

<b>Report to:</b>	Licensing and Regulatory Committee	<b>Date of Meeting:</b>	Monday 8 January 2024
<b>Subject:</b>	Prescot Road, Traffic Calming, Melling		
<b>Report of:</b>	Assistant Director of Place (Highways and Public Protection)	<b>Wards Affected:</b>	Molyneux;
<b>Portfolio:</b>	Locality Services		
<b>Is this a Key Decision:</b>	No	<b>Included in Forward Plan:</b>	No
<b>Exempt / Confidential Report:</b>	No		

**Summary:** This report seeks Committee approval to implement a traffic calming scheme on Prescot Road in Melling extending north from the roundabout junction with Bank Lane with the aim of reducing vehicle speeds making the road safer for all users.

### **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 traffic calming scheme on Prescot Road in Melling north of the roundabout junction with Bank Lane.

### **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 2023-24 to fund Local Safety Schemes. This is expected to be expended before March 2024.

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

A number of potential safety options were considered. A series of speed cushions with appropriate lighting were considered the most effective way of reducing speeds

### **What will it cost and how will it be financed?**

**(A) Revenue Costs**

None

**(B) Capital Costs**

The installation costs, estimated to be £78k will be funded from within the Transport Capital Programme where an allocation of £157k has been identified for local safety schemes.

**Implications of the Proposals:**

<b>Resource Implications (Financial, IT, Staffing and Assets):</b>	
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.	
<b>Legal Implications:</b>	
None	
<b>Equality Implications:</b>	
There are no direct equality implications.	
<b>Impact on Cared for Children and Care Experienced Young People:</b> No	
<b>Climate Emergency Implications:</b>	
The recommendations within this report will	
Have a positive impact	Y/N
Have a neutral impact	Y/N
Have a negative impact	Y/N
The Author has undertaken the Climate Emergency training for report authors	Y/N
The scheme will have a slight negative impact resulting from the construction process. The overall slight reduction in speed is hoped to slightly reduce emissions.	

**Contribution to the Council's Core Purpose:**

<b>Protect the most vulnerable:</b> The scheme should reduce speeds and hence improve the area for vulnerable pedestrians and road users.
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<b>Facilitate confident and resilient communities:</b> The scheme should improve pedestrian safety.
<b>Commission, broker and provide core services:</b> The Council has a statutory duty to take steps to reduce and prevent road traffic collisions and assist road users.
<b>Place – leadership and influencer:</b> Not applicable.
<b>Drivers of change and reform:</b> Not applicable
<b>Facilitate sustainable economic prosperity:</b> Not applicable
<b>Greater income for social investment:</b> Not applicable.
<b>Cleaner Greener</b> The scheme should improve walking and cycling in by reducing speeds thus creating a safer environment.

### **What consultations have taken place on the proposals and when?**

#### **(A) Internal Consultations**

The Executive Director of Corporate Resources and Customer Services (FD7473/23.) and the Chief Legal and Democratic Officer (LD.5573/23) have been consulted and any comments have been incorporated into the report.

#### **(B) External Consultations**

Consultation on the proposals have been completed with 19 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 Minutes of the Cabinet Meeting

<b>Contact Officer:</b>	
Telephone Number:	07866176195
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:**

2023/2024 Local Safety Scheme Programme

## **1.0 Introduction/Background**

- 1.1 The Transport Capital Programme includes funding set aside for the delivery for local safety schemes aimed at improving road safety.
- 1.2 The Local Safety Scheme Programme is established each year by investigating the known accident records for the whole of Sefton's network over the past 3-year period. A number of sites were investigated, including Prescott Road in Melling, specifically the section just north of the roundabout junction with Bank Road.
- 1.3 The accident details for all sites were reviewed and investigated to look at patterns and trends to determine if specific sites would benefit from additional physical engineering measures to address the accident causation factors and reduce the volume of road traffic collisions and ultimately, personal injury occurring.
- 1.4 Due to due to a number of factors including financial, land ownership, ongoing traffic studies and delivery timescales, Prescott Road, Melling was deemed as one of two viable options that could be completed this financial year.

