSTS funding award set aside for support of projects on the KRN. The allocations of funding all have requirements. The expectation is that projects receiving ATF3 should be committed by March 2024.
- 1.5 In order to meet the funding deadline works have been progressing to complete the necessary site investigation and survey work to inform the design and the scope of work. Atkins, as the reserve Councils Transport Technical Services Provider, are completing the design. The scheme has been developed in accordance with the requirements of LTN1/20, the guidance produced in 2020 to influence the design of Active Travel schemes. It has also been appraised by Active Travel England.

2.0 Scheme Details

- 2.1 The scheme involved three main elements; modification to the junction of the A59 with Kenyon's Lane, the creation of segregated cycle routes along both sides of the A59 between the Dodds Lane junction and Robbins Island and the continuation of the cycle routes around the junction with Robbins Island including controlled push button facilities for pedestrians and cyclists across the A59 on the western side of the roundabout. The plans are shown in Appendix A,

- 2.2 Ward Members have previously campaigned for safer crossing facilities at the junction with Kenyon's Lane recognising the use by families and children walking to St Thomas and Northway Primary Schools. The junction is currently traffic signal controlled but lacks any push button facilities. The proposed improvements are aimed at introducing separate signal-controlled facilities for both pedestrians and cyclists across all the legs of the junction as well as introducing safer right turning facilities for motorists on the A59. The new layout is commonly known as a CYCLOPS (Cycle Optimised Protected Signals) junction and will be the first of its kind within Sefton. Similar arrangements have recently been introduced in other districts and boroughs in the north west. The junction has been modelled factoring in additional movements generated by the proposed housing development to include segregated right turning facilities for motorists.
- 2.3 A segregated cycle route, designed to the widths within the new guidance will be introduced on both sides of the A59 from just north of the junction with Dodds Lane. On the northbound carriageway the kerb line will be realigned to accommodate the appropriate widths but there will be no reduction in lanes available to traffic. On the southbound carriageway there will be no reduction in carriageway.
- 2.4 The works to the roundabout with Robbins Island will involve the introduction of new signal-controlled crossings of the A59 and Liverpool Road, which will provide a safe means for both pedestrians and cyclists to cross the A59. As well as the crossing a new cycle route around the roundabout will also be introduced to link with facilities within Lancashire.
- 2.5 It is proposed that the cycle routes will extend towards Switch Island in further phases of improvements along the corridor. Reflecting the potential for additional pedestrian and cyclist movement and the importance of highway safety, a separate paper has been presented to Cabinet Member seeking approval to reduce the speed limit in from 60 mph to 40 mph. This proposed change to the speed limit will extend north up to the boundary with Lancashire. Any objections will be brought to a future meeting of this Committee.

3.0 Consultation

- 3.1 Letters were sent to send to approximately 50 residents as well as being shared with Ward Members and members of Lydiate Parish Council. Two letters were posted relating to A59 Corridor improvements at the Kenyon's Lane junction and the proposed signals crossing north of Robbins Roundabout. The first letter was sent to residents of Kenyon's Lane and Richmond Grove, with the second letter sent to residents of A59 Northway. Both letters were issued to a distribution company on 6th October to be posted first class. Both letters had a return date for comments of 19th October. These are shown in Appendix B

