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Sefton Council 

MEETING: LICENSING AND REGULATORY COMMITTEE
DATE: Monday 6 January 2025
TIME: 6.30 pm
VENUE: Committee Room - Bootle Town Hall, Trinity Road, Bootle, L20 7AE

Member

Cllr. John Kelly (Chair)
Cllr. Sonya Kelly (Vice-Chair)
Cllr. Clare Carragher
Cllr. Karen Cavanagh
Cllr. Jennifer Corcoran
Cllr. John Dodd
Cllr. Nina Killen
Cllr. Mike Morris M.B.E.
Cllr. Brenda O'Brien
Cllr. Maria Porter
Cllr. Dave Robinson
Cllr. Carla Thomas
Cllr. Lynne Thompson
Cllr. Veronica Webster
Cllr. Joanne Williams

COMMITTEE OFFICER: Amy Dyson Democratic Services Officer
Telephone: 0151 934 3173
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.

A G E N D A

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 3 - 6)

Minutes of the meeting held on 7 November 2024

4. Installation of a new Zebra Crossing - Liverpool Road, Birkdale

(Pages 7 - 24)

Report of the Assistant Director - Highways & Public Protection

5. Installation of a new Zebra Crossing - Chapel Lane, Formby

(Pages 25 - 38)

Report of the Assistant Director - Highways & Public Protection

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

LICENSING AND REGULATORY COMMITTEE

**MEETING HELD AT THE COMMITTEE ROOM - BOOTLE TOWN HALL,
TRINITY ROAD, BOOTLE, L20 7AE
ON 7 NOVEMBER 2024**

PRESENT: Councillor John Kelly (in the Chair)
Councillor Sonya Kelly (Vice-Chair)

Councillors Carragher, Corcoran, Morris, O'Brien,
Robinson, Thomas, Thompson, Webster and
Williams

10. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Cavanagh, Dodd and Porter.

11. DECLARATIONS OF INTEREST

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

12. MINUTES

RESOLVED:

That the Minutes of the meeting held on 10 June 2024 be confirmed as a correct record.

13. SOUTHPORT EASTERN ACCESS HIGHWAY IMPROVEMENTS

The Committee considered the report of the Assistant Director – Highways and Public Protection which sought approval to changes to the highway to deliver improvements for the Southport Eastern Access Scheme which defined an area of key routes to and from Southport town centre, including Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue. This improvement would be delivered on a phased approach, with Phase 1 to be completed during 2025/ 2026 and Phase 2 being delivered from 2026 to meet funding requirements. This report specifically related to Phase 1 and 2 which had been allocated £18.815m of funding from the City Region Sustainable Transport Settlement (CRSTS) for delivery by March 2027.

Part of the funding would be directed towards mitigation measures in the wider Norwood area to avoid any rat running of traffic as a result of the junction improvements and to improve the public realm. These mitigation

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measures had been developed using a collaborative approach with Ward Members and the community and were subject to a separate report.

The Committee discussed the following:

- The speed limit on roads connected to Kew Roundabout
- Crossing points
- Consultations
- Stopping distances
- Accessibility
- Charging hubs in cycle lanes
- Engagement with young people, people with disabilities and local businesses
- The effect of the trees/shrubs on visibility around Kew Roundabout
- The no-left turn from Norwood Road onto Tithebarn Road
- Accident rates
- Parking on Bispham Road

RESOLVED: That

The Assistant Director – Highways and Public Protection:

(A) be authorised to implement the following modification to the Highway; subject to acceptance of funding by Council;

- (1) Bispham Road / Norwood Road - widening of the carriageway to allow for two lanes northbound, to improve operation of junction, cycling lanes and improved crossing facilities and geometry;
- (2) Sussex Road / Norwood Road – widening of carriageway and improved footways and geometry, maintaining existing accesses;
- (3) Foul Lane – opening of Foul Lane to link Kew roundabout to Crowland Street, cycling and walking facilities for the section of Foul Lane from Kew roundabout to Crowland Street; and
- (4) Kew Roundabout – improved pedestrian and cycling facilities including segregated crossing points and a segregated cycleway through Meols Park. Widening of the road to allow for the extension of the two-lane approach to the roundabout on Scarisbrick New Road; and

(B) be requested to submit an update report to the next meeting of the Committee concerning the Norwood Road / Tithebarn Road junction.

14. **SOUTHPORT EASTERN ACCESS NORWOOD MITIGATION MEASURES**

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The Committee considered the report of the Assistant Director – Highways and Public Protection which sought approval to the highway to deliver proposed improvements for the Norwood area which was designed to address changes in traffic flows as a result of Foul Lane opening which was part of the Southport Eastern Access Improvement Scheme (SEA). The scheme would also make it easier for pedestrians, cyclists and public transport users to travel around the area, by slowing the speed of traffic and encouraging drivers to remain on Norwood Road, Norwood Avenue and Roe Lane rather than Bispham Road and Old Park Lane as a through route. The areas of the proposed highway changes were Norwood Avenue, Bispham Road, Old Park Lane, Canning Road, Cobden Road and Wennington Road.

The delivery of these improvements were to be aligned with the SEA scheme, most importantly before Foul Lane opened which was planned to be delivered before 2026 as part of Phase 2, so that rat-running interventions were introduced in the residential area. The Norwood Mitigation Improvement Scheme would be funded by the City Region Sustainable Transport Settlement (CRSTS 1) SEA allocation of £18.815million.

RESOLVED: That

The Assistant Director - Highways and Public Protection be authorised to implement the following modifications to the Highway; subject to approval by Council of funding and subject to the necessary TRO's being made:

- (1) **Norwood Avenue and Roe Lane junction:**
Carriageway widening on Norwood Avenue to accommodate an additional right turn lane and controlled pedestrian facilities across Roe Lane
- (2) **Norwood Avenue new pedestrian crossing near Chester Avenue/Norwood Crescent:**
Provision of new pedestrian crossing on Norwood Avenue
- (3) **Bispham Road and Canning Road junction:**
Installation of Signal controlled junction with pedestrian facilities
- (4) **Bispham Road and Old Park Lane junction:**
Introduction of mini roundabout Change with Zebra crossings on Bispham Road and Old Park Lane
- (5) **Bispham Road and Athole Grove junction:**
Safer pedestrian crossings
- (6) **Bispham Road and Athole Grove junction:**
Change priority at junction
- (7) **Old Park Lane, Heysham Road and Devonshire Road junction:**

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Provision of raised table at junction, including new Zebra crossing,
together with
provision of banned right turn manoeuvres from side roads

(8) **Old Park Lane and Chester Road junction:**

Provision of raised table at junction

(9) **Old Park Lane and Sidney Road junction:**

Provision of raised table at junction

(10) **Old Park Lane and Poulton Road junction:**

Provision of raised table at junction

(11) **Canning Road and Newton Street junction:**

Provision of raised table at junction

(12) **Canning Road and Milton Street junction:**

Provision of raised table at junction

(13) **Canning Road and Cobden Road junction:**

Provision of raised table at junction

(14) **Parking restrictions around the existing modal filter on
Wennington Road**

Provision of waiting restrictions to prevent vehicles blocking the
filter for cyclists

Report Title: New Zebra Crossing, Liverpool Road, Birkdale

Date of meeting:	5 January 2025		
Report to:	Licensing and Regulatory Committee		
Report of:	Assistant Director Highways & Public Protection		
Portfolio:	Housing & Highways		
Wards affected:	Birkdale		
Is this a key decision:	No	Included in Forward Plan:	No
Exempt/confidential report:	No		

Summary: The purpose of the crossing is to provide a controlled pedestrian crossing to serve an increase in pedestrian movements between Aldi and Tesco Express from the residential communities of Birkdale, east and west of Liverpool Road, as well as a demand to access the smaller businesses (food outlets) on the junction of Clifford Road from the west side of Liverpool Road.

