

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 6 November 2023
Subject:	Highway Enabling Works at The Strand Service Road - Vermont Way / Delaware Road, Bootle.		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Linacre
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

This report is to seek Committees approval for changes to the highway layout and traffic control at Vermont Way and Delaware Road in Bootle town centre. The principal change is the replacement of the existing mini roundabout layout at the Vermont Way / Delaware Rd junction with a new traffic signal junction.

In addition, modifications to enable a left turn access will be introduced from Marsh Lane into Delaware Road, with an aim to revoke the existing one-way restriction on Delaware Road and enable two-way access along the full length of Delaware Road. This will support the overall redistribution of the vehicular access in this area, and provide greater flexibility as vehicular access is currently only possible via Washington Parade and Vermont Way.

The introduction of the new traffic signal junction on Vermont Way will enable the two-way operation of The Strand service road at Vermont Way, to replace the current one-way circular arrangement, whereby service vehicles access the road from Washington Parade, and egress from Vermont Way. This is necessary to release a section of the Service Road, i.e., that parallel to the canal, to be incorporated into the emerging development proposals for Phase 1 of the Bootle New Strand Reimagining Project, which will involve the closure of the vehicular access from Washington Parade.

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 4-arm signal-controlled junction to replace the existing 3-arm mini roundabout arrangement at the junction of Vermont Way and Delaware Road.

- (2) Modifications to enable a left turn access from Marsh Lane into Delaware Road and to the multi-storey car park (MSCP) entrance, to enable the effective redistribution of traffic in the area and an alternative direct access to the New Strand MSCP.
- (3) Modifications to improve the left turn into the New Strand multi-storey car park (MSCP).

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 modification/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.

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

During the feasibility design stage, a number of options were considered to provide an amended two-way access at Vermont Way, which included various modifications to the highway layout and access/egress arrangements. A thorough assessment of the benefits and constraints of each option was considered, in conjunction with key stakeholders (including Liverpool City Region Combined authority / Merseytravel). The two preferred options were progressed further for preliminary design, including the undertaking of an independent and professional Road Safety Audit.

The proposals set out in this report are considered to be the most appropriate to provide the safest design, within the current highway environment, to enable a two-way service road at Vermont Way to allow for the Strand Phase 1 development proposals to come forward, whilst maintaining traffic flow.

As part of the longer-term wider regeneration aspirations for The Strand and surrounding area, an enhanced design for Vermont Way may be implemented, once several existing design constraints can be removed to facilitate opportunities to improve the overall accessibility and permeability of the area.

What will it cost and how will it be financed?

(A) Revenue Costs

No revenue cost implications.

(B) Capital Costs

The capital cost for the scheme will be £323k funded from the £165k allocation within the 23-24 Transport Capital Programme (TCP), and £158k met from the funding allocated to the Strand Development budget subject to approval of a full business case by Cabinet for the Bootle Strand Re-purposing programme and formal approval of the budget in line

with the Financial Procedure Rules. The TCP funding was allocated to the Council as part of the Year 2 of the 5 year City Region Sustainable Transport Settlement and has already been approved as part of the 2023/24 Capital Programme

Implications of the Proposals:

<p>Resource Implications (Financial, IT, Staffing and Assets): All costs are funded from the appropriate budget line within the Transport Capital programme.</p>									
<p>Legal Implications: Any legal implications are incorporated in the report.</p>									
<p>Equality Implications: The scheme is aimed at modifying vehicular access around Bootle New Strand. The modifications will not initiate any change/ detrimental implications in terms of equality.</p>									
<p>Impact on Children and Young People: No</p>									
<p>Climate Emergency Implications: The recommendations within this report will</p> <table border="1"> <tr> <td>Have a positive impact</td> <td>Yes/No</td> </tr> <tr> <td>Have a neutral impact</td> <td>Yes/No</td> </tr> <tr> <td>Have a negative impact</td> <td>Yes/No</td> </tr> <tr> <td>The Author has undertaken the Climate Emergency training for report authors</td> <td>Yes/No</td> </tr> </table> <p>The modifications are minor overall, but the works will have a slight negative impact in that new materials will be used and there will be a net carbon impact.</p> <p>However, the scheme when implemented, will improve vehicular access options through the creation of a new access point into Delaware Road from Marsh Lane. The introduction of traffic signals will also enable improved controlled traffic movements, encouraging reduced speeds and an overall safer environment for pedestrians and cyclists. This should help to reduce the carbon impact.</p>		Have a positive impact	Yes/No	Have a neutral impact	Yes/No	Have a negative impact	Yes/No	The Author has undertaken the Climate Emergency training for report authors	Yes/No
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Have a neutral impact	Yes/No								
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Contribution to the Council's Core Purpose:

