

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

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/

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.

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.

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.

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.

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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.

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

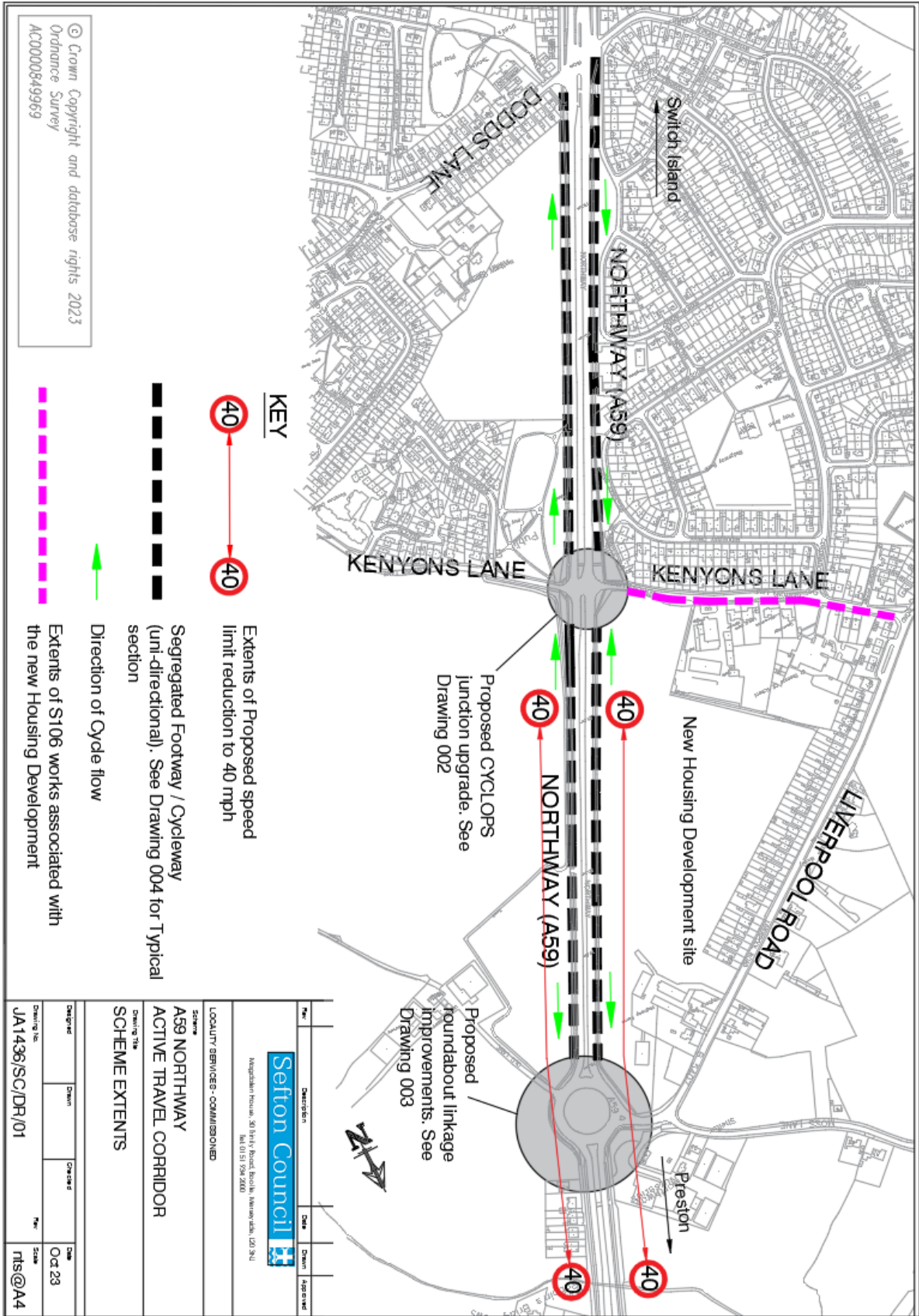
- 3.1 Letters were sent to send to approximately 50 residents as well as being shared with Ward Members and members of Lydiate Parish Council. Two letters were posted relating to A59 Corridor improvements at the Kenyon's Lane junction and the proposed signals crossing north of Robbins Roundabout. The 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

- 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.