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.

Recommendation(s):

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

- (1) The introduction of a new zebra crossing on Liverpool Road in Birkdale.

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1. The Rationale and Evidence for the Recommendations

- 1.1 Following the opening of Aldi in 2018, pedestrian movements across Liverpool Road, between Aldi and Tesco Express have increased, resulting in a request for a controlled crossing point.
- 1.2 Crossing assessments have been carried out using a PV^2 formula, which assesses the level of conflict between pedestrian (P) and vehicles (V) at a given location. Advice from the Department for Transport suggests that signalised pedestrian crossing facilities should only be provided at locations where the PV^2 exceeds 1×10^8 , which is the case in all the Pedestrian Crossings previously provided within Sefton.

PV^2 Crossing Criteria Summary	
Threshold for a controlled crossing criteria	PV^2 exceeds 1×10^8
Threshold for a zebra crossing criteria	PV^2 is between 0.5×10^8 and 1×10^8
Assessed Liverpool Road PV^2	0.64×10^8
PV^2 Recommendation	Zebra Crossing

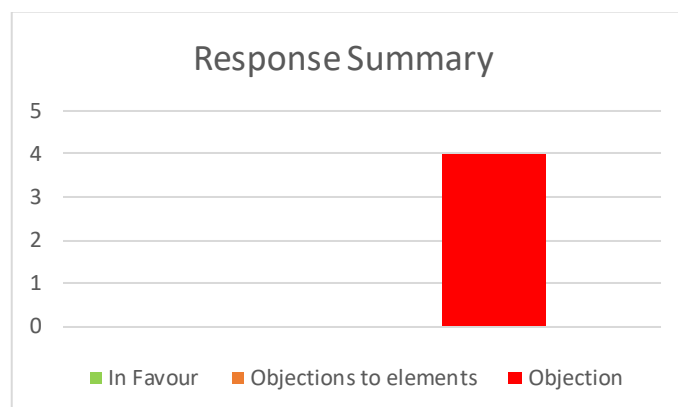
- 1.3 For this location the assessed PV^2 recommended a zebra crossing. This proposal was included the 2024/25 Pedestrian Crossing Programme reported to Cabinet Member for approval in July 2024.
- 1.4 An assessment was undertaken of the crossing points in the area. These are set out in Appendix A
- 1.5 Two locations for the crossing were considered. These are shown in Appendix B. The first was just south of the Aldi entrance (Location A) with the second location approx. 40m to south adjacent to the Tesco entrance (Location B). Location A is the location for the PV^2 assessment.
- 1.6 Each of the locations gave better access to either Aldi or Tesco Express depending on which side of Liverpool Road the direction of travel was from. Both locations were near to shared residential vehicle accesses as well the car park entrances for the respective supermarkets.
- 1.7 The relative locations were appraised as follows and the conclusion reached that location B provided the best solution.

Location	Comment
Location A	<p>There was already in part a 'no waiting restriction' on the carriageway associated with the Aldi entrance, however the location of the shared residential access meant that any proposed location would need to be closer to Nos 180 and Nos 182. This would mean zig-zag markings across the frontage of No180 and No182.</p> <p>It is worth noting at this point that this section of road has regular footway parking.</p> <p>Therefore, to protect the crossing and visibility splays, it is expected that some sort of footway protection would be required to prevent the on-footway parking in front of these properties.</p> <p>It is also worth noting that No180 (property closest to Aldi) has no provision for off-road parking.</p>
Location B	<p>There aren't any parking restrictions either side of the road at this location. The Liverpool Road frontage to Tesco is used as an unofficial overspill from the Tesco car park with space for 3-5 vehicles during periods of heavy demand and for quick trips to the ATM for example. There is a shared residential access on the frontage of Clover Court – it is noted that there is also a redundant vehicle access associated with Clover Court. The two residential properties either side of Clover Court (No 194a and No188) have the advantage of having their driveways adjacent to the Clover Court frontage therefore limiting the impact on on-street parking that a crossing could have.</p>
Conclusion	<p>The issue of enforcement of the on-footway parking with Location A, meaning an increased potential for the crossing to be obstructed by parked vehicles, together with no provision for off-road parking for No 180 means the preferred location for the crossing is Location B.</p> <p>Whilst Location B will remove provision for on-street parking, the residential properties on the west side of Liverpool Road, Nos 194,194a, Clover Court and No 188 all have off road parking. Whilst it is recognised that Liverpool Road frontage of Tesco is used as an official overspill when the car park is full the number of spaces lost is only relatively minor in comparison to the car park.</p>

- 1.8 The scheme was developed further in location B, located adjacent to the footway access into the Tesco store. The width of the crossing shall be 5m which corresponds to the appropriate standard for an assessed pedestrian flow of 201 over a max 4-hour period. A Layout Plan is shown in Appendix D.

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- 1.9 It should be noted that the zigzags on the north side have been adjusted to finish across the vehicle access of No 188 allowing on-street parking outside this property. Likewise the zig-zags on the south side were adjusted to allow on-street parking in front of No194 as well as leaving much of the frontage outside of the smaller businesses (food outlets) on the junction of Clifford Road.
- 1.10 A letter was sent to residents and businesses of Liverpool Road on the 22nd November with a return date for objections of 13th December.
- 1.11 18 letters were delivered to residents and businesses with an additional letter delivered to Tesco and Aldi. Overall total 20 letters. The extents of the residential letter drop are shown on the plan below shaded in green.
- 1.12 In total 4 responses were received via e-mail by the deadline date. Representing a return of 20%. Of the 4 responses received three further replies were received following replies by the Council. All those that responded were within the letter drop area.
- 1.13 Of the 4 responses, all objected to the scheme with various issues / concerns raised.



- 1.14 Of the 4 initial responses received, all had an e-mail response from the Council answering their queries. Of the four responses from the Council we received a further two replies from those residents, with a second reply received from a single resident following an additional e-mail response from the Council.
- 1.15 The main concerns that were raised are summarised in the table below together with a comment from the Council.