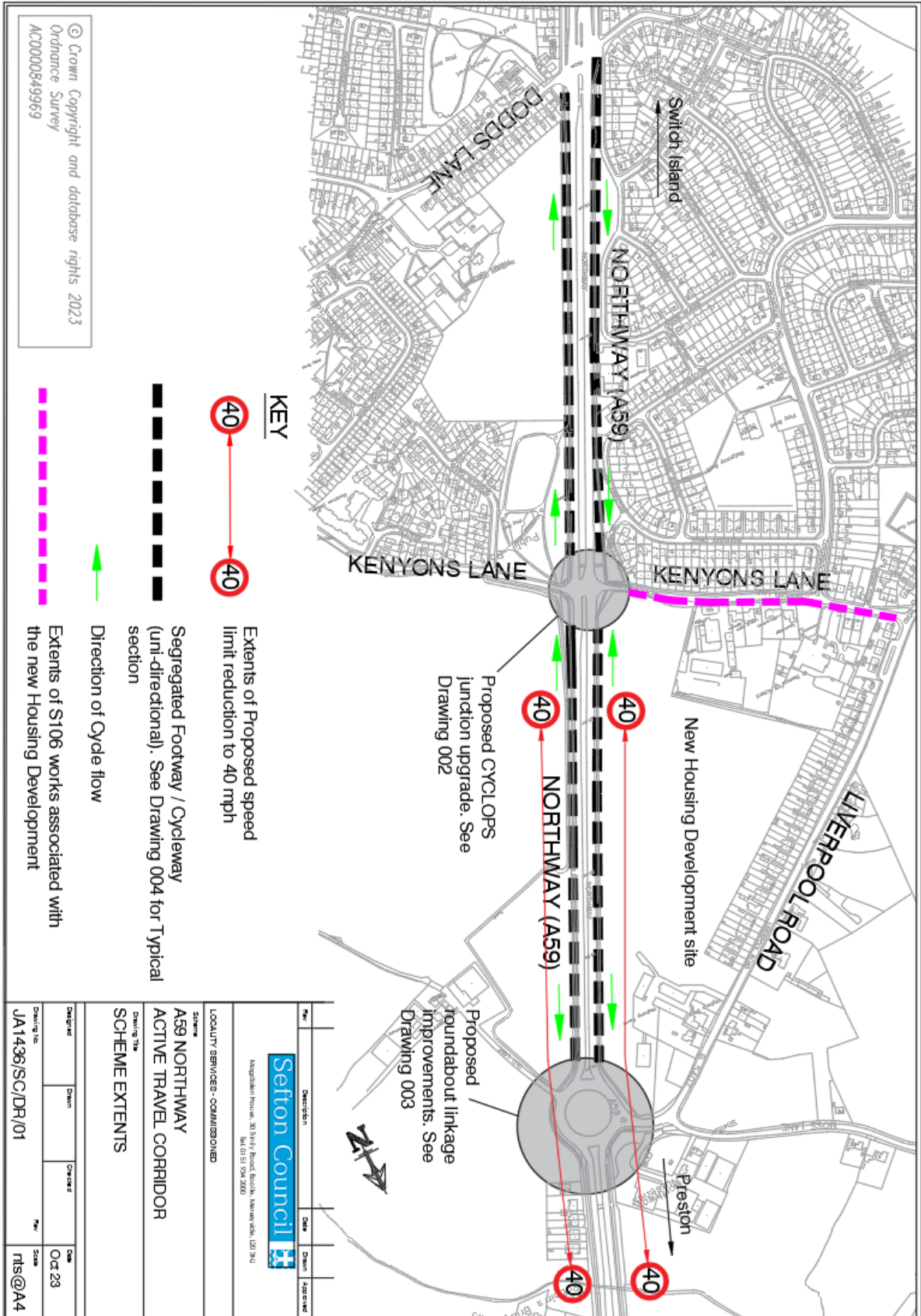
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- 3.2 In total 2 responses were received via e-mail by the deadline date. Representing a return of 4%. From the comments received it appears that one response related to letter 1 and one response related to letter 2.
- 3.3 Of the 2 responses, The Kenyon's Lane response was in favour of the proposals but had concerns for an element of works, although potentially this relates more to the Planning Application for the new housing development. The A59 Northway response objected to introduction of the crossing but was in favour of reducing the speed limit.
- 3.4 Appendix C - Table 1 provides an overview summary of each of the responses received. The table also shows what further action will be taken in relation to the scheme for each of the proposals.
- 3.5 It is proposed to ensure that residents, business and other groups are kept informed of the scheme during and that the Councils Communications team help provide information to ensure publicity over the new Cyclops junction.