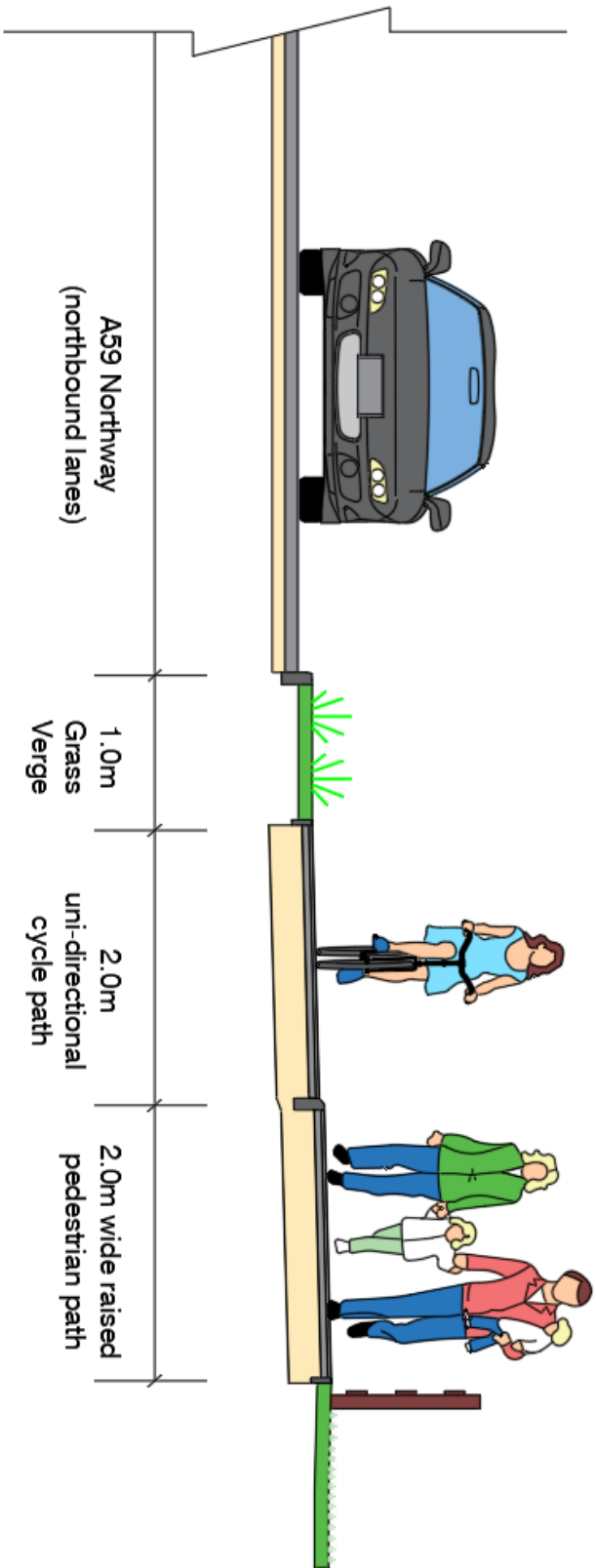
4.0 Recommendations

- 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