<p>Protect the most vulnerable: Not applicable.</p>

<p>Facilitate confident and resilient communities: Through the introduction of a new access point into Delaware Road from Marsh Lane and the replacement of the mini-roundabout at Vermont Way with traffic signals, the scheme should encourage safer, efficient and better-controlled traffic flow and distribution (compared to the current uncontrolled arrangement which relies on road markings and traffic signs in a complex environment). This should encourage and improve safety for pedestrian and cyclist movements.</p>
<p>Commission, broker and provide core services: Not applicable.</p>
<p>Place – leadership and influencer: The scheme is necessary to provide the highway modifications necessary to enable the development of Phase 1 of The Strand Transformation Project, in line with the £20million ‘Levelling Up Capital Project Funding’ allocated to support the first phase, which will support the wider transformation of Bootle Town Centre.</p>
<p>Drivers of change and reform: Not applicable</p>
<p>Facilitate sustainable economic prosperity: The replacement of the mini-roundabout at Vermont Way with traffic signals will enable the development of Phase 1 of The Strand Transformation Project, supporting the wider transformation of Bootle Town Centre.</p> <p>The scheme will also improve overall access to the New Strand MSCP (which is currently extremely underutilised), given the addition of the access point into Delaware Road from Marsh Lane.</p>
<p>Greater income for social investment: Not applicable.</p>
<p>Cleaner Greener</p> <p>Through the introduction of a new access point at Marsh Lane / Delaware Road and the replacement of the mini-roundabout at Vermont Way with traffic signals, the scheme will encourage safer, efficient and better-controlled traffic flow and distribution. This should have an overall positive impact on the local environment. In addition, the scheme provides the initial lever in enabling the longer-term wider transformation of the Bootle area, which will facilitate opportunities for cleaner greener accessibility and permeability improvements for all.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services FD.7412/23 and the Chief Legal and Democratic Officer LD 5612/23 have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Information on the highway and access/egress modifications proposed at Vermont Way formed part of the wider consultation on the development proposals for The Strand Repurposing, which was undertaken as part of Phase 1 Demolition Planning Application. The consultation process included a Public Consultation Event held in September 2023, letters to tenants of The Strand, letters to residents of Strand House, information posted on the Council social media platforms and a dedicated page on the Council website providing further scheme details.

Implementation Date for the Decision

Immediately following the Committee meeting.

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Appendices:

Appendix A – Concept plans showing the existing and proposed changes at Vermont Way.

Appendix B – Detailed Plans showing proposed changes at Vermont Way.

Background Papers:

There are no background papers available for inspection.