4.0 Recommendations

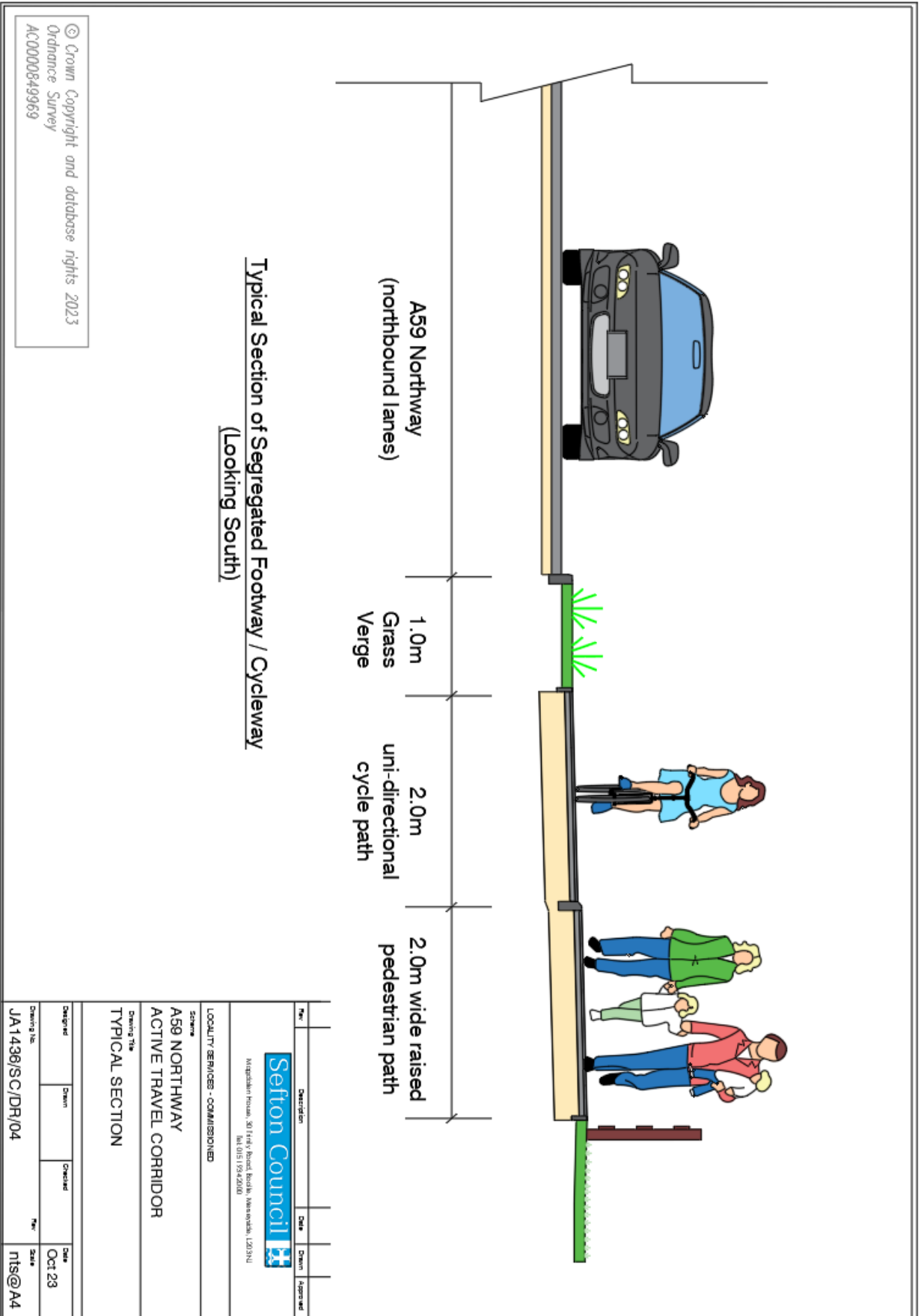
- 4.1 It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway;
- (1) Introduction of a cycle route adjacent to both carriageways linking Dodds Island to Robbins Island
 - (2) Modification of the junction of A59, Northway with Kenyon's Lane to include crossing facilities on all legs for both pedestrians and cyclists.
 - (3) Introduction of the signal-controlled crossings over the A59, Northway at the junction with Robbins Island together with the continuation of the cycleway around the roundabout to link with existing facilities at the borough boundary.