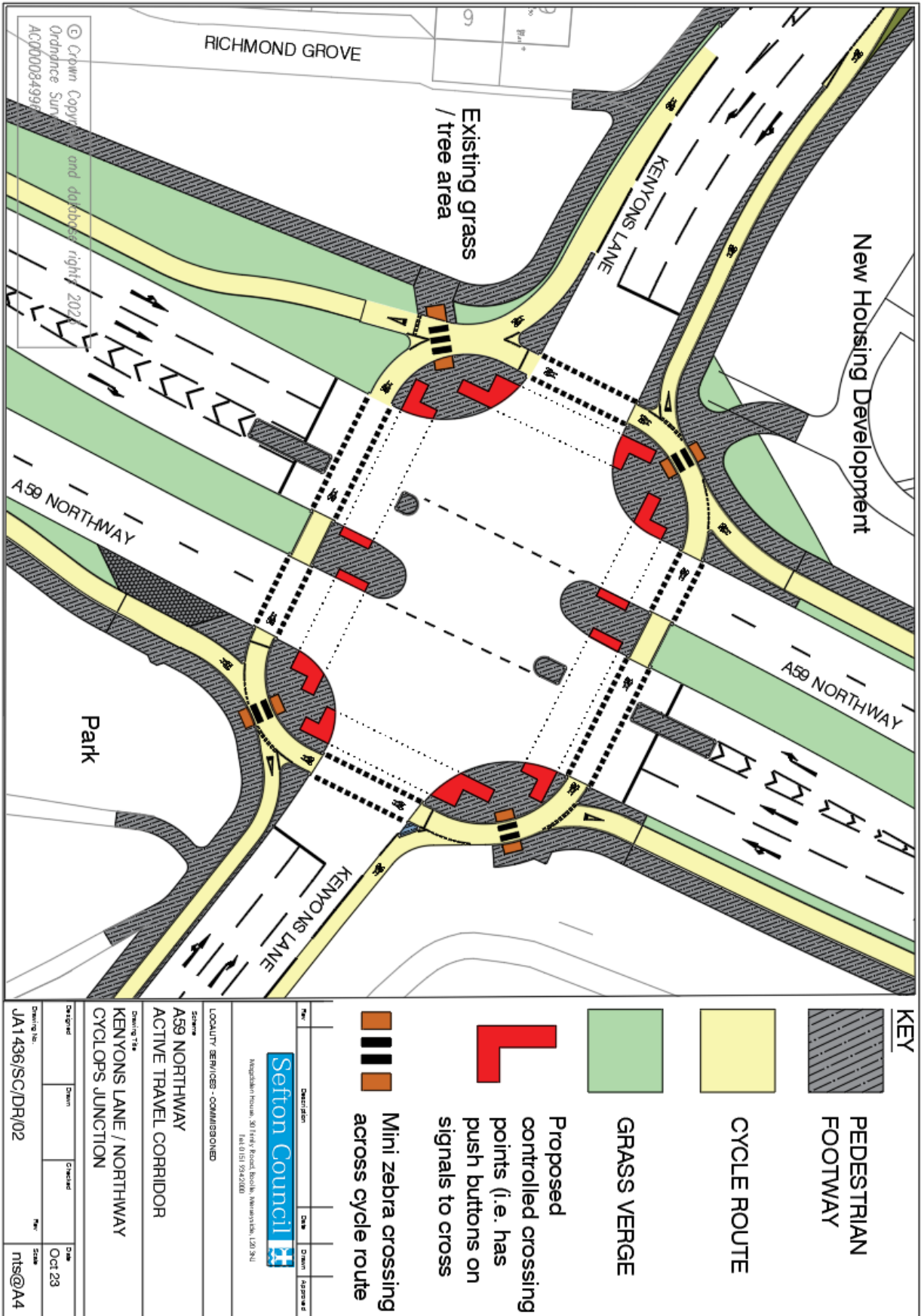


Typical Section of Segregated Footway / Cycleway
(Looking South)