Summary of issues raised for Objection	Council Comment
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Summary of issues raised for Objection	Council Comment
No pedestrian accidents at this location	The use of accidents stats can be one of the factors that is used when consider a crossing location but is not the sole factor. Therefore, just because there may not necessarily have been any accidents doesn't mean a site wouldn't be considered for a crossing.
Uncontrolled crossing at the Clifford Road junction could be used instead	<p>The crossing is not on the pedestrian desire line between the stores and would mean pedestrians walking back on themselves.</p> <p>Siting a crossing may be difficult due to the locations of the St Johns Road left turn and the position of the vehicle access opposite</p>
Existing Zebra crossing at Shaftesbury Rd junction is close enough	The crossing is not on the pedestrian desire line between the stores and would mean pedestrians would need to divert approx. 300m to use this crossing.
Loss of on-street parking will affect businesses (takeaway / restaurant / food outlets) at the Clifford Rd junction	No parking surveys have been undertaken, however there is the potential for these spaces to be used by customers of these businesses. However, it is also noted that these businesses have availability for off-road parking in front of their premises. In addition, there will still be limited parking on Clifford Road. The proposed zebra crossing will remove the 5 on-street spaces. None of the businesses provided any comment to the proposal.
On-street parking is needed as an overflow for Tesco, without which will lead in further congestion and safety issues.	No parking surveys have been undertaken; however, it is more likely that the on-street frontage of Tesco is used for people using the ATM or as an alternative to the Tesco car park (which has 22 spaces). The proposed zebra crossing will remove the 5 on-street spaces. Tesco have not provided any comment to the proposal.
Loss of on-street parking outside of driveway to No188	The zig-zag markings are expected to extend only over the existing driveway which represents approx. 1/3 rd of the property frontage. The remaining frontage will remain clear of any parking

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Summary of issues raised for Objection	Council Comment
	restrictions.
Loss of on-street parking in front of Clover Court for Clover Court residents and visitors	<p>There is currently availability for 2 on-street parking spaces in front of Clover Court with availability for a further 5 on-street parking on the Tesco side of the road opposite Clover Court. The proposed zebra crossing would remove these on-street parking spaces. Clover Court have a designated 1 space per flat at the rear of the property. No Clover Court residents highlighted this as an issue.</p> <p>Although it is noted that the Liverpool Road resident who did raise it was copied to an objection sent by a Clover Court resident suggesting some dialogue between responders.</p>
Flashing Beacons in properties	The belisha beacons can be installed with hoods which directs any flashing lights away from adjacent properties.
Loss of ease of use of own vehicle accesses due to queuing traffic at zebra	The zebra crossing will create stops in the traffic allowing residents to make certain manoeuvres whilst traffic is stationary. The occasions that residents will need to wait for stationary traffic to clear to make other manoeuvres will depend on the frequency of use of both the zebra and the vehicle access.
Safety risks for an already hazardous entrance due to parked vehicles restricting access.	The zig-zag markings will enable the carriageway to be clear of parked vehicles around their vehicle entrance improving visibility.
Better location nearer Aldi	Location A was not taken further

2. Financial Implications

(A) Revenue Costs

None

(B) Capital Costs

The construction, and any ancillary costs, will be funded from the allocation within the approved Transport Capital Programme for 2024-25. The City

Region Sustainable Transport Settlement, administered by the Liverpool City Region Combined Authority, provided funding for pedestrian crossing improvements.

3. Legal Implications

There are no legal implications.

4. Corporate Risk Implications

There are no corporate risk implications.

5 Staffing HR Implications

The management of the implementation will be overseen by staff in the Highways and Public Protection Department. Their time will be charged to the capital scheme.

6 Conclusion

Although a number of objections and concerns has been raised, the request for a crossing to accommodate increased pedestrian trips, partly resulting from the new supermarket, and appraised in accordance with the approved criteria, is considered worthy of implementation. Funding has been identified within the approved Transport Capital Programme to fund the implementation, programmed for early 2025.

Alternative Options Considered and Rejected

The report has considered an alternative location. This is appraised in 1.7.

Equality Implications:
An Equality Impact Assessment has been completed. The assessment has identified the benefits to vulnerable people of a zebra crossing.
Impact on Children and Young People:
The new crossing will improve safer access to local schools and facilities for children and young people.

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<p>Climate Emergency Implications:</p> <p>The recommendations within this report will have a Neutral impact.</p> <p>The construction process will have negative impact in that new materials will be used and there will be a net carbon increase. Having a safer crossing point may encourage some people to walk who may otherwise have driven resulting in a net reduction in carbon.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD7895/24) and the Chief Legal and Democratic Officer (LD5995/24) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

The details of the consultation have been set out in section 1:10 – 1:15 of the report.

Implementation Date for the Decision :

Following the expiry of the “call-in” period for the L&R committee decision

Contact Officer:	Andrew Dunsmore
Telephone Number:	07866176195
Email Address:	Andrew.Dunsmore@Sefton.gov.uk

Appendices:

Appendix A – Location of Crossing Points in the area

Appendix B – Options for Potential Crossing Points

Appendix C – Consultation Letters

Appendix D – Consultation Plan

Appendix E – Extent of Consultation

Appendix F – Consultation Responses




Background Papers:

None

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Appendix A - Location of Crossing Points in the area



-  There is an uncontrolled crossing on Liverpool Road, approx. 60m south of the Tesco vehicle entrance on the Liverpool Road / Clifford Road junction.
-  There is a zebra crossing on Liverpool Road, approx. 160m south of the Tesco vehicle entrance on the Liverpool Road / Shaftesbury Road junction.
-  There is an uncontrolled crossing on Liverpool Road, approx. 720m north of the Tesco vehicle entrance on the Liverpool Road / Crescent Road junction.

Appendix B – Options for Potential Crossing Points



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Appendix C - Copy of the residents Letter

Sefton Council 

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

To the owner / occupier

Date: November 2024

Dear Sir / Madam

I am writing to you regarding a proposed highway scheme to introduce a zebra crossing on Liverpool Road, outside the Tesco Express and in-between the vehicle entrances of Clover Court and No 188 Liverpool Road. The final location is still subject to a check on what utilities are within the existing footway.

As part of the Council's annual pedestrian crossing review this location was identified as benefiting for a controlled crossing and it met the criteria for a zebra crossing.

The works will involve the installation of a zebra crossing including tactile paving and zig-zag markings.

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

The intention will be to take the scheme to the Council's Licensing and Regulatory Committee meeting in January 2025 for approval, with a view to being installed before the end of March 2025.

If you have any objections to this proposal, may I ask you to submit this to the Council by **Friday 13th December**.