Appendix A – General Arrangement Plans



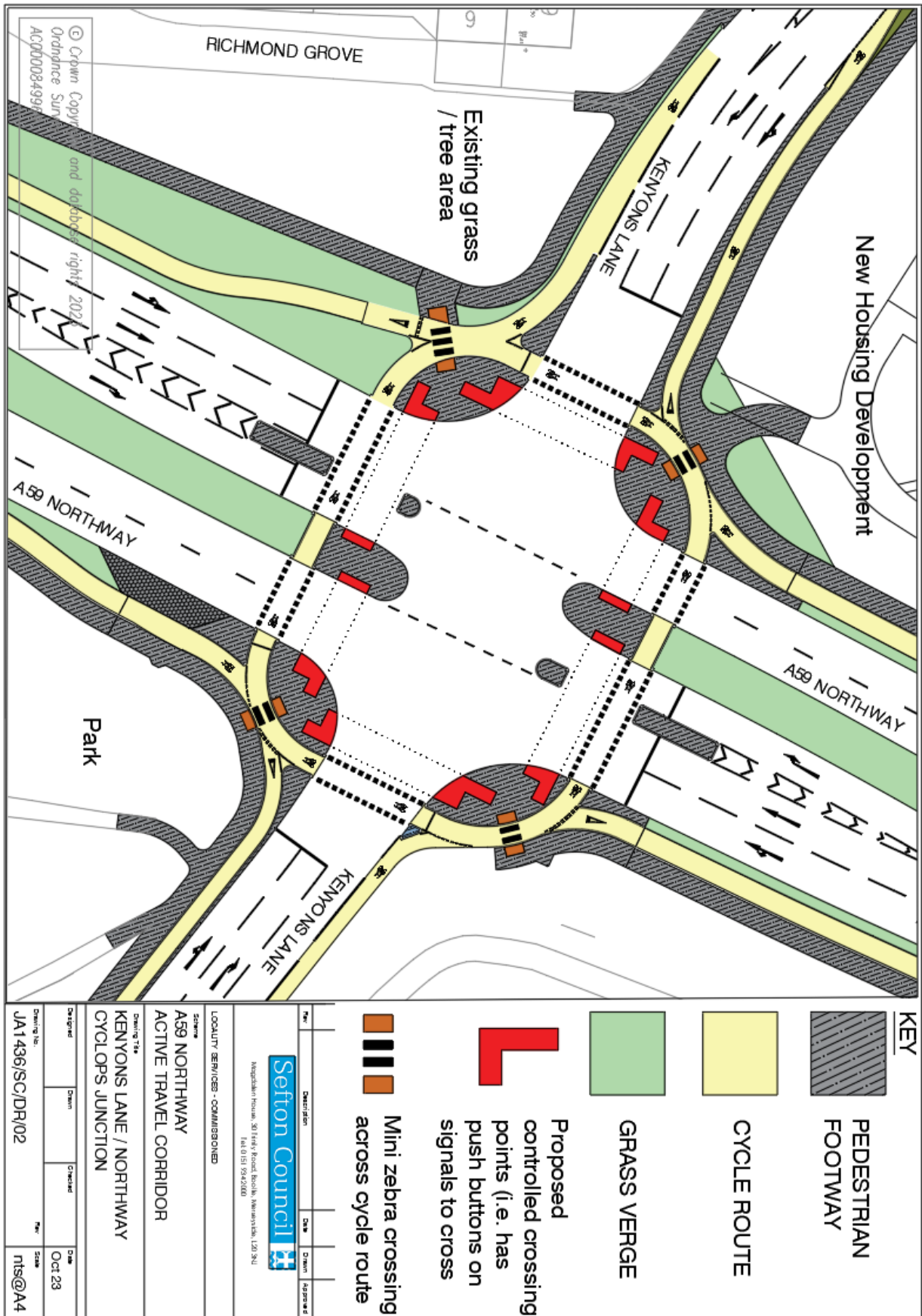
Extent of Cycle Tracks

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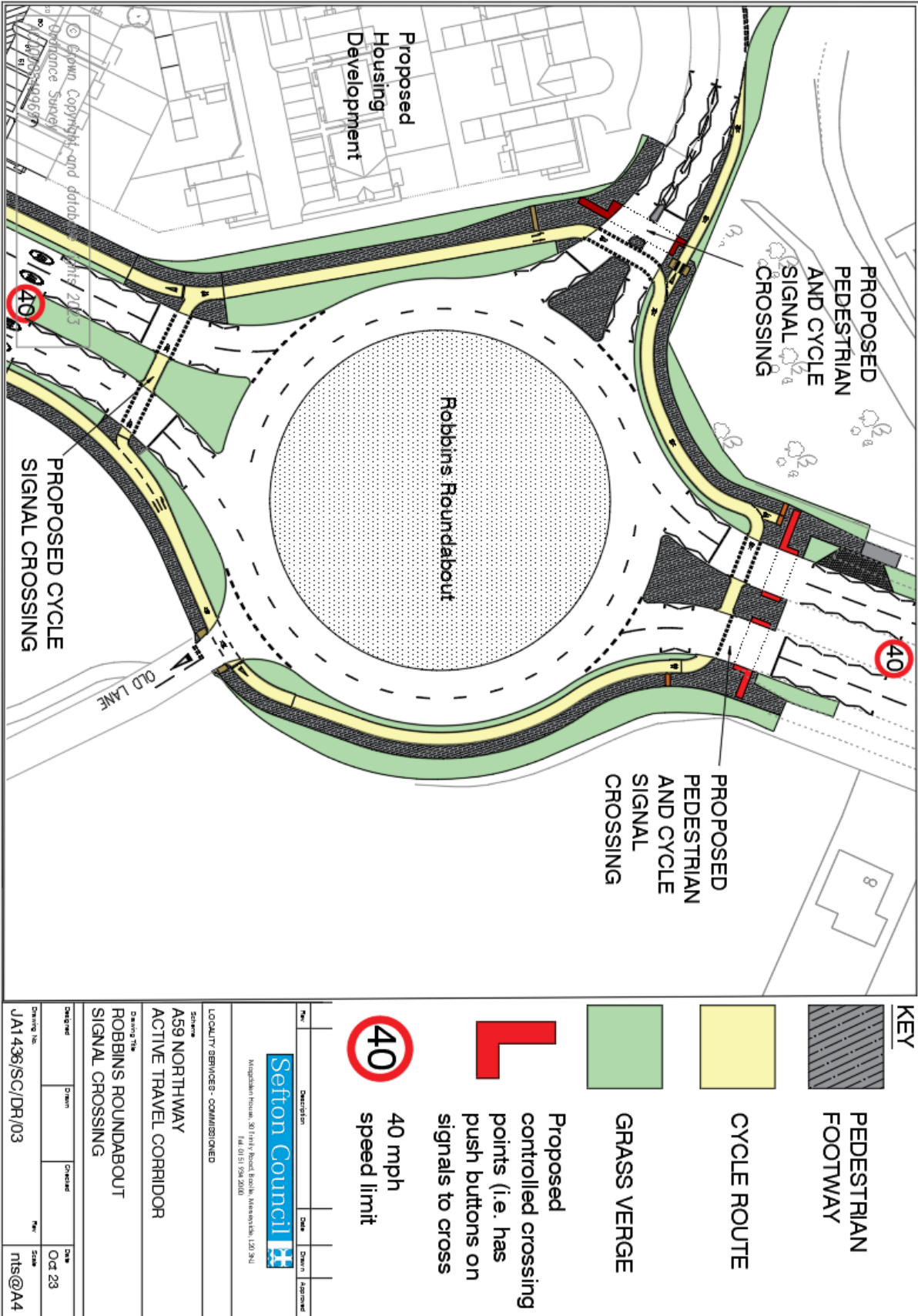
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Typical Cross Section



A59 Junction with Kenyon's Lane

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A59 Junction with Robbins Island

Appendix B – Consultation Letters



Transportation, Planning and
Highway Development
Magdalen House
Trinity Road
Bootle
L20 3NJ

To the homeowner

Date: October 2023

Dear Sir / Madam

I am writing to you regarding a highway scheme that Sefton Council are proposing along the A59 which will include an upgrade to the existing A59 / Kenyon's Lane signal junction as well as introducing dedicated cycle lanes between this junction and the borough boundary. This is part of a wider scheme aimed at improving accessibility and providing good quality facilities for all road users.