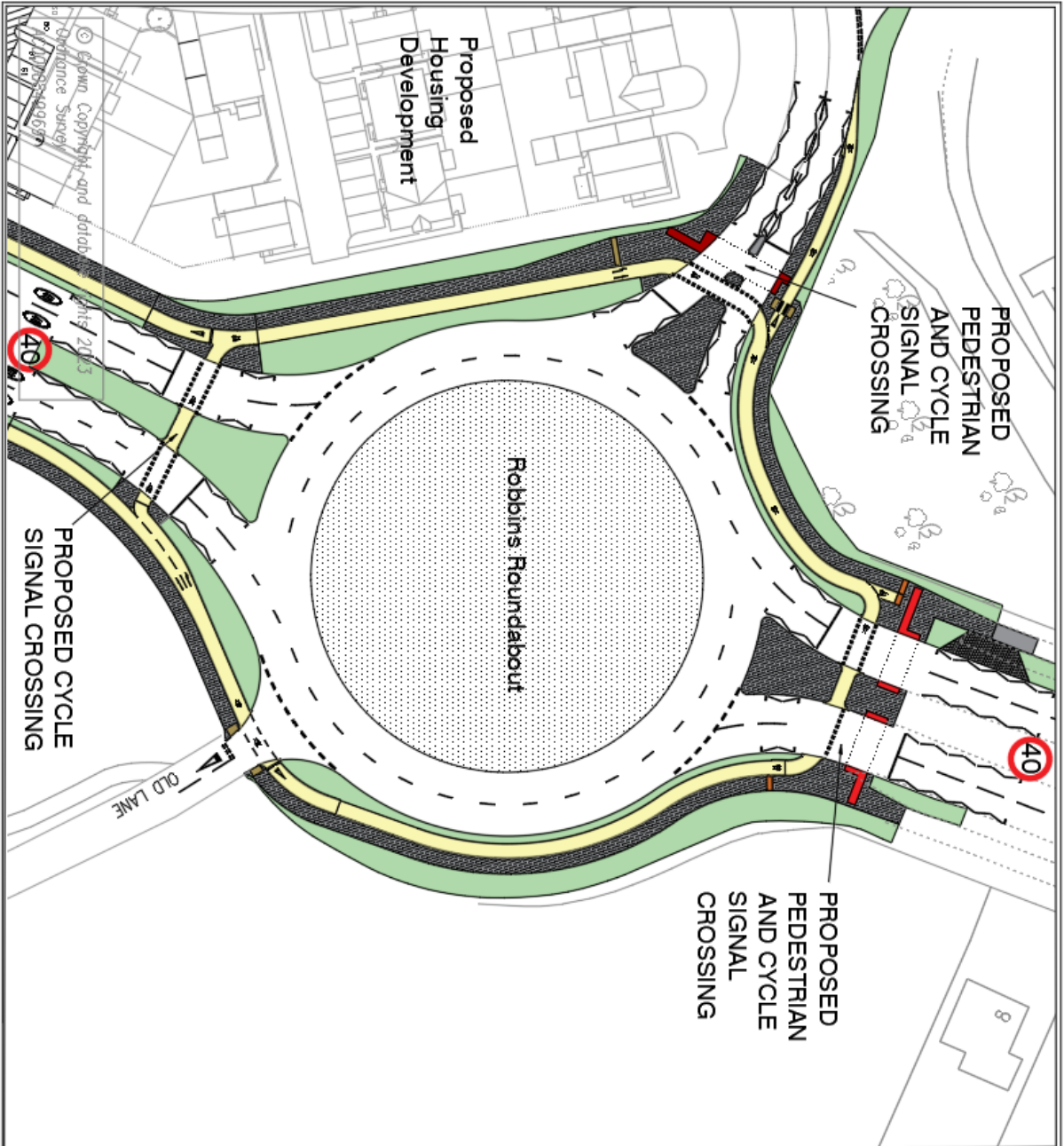
Rev	Description	Date	Drawn	Approved
 Sefton Council Municipal Offices, 50 Fenny Road South, Westwood, L20 3SU Tel: 0151 9242000				
LOCALITY SERVICES - COMMISSIONED				
Scheme				
A59 NORTHWAY				
ACTIVE TRAVEL CORRIDOR				
Drawing Title				
TYPICAL SECTION				
Designed	Drawn	Checked	Date	
			Oct 23	
Drawing No:			Rev	Sheet
JA1436/SC/DR/04				nts@A4


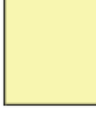


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 Ordnance Survey
 AC0000849969


Typical Cross Section



A59 Junction with Kenyon's Lane



KEY			
	PEDESTRIAN FOOTWAY		GRASS VERGE
	CYCLE ROUTE		Proposed controlled crossing points (i.e. has push buttons on signals to cross)
	40 mph speed limit		

 Navigation House, 90 Finch Road South, Manchester, M20 9UJ T: 0161 596 2000	No. _____ Description _____ Date _____ Drawn / Approved _____
LOCALITY SERVICES - COMMISSIONED Scheme A59 NORTHWAY ACTIVE TRAVEL CORRIDOR Drawing Title ROBBINS ROUNDABOUT SIGNAL CROSSING	No. _____ Date _____ Drawn / Approved _____
Drawing No. JA1436/SC/DR/03	Date Oct 23 Scale nts@A4

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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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>