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

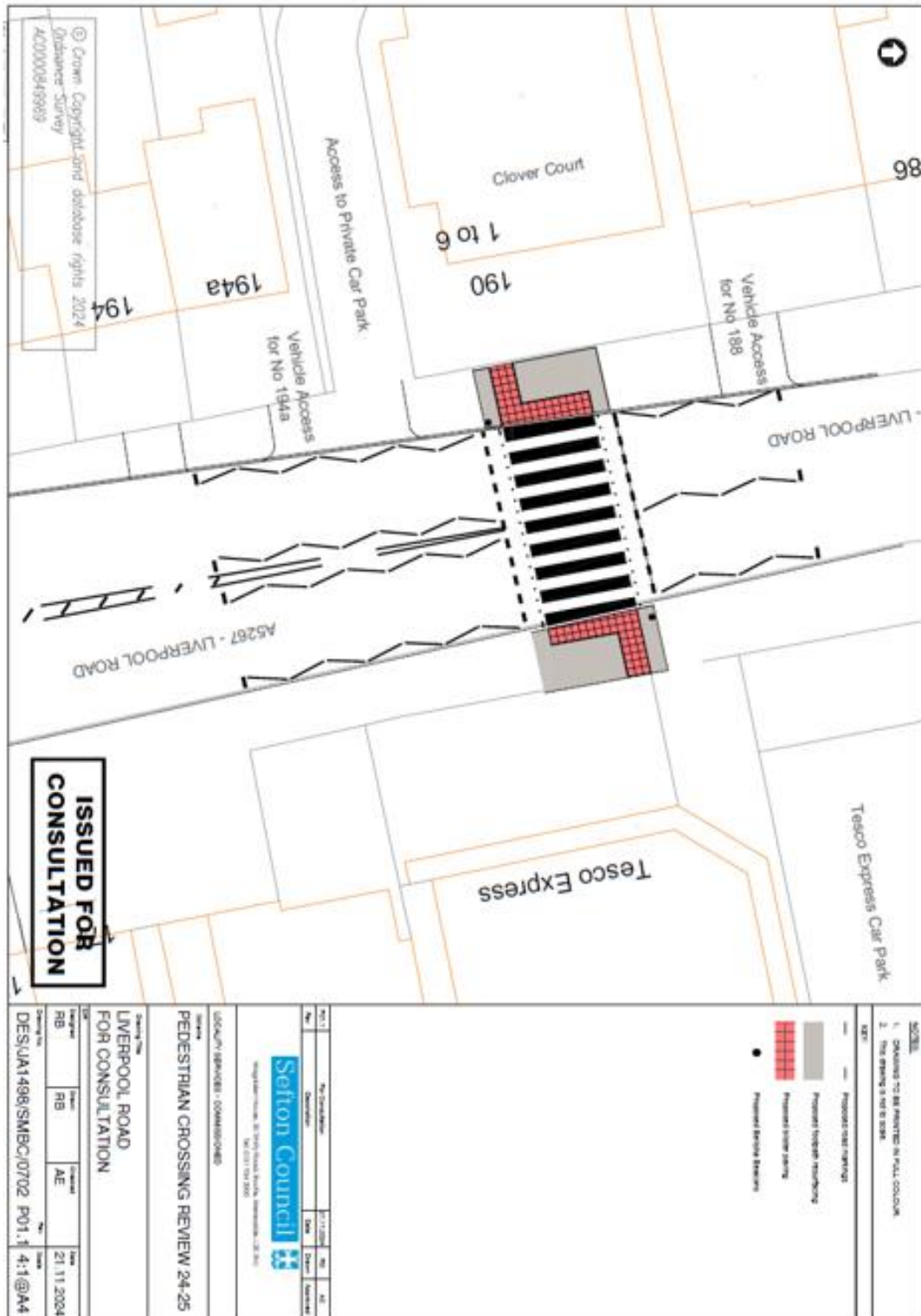
Or via e-mail to Transport.Planning@sefton.gov.uk

Kind Regards,

Andrew Dunsmore
Transport Manager

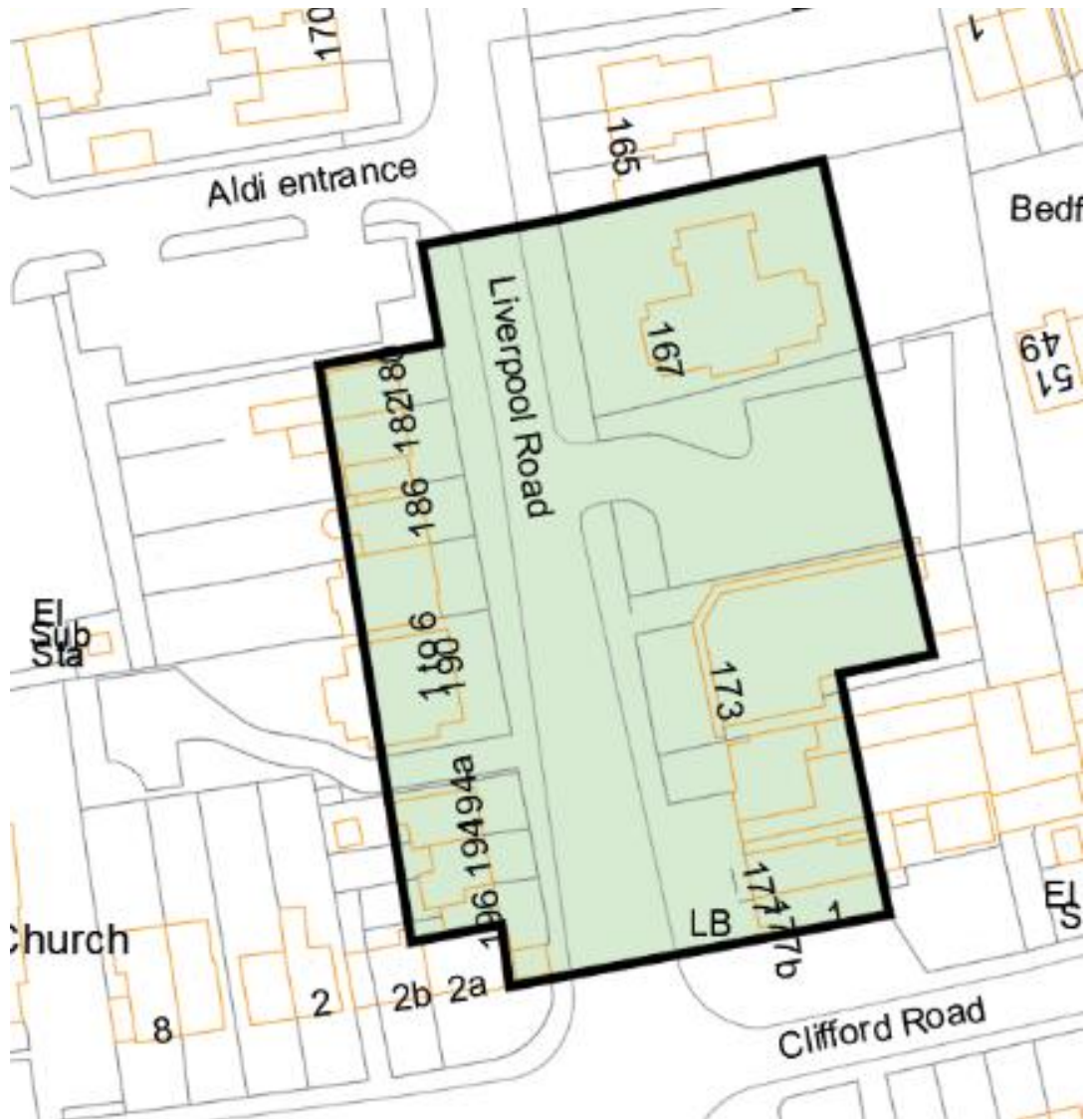
PAGE 1

Appendix D – Plan used in Consultation



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Appendix E – Extent of Consultation