The junction works are aimed at providing improved crossing facilities for pedestrians and a safer environment for cyclists. It will involve the introduction of both signal-controlled pedestrian and cycle crossing facilities as well as safer right turning for motorists on the A59. The new layout is commonly known as a CYCLOPS (Cycle Optimised Protected Signals) junction and will be the first of its kind within Sefton. One has recently been introduced in the Broadgate area of Preston where Fishergate Hill and Strand Road meet.

For your information I have included a plan on the reverse of this letter showing how the proposed new junction will look. The final surface colour of the cycle route has not yet been decided, however it is shown on this plan as yellow so that the cycle route can be easily identified. The intention is to seek formal approval of the changes at the Council's Licensing and Regulatory Committee meeting in November. If approved the scheme will be on site in 2024. The junction works will be part of the number of pedestrian and cycleway improvements along the A59 and it is expected that these works will be done at the same time as the previously agreed improvements along Kenyons Lane for the Planning Approval to the new housing development on the north side of Kenyons Lane.

If you have any comments or concerns to these proposals, may I ask you to submit this to the Council by **Friday 19th October**.

Any concerns received will be reported to the Licensing and Regulatory Committee meeting for consideration. These can be sent to the Council in writing to the address below.

Transportation, Planning and Highway Development
2nd Floor Magdalen House
Trinity Road
Bootle,
L20 3NJ

Or via e-mail to Transport.Planning@sefton.gov.uk

If you require further information then please contact the Council using the contact details above

Thankyou,

Sefton Council

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   Search 'Sefton Council'

Letter to residents near Kenyon's Lane

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Transportation, Planning and
Highway Development
Magdalen House
Trinity Road
Bootle
L20 3NJ

To the homeowner

Date: October 2023

Dear Sir / Madam

I am writing to you regarding a highway scheme that Sefton Council are proposing along the A59 which will include improvement works to the Robbins roundabout as well as introducing dedicated cycle lanes between here and the Kenyons Lane junction. This is part of a wider scheme aimed at improving accessibility and providing good quality facilities for all road users.

The works to the roundabout will involve the introduction of a new signal-controlled crossing which will provide a safe means for both pedestrians and cyclists to cross the A59. As well as the crossing a new cycle route around the roundabout will also be introduced. Finally, it is proposed to reduce the speed limit in front of your property from 60 mph to 40 mph. This proposed change to the speed limit will extend north up to the Sefton boundary.

For your information I have included a plan on the reverse of this letter showing how the proposed new junction will look. The final surface colour of the cycle route has not yet been decided, however it is shown on this plan as yellow so that the cycle route can be easily identified.

The intention is to seek formal approval of the changes at the Council's Licensing and Regulatory Committee meeting in November. If approved the scheme will be on site in 2024

If you have any comments or concerns to these proposals, may I ask you to submit this to the Council by **Friday 19th October**.

Any concerns received will be reported to the Licensing and Regulatory Committee meeting for consideration. Comments or concerns can be sent to the Council in writing to the address below.

Transportation, Planning and Highway Development
2nd Floor Magdalen House
Trinity Road
Bootle,
L20 3NJ

Or via e-mail to Transport.Planning@sefton.gov.uk

If you require further information then please contact the Council using the contact details above

Thankyou,

Sefton Council

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Appendix C – Consultation Responses

Table 1: Summary of the responses

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
1			✓	<p>Overall happy with the proposals but queried if the hedgerows would be reinstated.</p> <p>Asked if any proposals for the Lambshear Lane junction</p>	<p>Comment reported to L&R committee with the resident advised of the L&R decision.</p> <p>Clarification to the hedgerow to be provided.</p>
2			✓	<p>Objected to the pedestrian crossing.</p> <p>Was in favour of the speed reduction but wanted it extended</p>	<p>Objection reported to L&R committee with the resident advised of the L&R decision.</p> <p>Clarification to the status of the 'service road' to be reported back to the resident.</p> <p>Provide additional details of the overall corridor works to the resident</p>

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