## **2.0 Scheme Proposals**

- 2.1 Following some investigation of accidents on this stretch of carriageway together with an observation of speeds it was clear that a number of motorists regularly exceeded the 30mph speed limit despite the repeater signs and carriageway markings.
- 2.2 Following some consideration by Officers from the Road Safety and Highway Design teams that it was agreed that action to reduce speeds on this sections should make a significant contribution to improved safety in this area.
- 2.3 The proposal involves the introduction of several sets of speed cushions along Prescott Road to the immediate north of the roundabout junction with Bank Road, near the Pear tree Pub.
- 2.4 To ensure the speed cushions are visible and to help improve safety, the proposal includes for the street lighting on this section to be extended in the direction of Maghull Lane.
- 2.5 The plan is shown in Appendix A. If approved, the scheme will be implemented before the end of March 2024

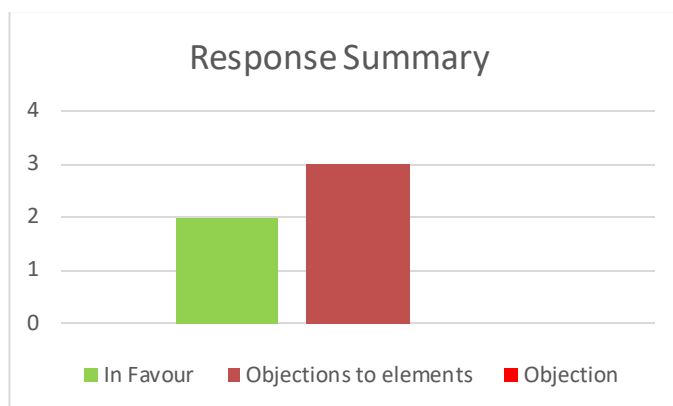
## **3.0 Consultation**

- 3.1 A letter was sent to residents of Prescott Road on the 1<sup>st</sup> December with a return date for comments of 13<sup>th</sup> December. In total, 19 letters were hand delivered to residents, focusing mainly on the properties on the approach to the Pear Tree

roundabout, but also included the two properties located opposite Spurriers Lane. The extents of the residential letter drop are shown in blue on the plans below.

3.2 In total 5 responses were received via e-mail by the deadline date. Representing a return of 26%.

3.3 Of the 5 responses, 2 were in favour of the scheme, 3 had objections to elements of the scheme, but acknowledged some sort of speed reduction was required.



3.4 Of the 5 responses, two residents were very supportive of the scheme. One said “we are fully behind this and any further initiatives the council has to slow the ever-increasing speeding traffic that thunders up and down Prescott Road all hour's day and night making it impossible for pedestrians to catch public transport safely also for residents attempting to access, egress their drives “. The other stated “We were delighted to see the proposals, and I suspect everyone of Prescott Road will be as well”.

3.5 Of the 5 responses, three residents supported a scheme to reduce speeding traffic along Prescott Road however raised concerns on the proposals. These concerns ranged from extending the Street Lighting, using speed cushions and positioning speed cushions adjacent to the accesses to residents' properties.

3.6 Of the 5 responses, two residents objected to extending the Street Lighting in a rural location, suggesting this would have a detrimental impact on the rural setting. One resident raising concerns that the additional lighting would impact both wildlife, including bats and their disability and equality rights. Under current legislation, speed cushions and road humps can only be provided where the features are lit by a system of street lighting. In order to reduce southbound vehicle speeds in advance of the houses, it was deemed necessary to provide two sets of cushions north of the houses, which then necessitated the extension of the street lighting system. The Scientific Committee on Health, Environmental and Emerging Risks (SCHEER) have a report undertaken by the European Commission regarding LED lighting. The Committee concluded that there is no evidence of direct adverse health effects from LEDs emission in normal use (lamps and displays) by the general healthy population. It also comments that the blue light from an LED offers very little additional contribution compared to the overall blue light content of natural daylight.

