

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.

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.

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 Chapel Lane PV^2	0.58×10^8
PV^2 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

	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

(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

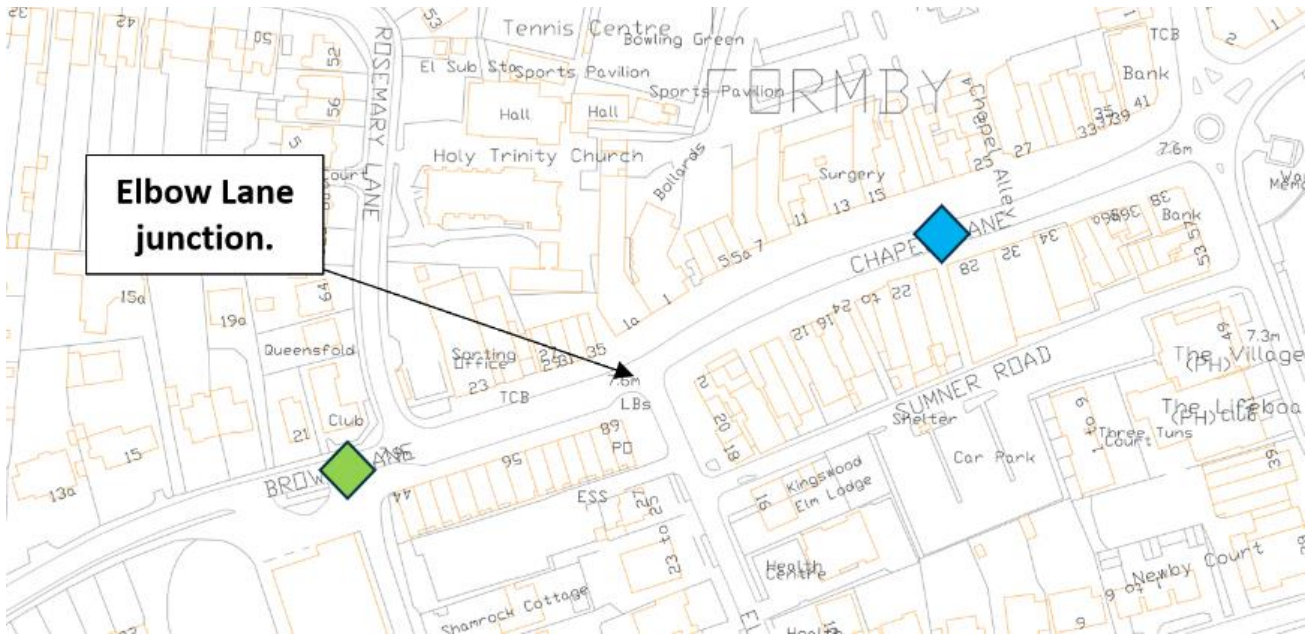
Appendix E – Extent of Consultation

Appendix F – Specific Letter to Businesses

Background Papers:

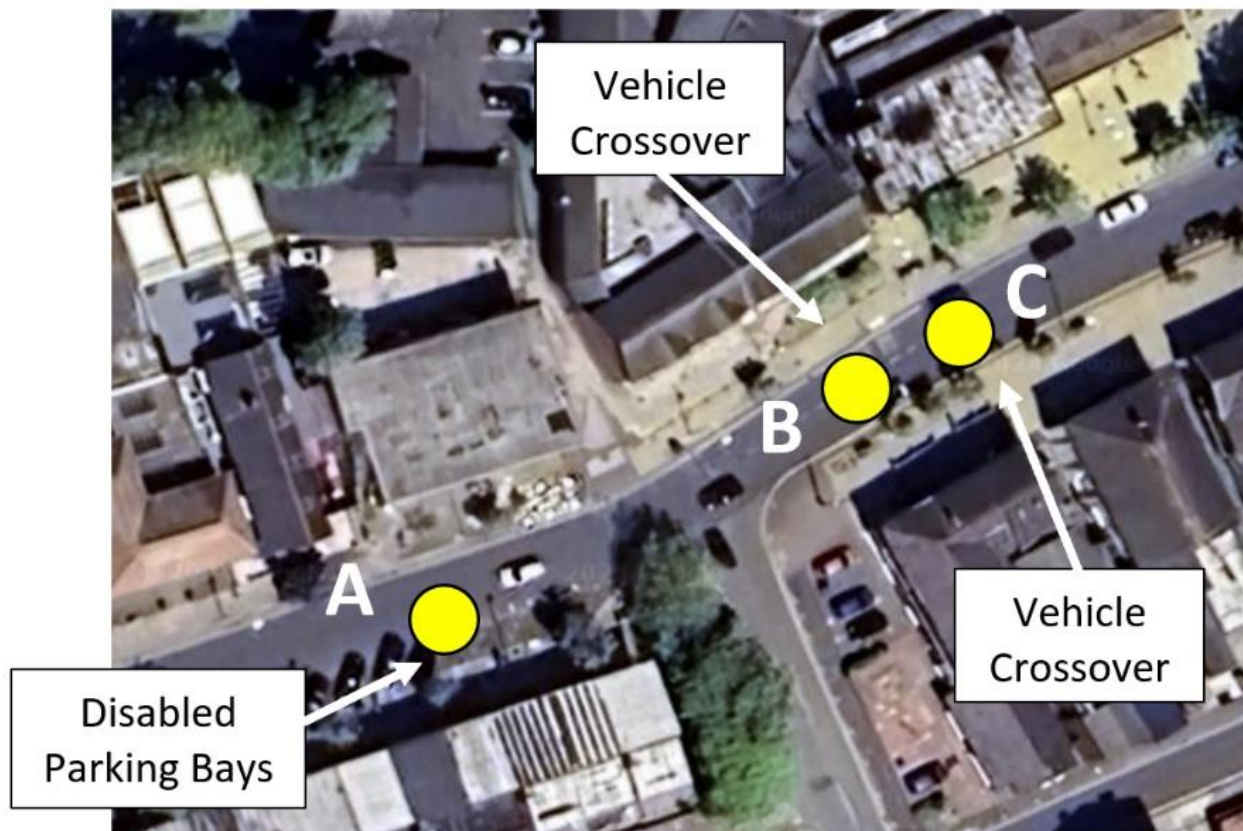
None

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



- ◆ There is an **uncontrolled crossing** on Brows 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.

Appendix B – Options for Potential Crossing Points



Appendix C - Copy of the residents Letter



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

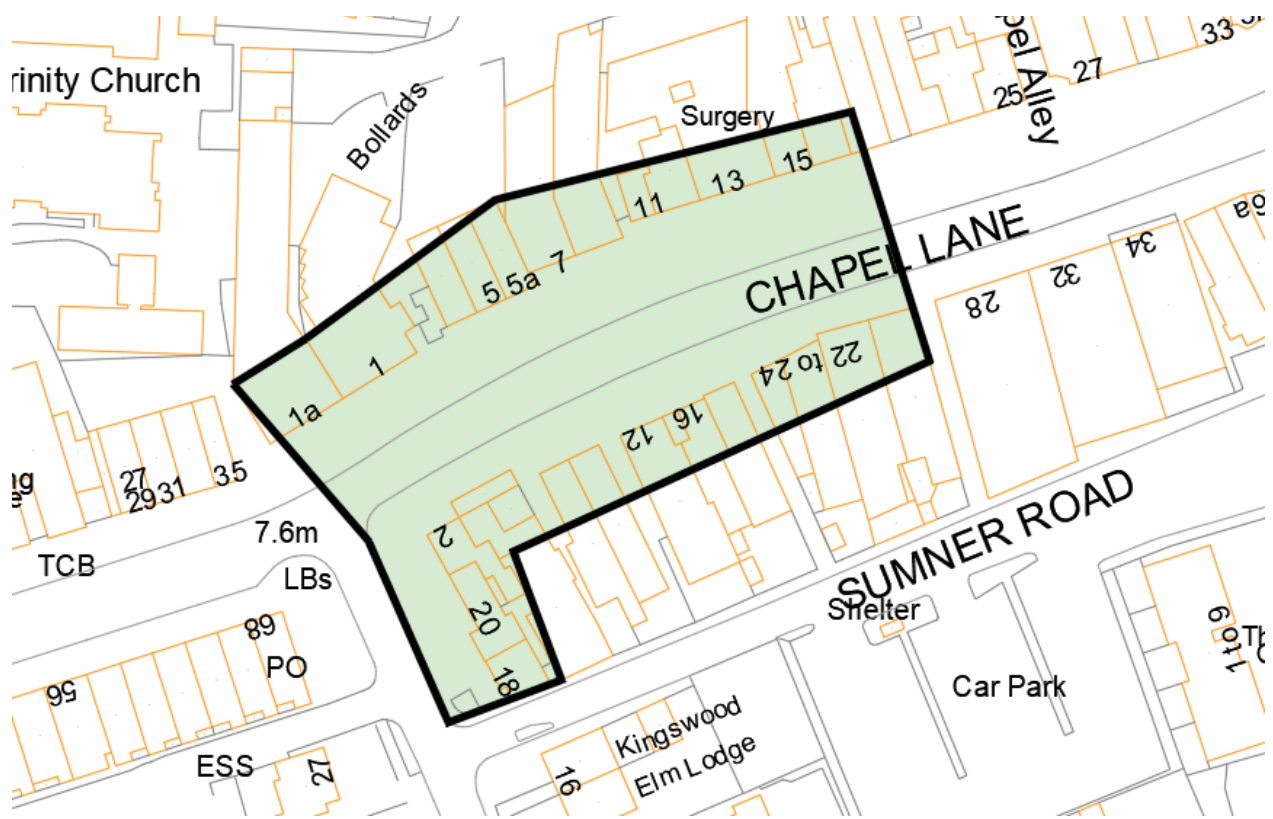
Or via e-mail to Transport.Planning@sefton.gov.uk

Kind Regards,

Andrew Dunsmore
Transport Manager

PAGE 1

Appendix E – Extent of Consultation



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



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.

PAGE 1

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*](mailto:Transport.Planning@sefton.gov.uk)

Kind Regards,

Andrew Dunsmore
Transport Manager