Appendix F – Consultation Responses

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment received	Sefton Council Response / Action
1		✓		<p>The resident had three queries they required to make an informed objection.</p> <ol style="list-style-type: none"> 1. When will the check on what utilities are within the existing footway be made i.e. when will we, as residents, be made privy to the final location? 2. Why did the council’s annual pedestrian crossing review identify this location as benefiting from a controlled crossing and what is the criteria for a zebra crossing? 3. When will we be made privy to a "to scale" drawing? 	<p>The Council responded by e-mail. In summary</p> <ol style="list-style-type: none"> 1. Utility checks are ongoing, however if a minor adjustment to the location was needed the crossing would still be located between the vehicle entrance to Clover Court and No188 vehicle entrance. It would not move beyond this. 2. We received a request to consider a pedestrian crossing between from Local Ward Cllrs. The PV² assessment meant it was only a zebra crossing. 3. Dimensions were provided to the resident in lieu of a scale drawing.
1a		✓		<p>The resident made a formal objection with the following points summarised.</p> <ol style="list-style-type: none"> 1) No pedestrian accidents at this location 2) There is a zebra crossing and uncontrolled crossing nearby making this proposed location unnecessary. 3) Loss of on-street parking for local businesses 4) Concern for local residents. 5) loss of on-street parking outside own driveway 6) Loss of On-street parking in front of Clover Court 7) Loss of ease at being able to use own driveways due to queuing traffic. 8) Flashing beacons seen from properties 	<p>If the zebra crossing is given approval the Council will respond to the resident to the issues raised.</p>
2		✓		<p>Zebra crossing will increase the difficulty in getting in</p>	<p>The Council responded by e-mail. In summary</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment received	Sefton Council Response / Action
				and out of the parking at the rear of our property	The zig-zag markings will enable the carriageway to be clear of parked vehicles around their vehicle entrance improving visibility.
3		✓		<p>Objected to the scheme due to safety risks for an already hazardous entrance due to parked vehicles restricting access.</p> <p>Better location nearer Aldi</p>	<p>The Council responded by e-mail. In summary</p> <p>The zig-zag markings will enable the carriageway to be clear of parked vehicles around their vehicle entrance improving visibility.</p>
4		✓		<p>Made the following comments.</p> <ol style="list-style-type: none"> 1) There is an uncontrolled and zebra crossing nearby that could be used. 2) The loss of on-street parking for Tesco will have a detrimental impact for motorist using the small car park. 3) No pedestrian accidents 4) Better location nearer Aldi 5) Flashing beacons inside property 	<p>The Council responded by e-mail. In summary</p> <ol style="list-style-type: none"> 1) Explained about pedestrian desire lines and both locations are not on the desire line between the stores, 2) The number of on-street parking spaces that would be lost is relatively small. 3) Explained that just because there may not necessarily have been any accidents doesn't mean a site wouldn't be considered. 4) The site closer to Aldi identified a number of issues for the crossing to be located with the area in front of Clover Court / Tesco offering a preferred location. 5) Explained about hoods and provided a stock image as an example.
4a				Queries, how many on-street spaces will be lost and whether the existing uncontrolled crossing at Clifford Rd could be used as an alternative location for the zebra.	<p>The Council responded by e-mail.</p> <p>Explained that the location at the Clifford Rd junction is not on the pedestrian desire line between the stores.</p> <p>Advised that 5 on-street spaces will be lost outside Tesco.</p>
4b				Outlined that the Tesco car park was 'chaotic' and the	If the zebra crossing is given approval the Council will respond

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment received	Sefton Council Response / Action
				proposed zebra will cause congestion in the future	to the resident to the issues raised.

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Report Title: New Zebra Crossing, Chapel Lane, Formby

Date of meeting:	5 January 2025		
Report to:	Licensing and Regulatory Committee		
Report of:	Assistant Director Highways & Public Protection		
Portfolio:	Housing & Highways		
Wards affected:	Ravenmeols, Harrington		
Is this a key decision:	No	Included in Forward Plan:	No
Exempt/confidential report:	No		

Summary: The purpose of the crossing is to provide a controlled pedestrian crossing to serve the west end of the Chapel Street, improving connectivity between the businesses on Chapel Lane and Brows Lane, including the on-street parking bays on Brows Lane, as well as the residential area of Elbow Lane.

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.

Recommendation(s):

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

- (1) The introduction of a new zebra crossing on Chapel Lane in Formby.

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1. The Rationale and Evidence for the Recommendations

- 1.1 The request for a controlled crossing has come from a resident with visual impairment, who struggles to cross Chapel Lane at the westerly end (by Elbow Lane). There are currently no controlled or uncontrolled crossing points across Chapel Lane at the Elbow Lane junction.
- 1.2 Crossing assessments have been carried out using a PV^2 formula, which assesses the level of conflict between pedestrian (P) and vehicles (V) at a given location. Advice from the Department for Transport suggests that signalised pedestrian crossing facilities should only be provided at locations where the PV^2 exceeds 1×10^8 , which is the case for all of the Pedestrian Crossings previously provided within Sefton.

PV² Crossing Criteria Summary	
Threshold for a controlled crossing criteria	PV^2 exceeds 1×10^8
Threshold for a zebra crossing criteria	PV^2 is between 0.5×10^8 and 1×10^8
Assessed Chapel Lane PV²	0.58×10^8
PV² Recommendation	Zebra Crossing

- 1.3 The PV^2 assessment was taken at the Elbow Lane junction, just to the left of Location B. For this location the assessed PV^2 recommended a zebra crossing. This proposal was included the 2024/25 Pedestrian Crossing Programme reported to Cabinet Member for approval in July 2024.
- 1.4 An assessment was undertaken of the crossing points in the area. These are set out in Appendix A
- 1.5 Three locations for the crossing were considered. These are shown in Appendix B. Three locations for the crossing were considered. The first 15-20m west of Elbows Lane on Brows Lane (Location A on the image in the appendix) with the second and third locations approx. 40m to the east on Chapel Lane (Location B and C on the image).
- 1.6 The relative locations were appraised as follows and the conclusion reached that location C provided the best solution on safety grounds.