1.0 Introduction/ Background

General

- 1.1 In March 2023, Sefton Council was allocated £20million in grant funding by the Department for Levelling Up Housing and Communities, to support the first phase of repurposing Bootle Strand shopping centre, which will support the wider transformation of Bootle Town Centre. Following this, to support the Strand Phase 1 works, and the initial Demolition Phase Planning Application, the need for alterations to the current servicing strategy for The Strand was identified.
- 1.2 The Service Road is an adopted highway that acts as a service yard for The Strand. Currently service vehicles access the Service Road from Washington Parade and following a one-way circular arrangement before exiting via the mini roundabout at Vermont Way. Vehicles are prohibited accessing the Service Road from Vermont Way.
- 1.3 The current one-way circular arrangement will require modification to release a section of the Service Road, i.e., that parallel to the canal, to be incorporated into the emerging demolition and development proposals. The incorporating of a section of the Service one-way circular route means service vehicles will not be able to gain access beneath The Strand from Washington Parade. The required modifications will require service vehicles to both access and egress The Strand from Vermont Way only. This will involve the closure of the vehicular access from Washington Parade, and a new two-way vehicular system at the Service Road / Vermont Way junction.
- 1.4 As such, the project team (lead by Sefton's Regeneration team with support from the various consultants (including the Council's Framework Transport Consultants, WSP)) have worked to develop a strategy to enable modifications to the highway network that facilitate a two-way servicing strategy at Vermont Way, to replace the existing exit-only servicing access for The Strand at this location.
- 1.5 To allow the Phase 1 works to commence, a planning application for the demolition works was submitted in September 2023. The necessary changes to the servicing strategy at the current access point via Washington Parade will be determined via the current Planning Application for the Demolition Phase of The Strand Phase 1 proposals. As such, this report is concerned only with request for the approval of modification the Vermont Way end of the proposals, i.e., to facilitate the changes to the highway network to enable the demolition programme to commence on schedule (once determined by Planning Committee). The Regeneration team, leading the programme on behalf of Sefton council, with support from various consultants, currently envisage that a demolition contractor will be appointed by December 2023 and works will start on site in March 2024. A timely approach to the Vermont Way enabling works is therefore necessary to support the programme for this major regeneration project.

Vermont Way Current Arrangements

- 1.6 Vermont Way currently operates with a one-way restriction between Washington Parade and Stanley Road with access to several private properties, the bus station, the bus layover, and the two multi-storey car parks (MSCPs).

Approximately 100m along Vermont Way is the Delaware Road / Vermont Way / Strand Service Road junction which is served by a mini roundabout, which allows access between the Strand Service Road and Delaware Road.

- 1.7 The service road on the approach to Vermont Way currently operates as a one-way restriction towards Vermont Way, with traffic able to turn right towards Stanley Road or ahead towards Delaware Road. The Service Road is the vehicular route to egress from the Strand basement, but also from the Strand MSCP.
- 1.8 Access to all properties by Delaware Road is only possible via Vermont Way eastbound or from the Service Road. This results in a conflict point in a very convoluted environment that is only controlled by road markings and traffic signs.
- 1.9 **Appendix A** includes a schematic plan of the existing highway arrangements at Vermont Way.

Vermont Way Proposed Arrangements

- 1.10 The feasibility design stage considered a number of different options for modifications to the highway and access/egress arrangements to provide a two-way access arrangement at Vermont Way. A thorough assessment of the benefits and constraints of each option was considered, in conjunction with key stakeholders (including Liverpool City Region Combined authority / Merseytravel).
- 1.11 The reasoning for the elimination of several potential options included factors such as inappropriate waiting areas for HGVs, the potential for significant conflicts from necessary HGVs manoeuvres, negative impacts on the existing bus stop area and potential queuing blocking access points etc.
- 1.12 The two preferred options were progressed further for preliminary design, including the undertaking of an independent and professional Road Safety Audit.
- 1.13 The majority of the Service Road beneath the Strand is sufficiently wide to accommodate two-way simultaneous vehicular movements. However, there are several locations along the existing one-way service route that prevent two-way simultaneous vehicular movements. These are as follows:
 - A narrowing of the Service Road approach to the Strand MSCP exit into the Service Road; and
 - The Triad fire exit staircase landing at the eastern corner of Vermont Way/Service Road junction, restricting the width of the Service Road onto the existing mini roundabout.
- 1.14 For this reason, a phased approach to the revised Strand servicing strategy is proposed. The proposed design, i.e., the Preferred Option enabling works presented in this report, will provide all the necessary works to allow for the Strand Phase 1 development proposals to come forward. In particular, these works will be completed in advance of the demolition for which planning consent is being sought.