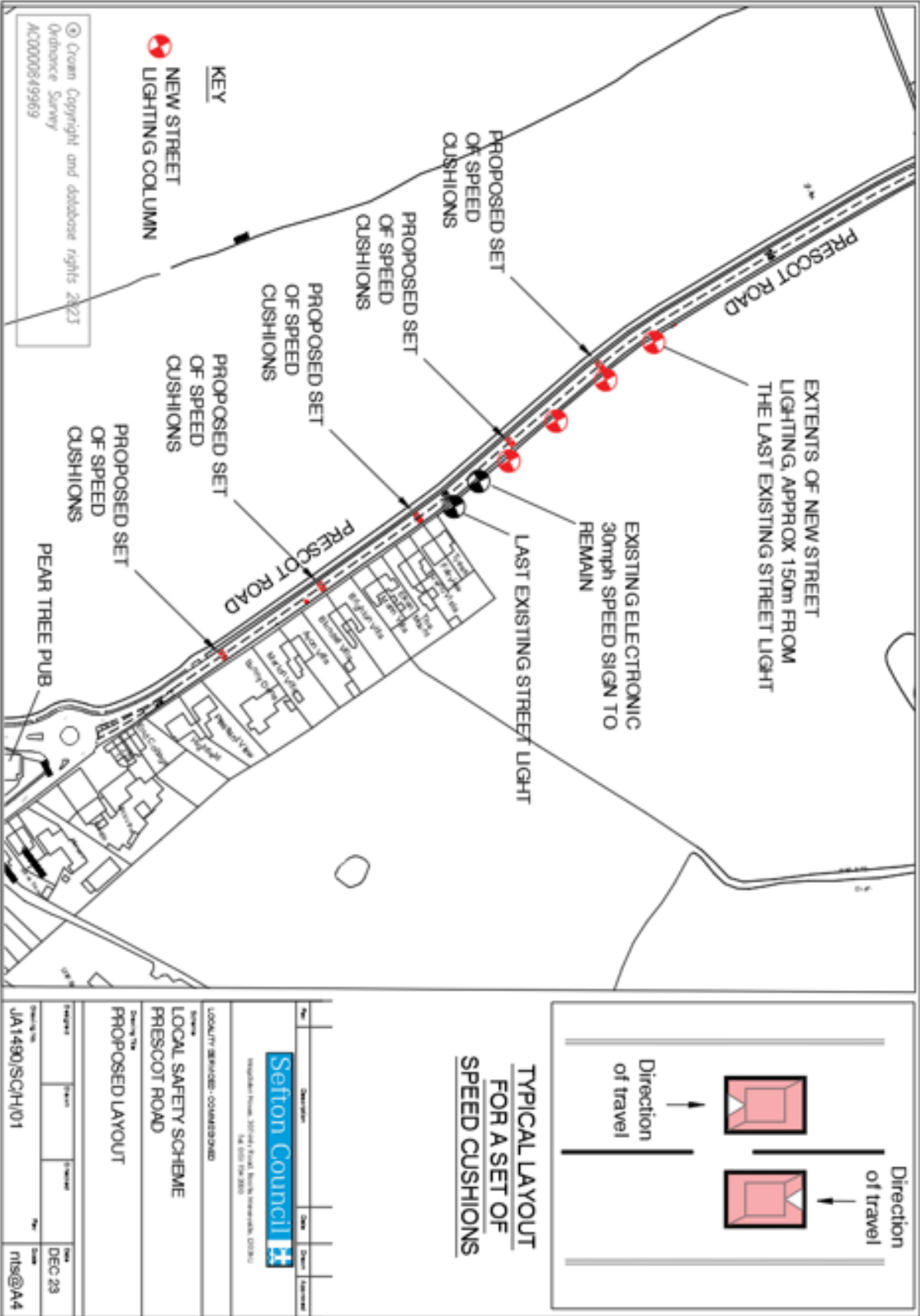
3.7 Both residential properties that raised concerns for lighting are within the existing lit area.

- 3.8 One of the residents stated that the provision of the speed cushions would cause problems for residents entering and exiting their driveways. It should be noted that all of the cushions will be located away from driveways and will not obstruct residents in any way.
- 3.9 One of the residents questioned the effectiveness of speed cushions to slow larger vehicles down. This stretch of road is a bus route and is used by emergency vehicles and as such kerb to kerb traffic calming is not the preferred choice of traffic calming.
- 3.10 Of the 5 responses, two of the residents suggested that speed cameras would be more effective, however there are reasons why this is not possible. Due to public perception and allegations that speed cameras were used as an income generator, Department for Transport have issued guidance to Local Authorities regarding the installation of fixed speed cameras on the public highway. This guidance is followed by Merseyside Police, as part of the Merseyside Road Safety Partnership, which operates and carries out camera enforcement throughout Merseyside. The guidance states that cameras should only be deployed at locations where there is a history of recorded injury collisions. For fixed cameras, there needs to have been 4 or more killed or seriously injured collisions within the last three years. In the latest 3 year period, there have been nine recorded injury collision along the Maghull Lane/Prescot Road/Bank Lane route. Whilst four of these resulted in serious injury, two of them were located south of the 'Pear Tree Inn' junction, close to the Knowsley boundary. All of the complaints about speeding, received in previous years, relate to the section of the A506 north of the 'Pear Tree Inn' junction, on which only two of the recorded collisions resulted in serious injury. For this reason, the criteria for a fixed speed camera on Prescot Road is not met and the provision of speed cushions is the most appropriate course of action.
- 3.11 One of the respondents observed that the 30mph carriageway markings had worn off and that they felt the 30mph signs were too small. As part of the scheme, the red carriageway surfacing and white 30 mph roundels will be replaced. The size of the 30mph repeater signs are in accordance with the regulations stipulated in the Traffic Signs Regulations and General Directions.
- 3.12 One resident suggested lowering the speed limit and diverting traffic/HGVs to an alternative route. As Members will be aware, the A506 (Prescot Road) is a classified road providing a direct link from the M58 to Knowsley. There is no alternative route to divert traffic using this road. In addition, the speed limit has already been reduced from 40mph to 30mph and a lower speed limit would be inappropriate for a predominantly rural 'A' road and would not be observed by drivers.
- 3.13 One resident highlighted issues with vehicles using the Spurriers Lane junction and asked whether the traffic calming could be extended further north, past Spurriers Lane, to connect with the M58. Whilst it is acknowledged that a number of collisions have taken place at the junction, it is considered that a revision to the layout and central hatched areas would address the issues and this will be included within the scheme.