Location	Comment
Location A	There is existing 'no waiting at any time' restriction on the north side with echelon parking bays on the south side. The location of the proposed zebra would require the existing disabled bays to be relocated at the expense of the Limited Waiting bays.
Location B	There is existing 'no waiting at any time' restrictions on both sides of the road. This location also means the existing bus stop will need to be relocated further east along Chapel Lane. There is also an existing vehicle crossover associated with the former HSBC which will require removal to facilitate the zebra crossing
Location C	This location is approx. 10m further east along Chapel Lane, much of the on-street features are the same as Location B, however this location enables the vehicle crossover associated with the former HSBC to remain. Instead, there is a narrower vehicle crossover in-between the former Reva

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	Lounge and Subway which will need to be removed instead.
Conclusion	<p>Location A was not considered due to the need for a permanent loss of the on-street echelon parking.</p> <p>Merseytravel have agreed to the bus stop relocation therefore the choice between locations B and C came down to which crossover would be permanently removed.</p> <p>Both crossovers serve properties that at the time of the report are empty. Of the two crossovers, the crossover at Location C is narrower and located on a wide, busy pedestrian footway with potential seating areas either side and safety concerns have been raised for vehicles reversing over this crossover. It was also noted that both properties for Location C also have parking and access to the rear of the properties off Sumner Road.</p> <p>Therefore, Location C was the preferred location on the basis that the removal of this crossover was considered more beneficial on safety grounds than Location B.</p>

- 1.7 The scheme was developed further in Location C, located 10m further east along Chapel Lane. The proposed zebra crossing will require the existing eastbound bus stop to be relocated further along Chapel Street. Initial discussions have been held with the Merseytravel and provisional relocation has been agreed. A Layout Plan is shown in Appendix D.
- 1.8 A number of street furniture items, such as bins and small trees may need to be relocated. This will be addressed during the detailed design stage. The width of the crossing shall be 5m which corresponds to the appropriate standard for an assessed pedestrian flow of 1150 over a max 4-hour period.
- 1.9 The final design is still subject to a check on what utilities are within the existing footway.
- 1.10 A letter was sent to residents and businesses of Chapel Lane on the 22 November with a return date for objections of 13 December.
- 1.11 Up to 30 letters were delivered to residents and businesses along Chapel Lane and Elbow Lane – See Appendix C for a copy of the letter.
- 1.12 It should be noted that the proposal as set out in the consultation plan, proposed the removal of the existing crossover in between the former Reva Lounge and Subway. At the time of the consultation both properties were empty and the respective estate agents were contacted and agreed to forward a letter onto the owners. A separate letter was e-mailed to the estate agents on the 27 November with a return date for objections of 13th December. See Appendix F for a copy of the letter.
- 1.13 No responses were received to either the letters posted on the 22 November or the letters e-mailed on the 27 November.

2. Financial Implications

(A) Revenue Costs

None

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(B) Capital Costs

The construction, and any ancillary costs, will be funded from the allocation within the approved Transport Capital Programme for 2024-25. The City Region Sustainable Transport Settlement, administered by the Liverpool City Region Combined Authority, provided funding for pedestrian crossing improvements.

3. Legal Implications

There are no legal implications.

4. Corporate Risk Implications

There are no corporate risk implications.

5 Staffing HR Implications

The management of the implementation will be overseen by staff in the Highways and Public Protection Department. Their time will be charged to the capital scheme.

6 Conclusion

Although a number of objections and concerns has been raised, the request for a crossing to accommodate increased pedestrian trips, partly resulting from the new supermarket, and appraised in accordance with the approved criteria, is considered worthy of implementation. Funding has been identified within the approved Transport Capital Programme to fund the implementation, programmed for early 2025.

Alternative Options Considered and Rejected

The report has considered an alternative location. This is appraised in 1.6.

Equality Implications:
An Equality Impact Assessment has been completed. The assessment has identified the benefits to vulnerable people of a zebra crossing.
Impact on Children and Young People:
The new crossing will improve safer access to local schools and facilities for children and young people.
Climate Emergency Implications:

The recommendations within this report will have a Neutral impact.

The construction process will have negative impact in that new materials will be used and there will be a net carbon increase. Having a safer crossing point may encourage some people to walk who may otherwise have driven resulting in a net reduction in carbon.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD7894/24) and the Chief Legal and Democratic Officer (LD5994/24) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

The details of the consultation have been set out in section 1:10 – 1:13 of the report.

Implementation Date for the Decision :

Following the expiry of the “call-in” period for the L&R committee decision

Contact Officer:	Andrew Dunsmore
Telephone Number:	07866176195
Email Address:	Andrew.Dunsmore@Sefton.gov.uk

Appendices:

Appendix A – Location of Crossing Points in the area

Appendix B – Options for Potential Crossing Points

Appendix C – Consultation Letters

Appendix D – Consultation Plan

Appendix E – Extent of Consultation

Appendix F – Specific Letter to Businesses

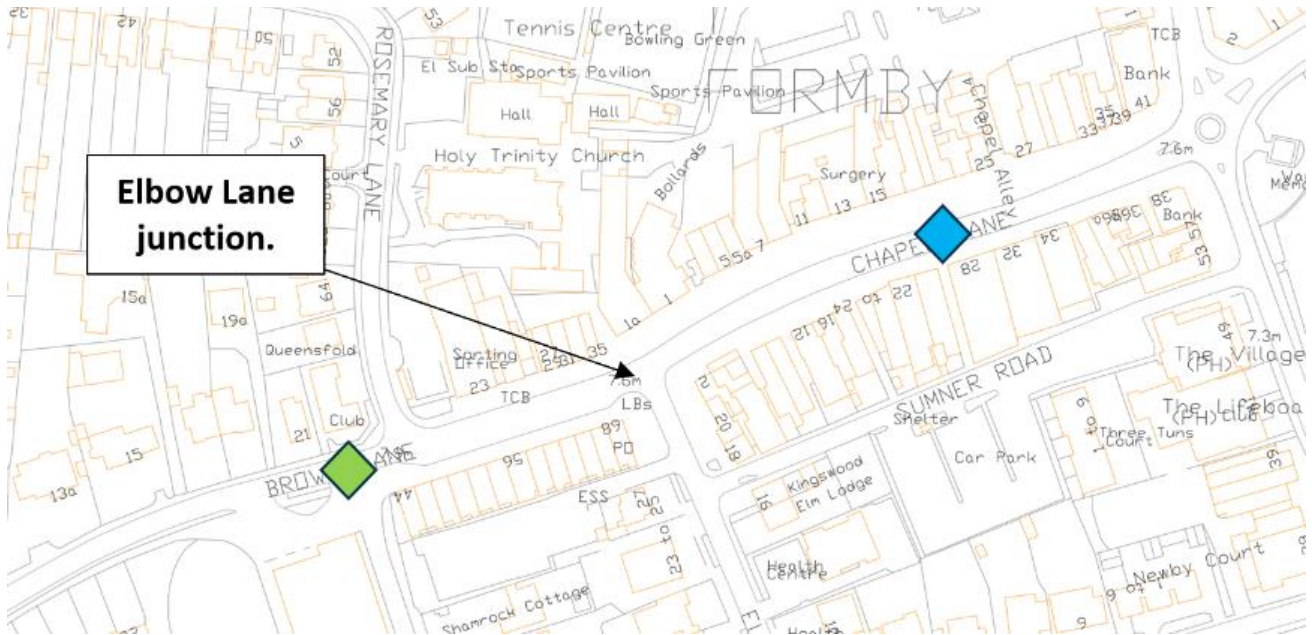
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Background Papers:

None

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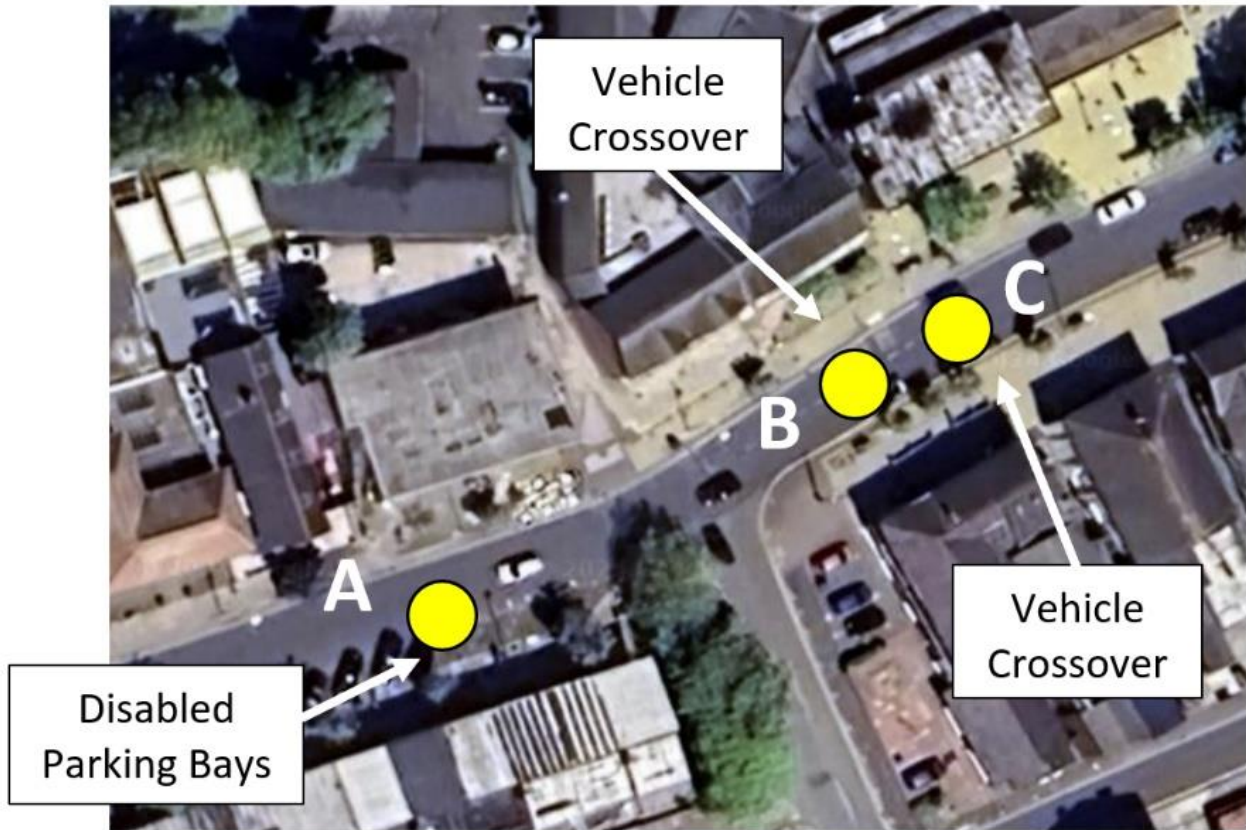
Appendix A - Location of Nearest Crossing facilities in the Immediate Area



- ◆ There is an **uncontrolled crossing** on Browns Lane, **approx. 90m** west of the Elbow Lane junction.
- ◆ There is a **signal-controlled crossing** on Chapel Lane, **approx. 115m** east of the Elbow Lane junction.

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Appendix B – Options for Potential Crossing Points





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

To the owner / occupier

Date: November 2024

Dear Sir / Madam

I am writing to you regarding a proposed highway scheme to introduce a zebra crossing on Chapel Lane, close to the junction of Elbow Lane. As part of the Council's annual pedestrian crossing review this location was identified as benefiting from a controlled crossing and it met the criteria for a zebra crossing.

The works will involve the installation of a zebra crossing including tactile paving and zig-zag markings, with the existing bus stop will need to be relocated a short distance along Chapel Lane. Some existing street furniture, such as trees and planters will need to be relocated or replaced in an alternative location. The works will also require the removal of the existing vehicle cross-over between Subway and the Riva lounge.

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 January for approval, with a view to being on site before the end of March 2025.

If you have any objections to this proposal, may I ask you to submit this to the Council by **Friday 13th December**.