1.15 The Preferred Option set out in this report is considered to be the most appropriate to provide the safest design to enable a two-way service road at Vermont Way to allow for the Strand Phase 1 development proposals to come forward, whilst maintaining traffic flow. The proposals include the following:

- One-way vehicular access along Vermont Way will be retained.
- The entry to the Strand multi-storey car park will be retained on Vermont Way.
- The service road exit by Vermont Way, which is also the exit for the Strand MSCP, will also be retained. However the existing one-way restriction on the Service Road will be revoked allowing access to beneath the Strand from the north. This additional manoeuvre will be controlled by a new signal junction to replace the existing mini roundabout layout (*as below*).
- The introduction of a new four-arm signalised junction (Delaware Road, Vermont Way, Strand MSCP exit, and Service Road exit at basement level) to replace the existing 3-arm mini-roundabout. The additional arm is via the inclusion of the Strand MSCP exit within the signal control. This will result in:
 - An improved environment for pedestrians as it will reduce the traffic volumes on Vermont Way;
 - Safer controlled traffic movements via each approach road (rather than uncontrolled road markings and traffic signs);
 - Reduced vehicle speeds due to the introduction of the traffic signals.

The traffic signals for the Preferred Option will operate on demand only. This means that the Strand MSCP will constantly be in green to maximises the highest vehicular movements of the junction, and the other three approaches only will show a green light when there is a vehicle approaching that traffic light.

- The introduction of a new left turn into Delaware Road from Marsh Lane, providing an additional route to the New Strand Car Park. This will support efficient traffic flow and distribution for the vehicular access points and reduce the potential for increased queuing on Vermont Way.

1.16 **Appendix A** includes a schematic plan of the proposed highway arrangements at Vermont Way.

1.17 A more detailed overview plan of the Vermont Way proposals is included at **Appendix B**, which indicates the required highways layout, road markings, traffic signs and traffic signals.

1.18 After professional assessment and consideration, the Preferred Option access/egress and highway modification works provide an optimum solution in a fairly restricted environment.

1.19 All necessary changes to Traffic Regulation Orders at Vermont Way, Service Road and Delaware Road as a result of the proposed highway and access/egress

arrangements are proposed to be introduced ahead of the demolition works as Temporary TROs.

- 1.20 In the longer term, as part of the ongoing regeneration of the wider Bootle Town Centre, and in alignment with the emerging Bootle Area Action Plan, an enhanced 'Permanent Design' for Vermont Way may be implemented, once several existing design constraints can be resolved to improve the overall accessibility and permeability of the area. This will include mitigating current constraints to improve the highway environment for all road users, including factors such as the relocation of the Triad staircase, relocation of the Strand MSCP directly into Vermont Way rather than the service road and overall junction improvements at Vermont Way/Delaware Road and Marsh Lane / Delaware Road.

2.0 Feedback from Consultation

Consultation – Who did we consult?

- 2.1 The consultation focussed on the benefits and detail of the overall Strand Repurposing scheme. However, schematic concept plans and narrative for the existing and proposed highway arrangements at Vermont Way were included within the available consultation materials.

Consultation – what did we get back – what were the main issues?

- 2.2 Overall, the highway proposals (as identified above/within Appendix A) were considered to be well received, as the dedicated public session resulted in very limited queries on transport and highways.
- 2.3 The limited transport-related comments/queries that were received related to impacts on car parking and bus access as a result of the overall Strand Reimaging proposals, hence were not directly relevant to the Vermont Road highway modification proposals which are the subject of this report.

Response to consultation comments – is there anything we are modifying or agreeing to monitor?

- 2.4 Given there were no specific comments relating to the proposed highway modifications at Vermont Way, there was no requirement to consider any amendments to the proposed Vermont Way enabling works, following the consultation.

3. Scheme Proposals and Funding

- 3.1 It is proposed to deliver the replacement of the mini roundabout with a signalised junction and complete the associated modification to the junction at Marsh Lane / Delaware Road and access into the New Strand MSCP as part of a single package of works in advance of the Phase 1 demolition. These proposals are identified in Appendix A and Appendix B.