- 3.14 Finally, one resident suggested extending the traffic calming to include the northbound approaches to the Pear Tree roundabout. Currently the extents of the traffic calming proposals are to slow traffic in the immediate vicinity of the residential properties north of the roundabout. For traffic travelling north on the A506 from Kirby the roundabout itself and the right-hand bend for the ahead manoeuvre is expected to slow traffic down on the approach to the traffic calmed area. Further monitoring of the northbound approaches can be undertaken once the proposed traffic calming scheme has been implemented.
- 3.15 Appendix C - Table 1 the following pages, 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.
- 3.16 Appendix B has a copy of the consultation letter that was delivered.



# 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: 1st December 2023

Dear Sir / Madam

I am writing to you regarding a proposed highway scheme to introduce traffic calming along Prescot Road. As part of the Council's ongoing Local Scheme Safety Review, Prescot Road, from the approach from Maghull Lane and the M58 was identified. After further investigations it has been established that this road would benefit from further action to reduce vehicle speeds making it safer for all road users.

The works will involve the introduction of several sets of speed cushions along Prescot Road leading up to the roundabout. In addition, the existing street lighting will be extended in the direction of Maghull Lane to ensure all the new speed cushions are illuminated by a streetlight. I have included a plan on the reverse of this letter showing the location of the changes.

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 in the early part of 2024.

If you have any comments to this proposal, may I ask you to submit this to the Council by **Wednesday 13<sup>th</sup> December**.

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

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

**Traffic Safety Team**  
**2<sup>nd</sup> Floor Magdalen House**  
**Trinity Road**  
**Bootle,**  
**L20 3NJ**

Or via e-mail to [Traffic.Management@sefton.gov.uk](mailto:Traffic.Management@sefton.gov.uk)

Kind Regards,

Andy Evans  
Principal Highway Engineer

PAGE 1

**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>Is in favour of the proposals. Would invite further speed reduction proposals. Would like to see litter bins provided on the new cycle lane</p>	<p>Comment reported to L&amp;R committee with the resident advised of the L&amp;R decision.</p> <p>Additional design suggestions will be considered</p>
2			✓	<p>Is in favour of speed reduction but has concerns about using cushions in terms of access to residential properties.</p> <p>Raised concerns for the use of additional lighting in a rural area.</p> <p>Raised concerns about the condition of the road.</p>	<p>Comment reported to L&amp;R committee with the resident advised of the L&amp;R decision.</p> <p>If necessary additional information regarding the reason for the lighting will be provided.</p>
3	✓			<p>Is in favour of the proposals. Would like to see the scheme extended up to Spurriers Lane. Highlighting the difficulty for traffic turning right out of Spurriers Lane due to the speed of the Prescott Road traffic. Suggested the use of a raised table.</p>	<p>Comment reported to L&amp;R committee with the resident advised of the L&amp;R decision.</p> <p>Additional design suggestions will be considered.</p>

4			✓	<p>Is in favour of speed reduction but has concerns about the effectiveness of cushions for larger vehicles</p> <p>Would like to see the northbound approach to the roundabout traffic calmed.</p> <p>Would like to see a signal junction rather than a roundabout so as to force traffic to stop.</p>	<p>Comment reported to L&amp;R committee with the resident advised of the L&amp;R decision</p> <p>Additional design suggestions will be considered.</p>
5			✓	<p>Is in favour of the proposals to install speed humps to slow traffic but objected to the Street Lighting being extended, both the impact to Wildlife, including bats and Health grounds, citing previous issues with LED Lighting with their disability and equality rights.</p> <p>Raised several queries regarding the use of LED Lighting by the Council.</p>	<p>Comment reported to L&amp;R committee with the resident advised of the L&amp;R decision.</p> <p>The residents' concerns will be addressed, and a response issued</p>