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

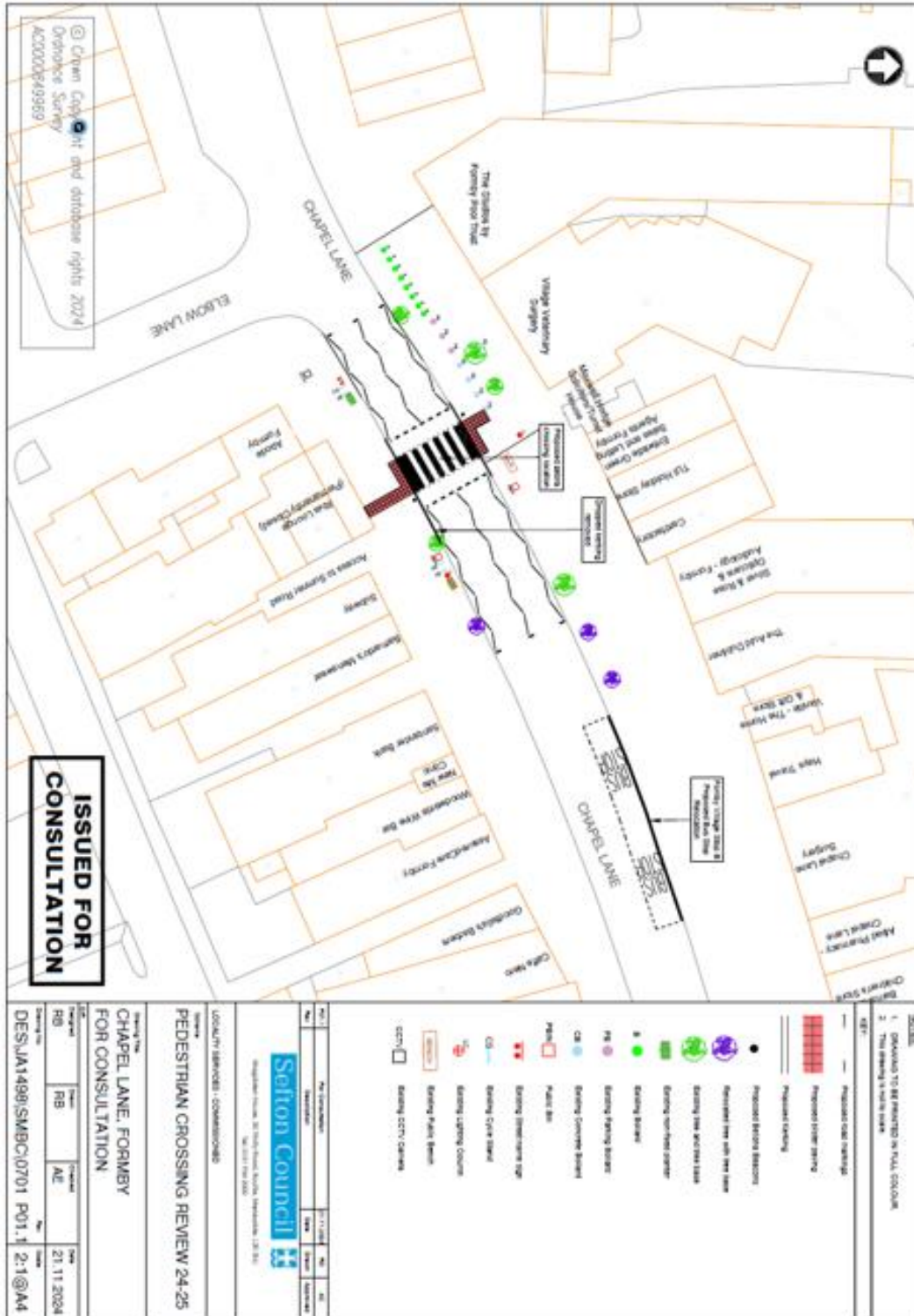
Kind Regards,

Andrew Dunsmore
Transport Manager

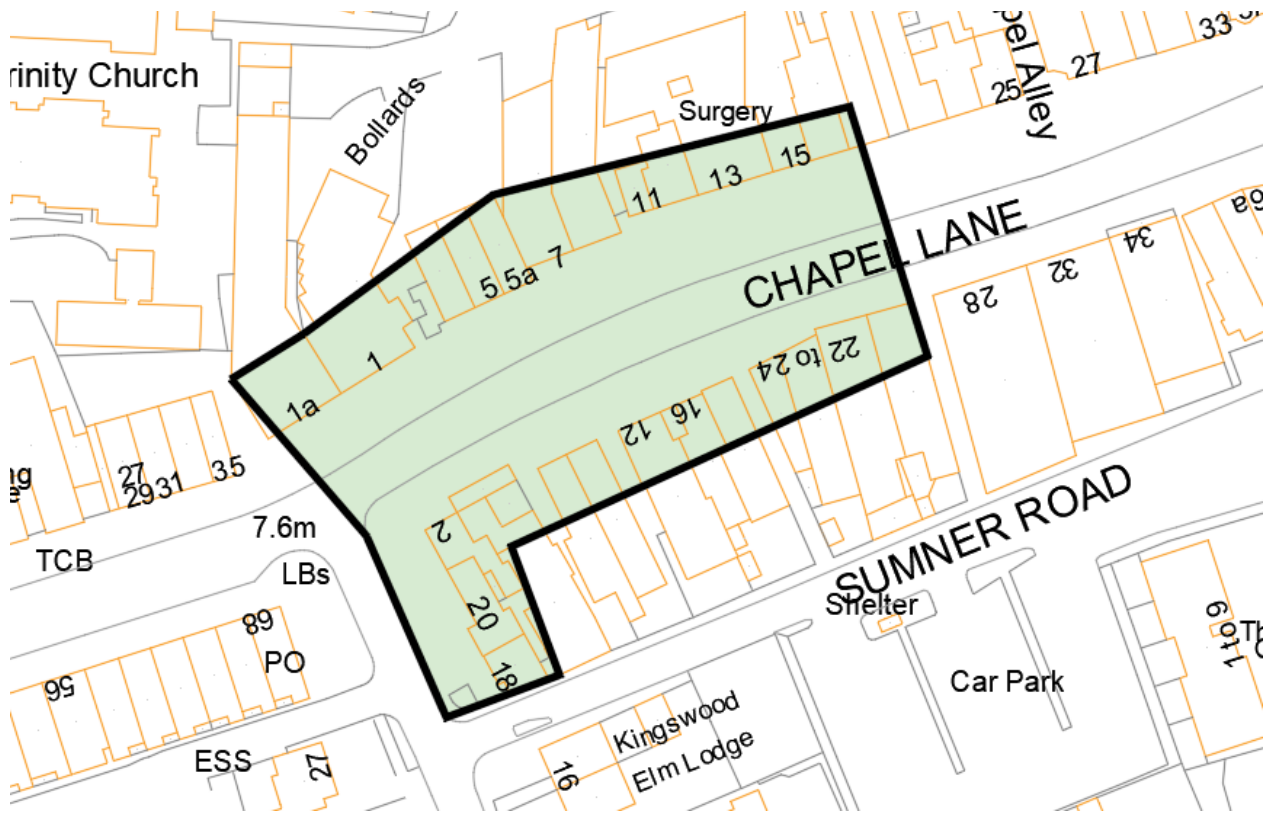
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Appendix D – Plan used in Consultation



Appendix E – Extent of Consultation



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Appendix F - Copy of the letter sent to property owners on the 27 November.

Sefton Council 

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

To the owner / occupier

Date: November 2024

Dear Sir / Madam

I am writing to you regarding a proposed highway scheme to introduce a zebra crossing on Chapel Lane, close to the junction of Elbow Lane. As part of the Council's annual pedestrian crossing review this location was identified as benefiting for a controlled crossing and it met the criteria for a zebra crossing.

The works will involve the installation of a zebra crossing including tactile paving and zig-zag markings, with the existing bus stop will need to be relocated a short distance along Chapel Lane. Some existing street furniture, such as trees and planters will need to be relocated or replaced in an alternative location.

It is noted that there is currently a kerbed vehicle access (called a crossover) between 'Subway' and the former 'Riva Lounge', leading to a narrow access through to Sumner Road. It will be necessary to remove this crossover as part of this scheme to site the new zebra crossing with this letter should be taken as notice from the Council of their intention to remove the crossover.

This crossover is located on a wide, busy pedestrian footway with seating areas either side and safety concerns have been raised for vehicles using this crossover. We note that both properties also have parking and access to the rear of the properties off Sumner Road.

The removal of this cross-over means that vehicles will not be able to legally cross the footway.

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 January for approval, with a view to being on site before the end of March 2025.

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If you have any objections to this proposal, may I ask you to submit this to the Council by **Friday 13th December**.

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,

Andrew Dunsmore
Transport Manager

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