- 3.2 Acknowledging that the scheme is lead via Regeneration, particularly in light if the associated £20million Levelling Up Capital Funding, the funding has been allocation via a combination of Transport Capital Funding £165K and The capital cost for the scheme will be funded from the £165k allocation within the 23-24 Transport Capital Programme, and £... met from the funding allocated to the Strand Development budget.. subject to approval of a full business case by Cabinet for the Bootle Strand Re-purposing programme and formal approval of the budget in line with the Financial Procedure Rules.
- 3.3 The detailed design is now complete, and a Road Safety Audit has been undertaken. A further Audit will be completed prior to construction. Consideration has been given to the sequence of construction with a view to the works commencing in the Winter 2023, subject to approval.

4. Recommendation

- 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 signal controlled junction to replace the existing mini roundabout arrangement at the junction of Vermont Way and Delaware Road.
 - (2) Modifications to enable a left turn access from Marsh Lane into Delaware Road, to enable the effective redistribution of traffic in the area and an alternative direct access to the New Strand multi-storey car park (MSCP).
 - (3) Modifications to improve the left turn into the New Strand multi-storey car park (MSCP).

Appendix A – Schematic Plans showing the Existing and Proposed Access Arrangements Vermont Way

Figure 1 – Vermont Way (Existing Diagram)

