

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

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.

(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.

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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.

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

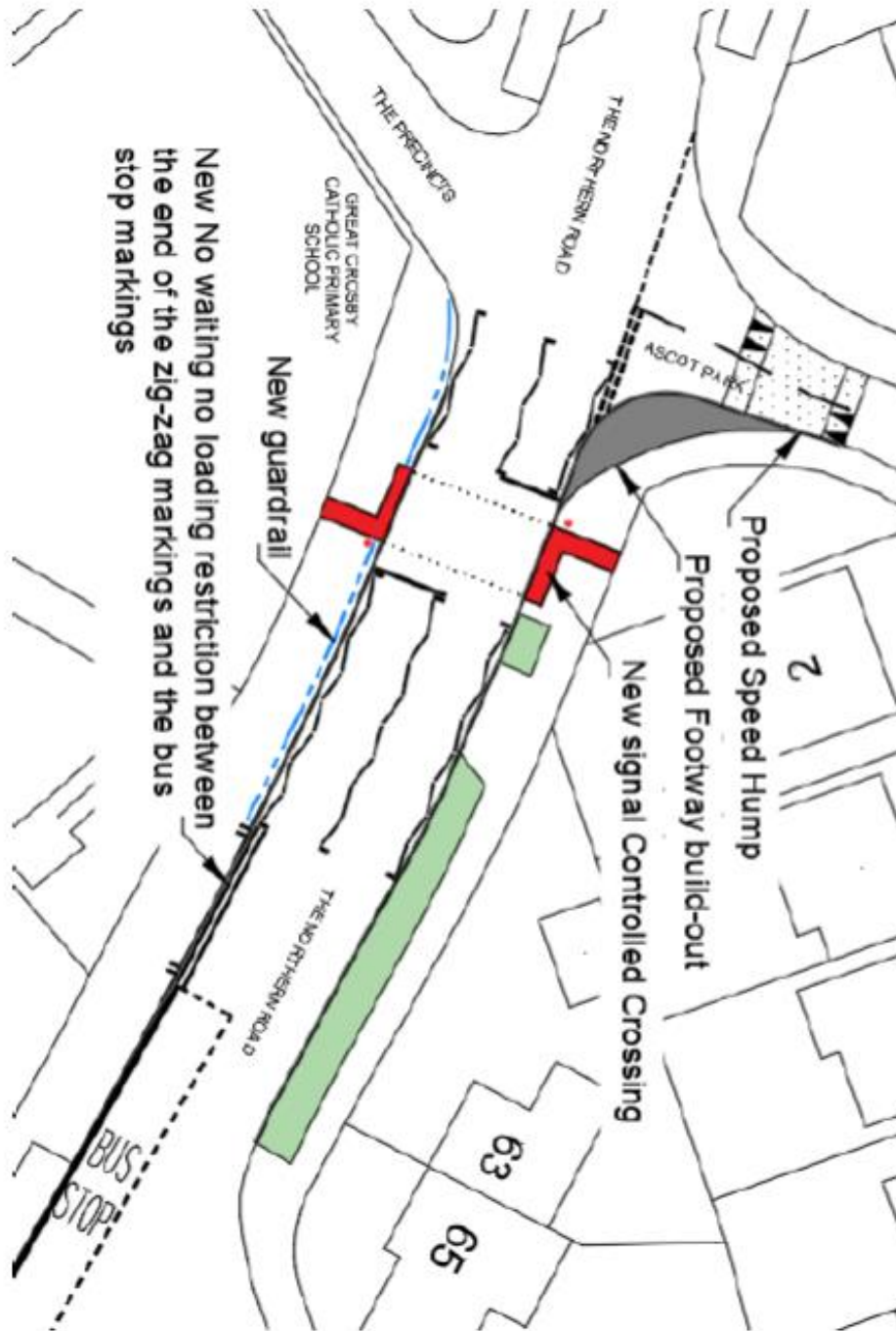
3.0 Consultation

- 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



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 kerbline 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		✓		<p>Raised several concerns regarding parking issues on Ascot Park with school traffic.</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 the reason for the speed hump will be provided.</p> <p>Parking concerns to be forwarded to the Traffic team</p>