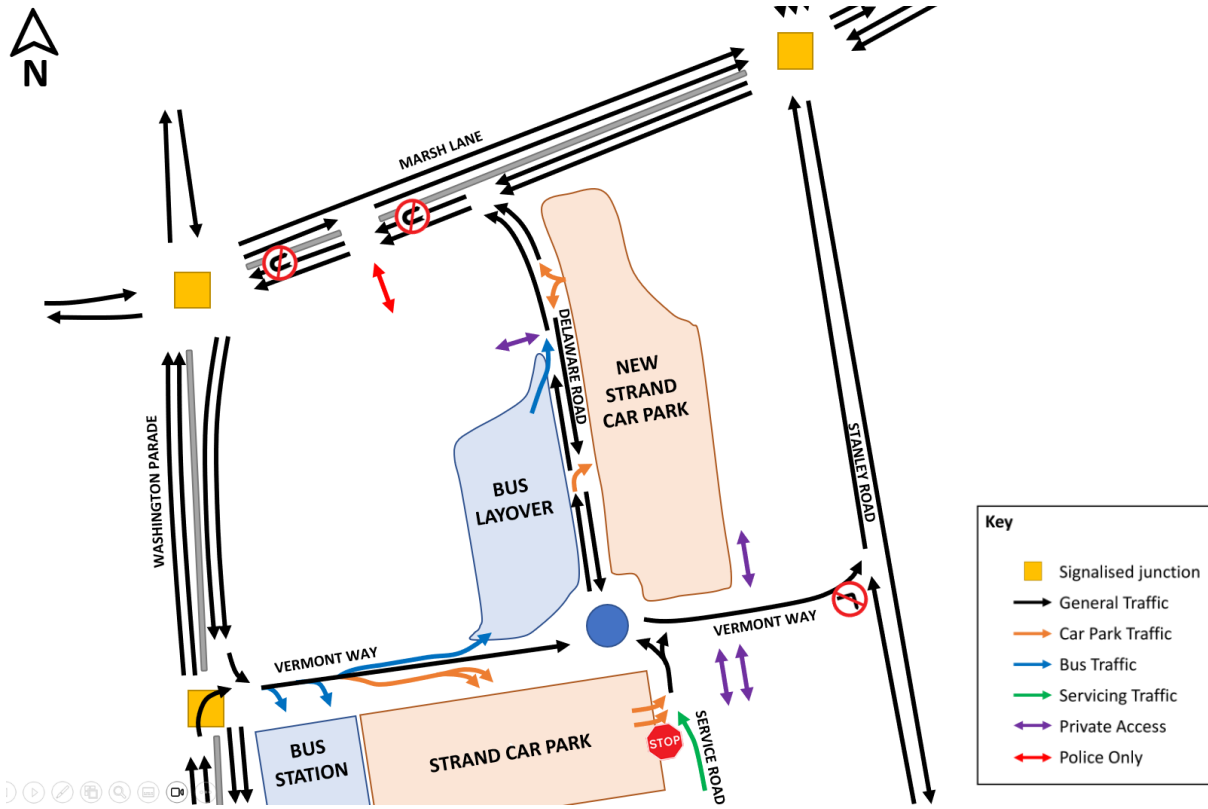
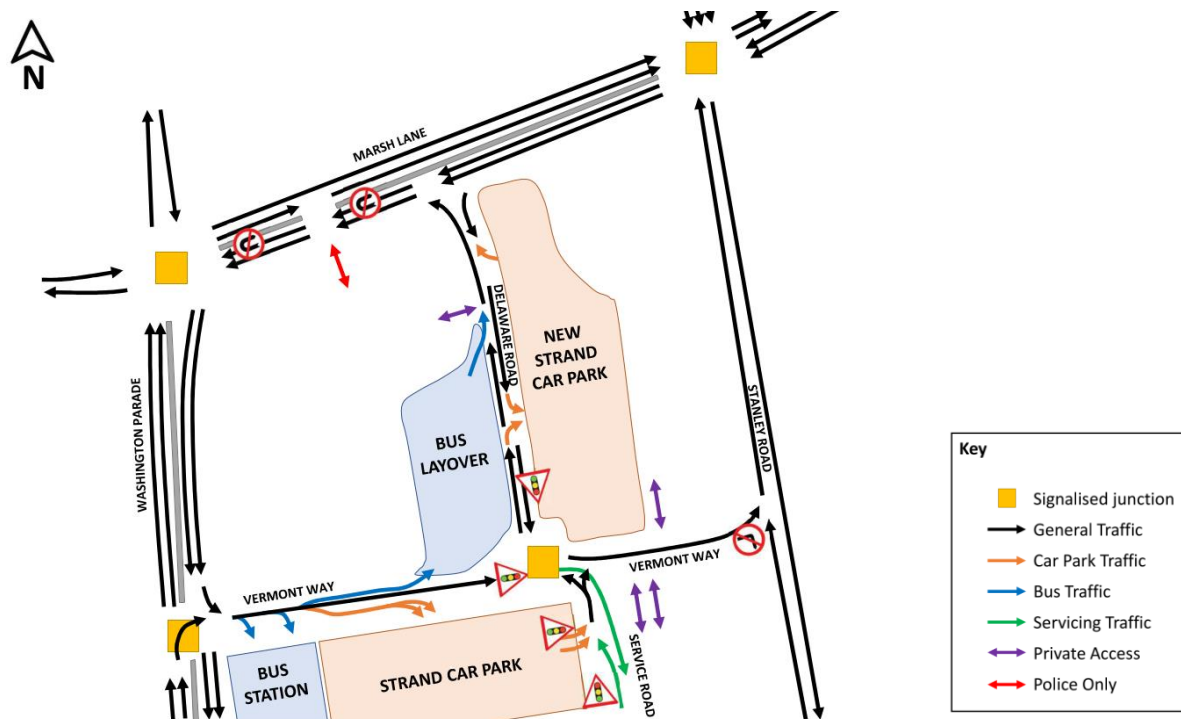
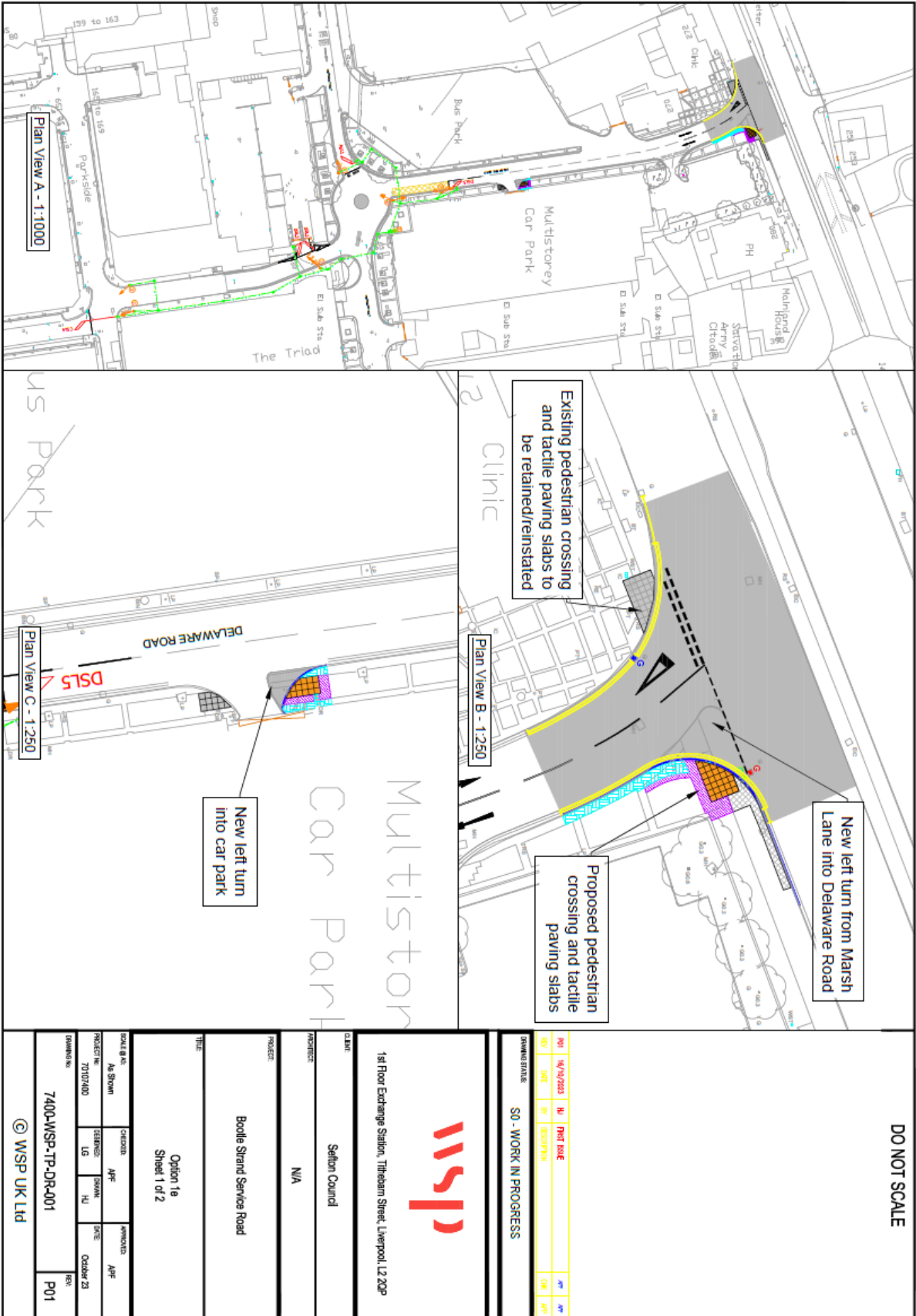


Figure 2 – Vermont Way (Proposed Diagram)



Appendix B – Detailed Plans showing Proposed Access Arrangements Vermont Way



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REV	4/16/2023	B	Final Issue	AP	AP
REV	0/0/00	B	Reception	CK	AP

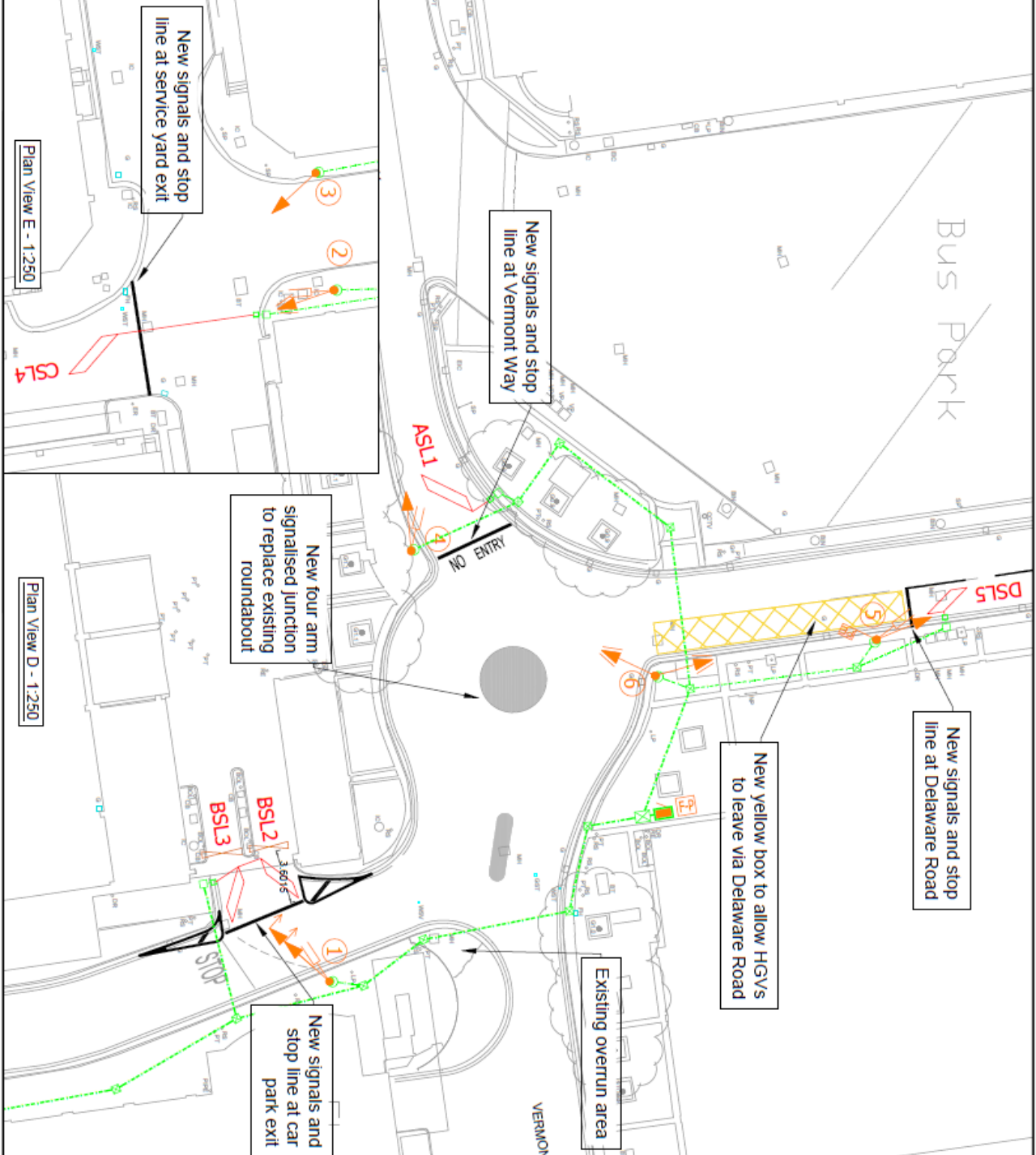
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1st Floor Exchange Station, Titheam Street, Liverpool, L2 2QP

CLIENT:	Sefton Council
ARCHITECT:	N/A
PROJECT:	Boodle Strand Service Road
TITLE:	Option 1a Sheet 1 of 2
SCALE:	As Shown
PROJECT NO:	70107/200
DATE:	October 23
PROJECT NO:	7400-MSP-TP-DR-001
PROJECT NO:	P01

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NO	DATE	BY	PROJECT NAME	SCALE	APP
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02	04/02/2023	HP	7400-WSP-TP-DR-002	1:250	HP

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1st Floor Exchange Station, Tream Street, Liverpool, L2 2QP

CLIENT: Sefton Council

PROJECT: N/A

PROJECT: Bootle Strand Service Road

TITLE: Option 1a
Sheet 2 of 2

ROLE & NAME	CHECKED	APP	APPROVED	DATE	APP
PROJECT MGR: As Shown	DESIGNED: LG	SWORN: HJ	DATE: October 23	APP	
DRAWING NO: 7400-WSP-TP-DR-002					REV: P01

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