

REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 24 February 2010

SUBJECT: A565 Route Management Strategy Progress Report

**WARDS
AFFECTED:** Manor, Victoria, Church

REPORT OF: A.Wallis – Planning and Economic Regeneration Director

**CONTACT
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**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To update Cabinet Member – Technical Services on progress in developing the A565 Route Management Strategy and to seek approval for the proposed timetable for its completion.

REASON WHY DECISION REQUIRED:

The adoption of the A565 Route Management Strategy and Action Plan is a key decision identified in the Forward Plan. The approval of a proposed timetable for its completion will facilitate the process.

RECOMMENDATION(S):

It is recommended that Cabinet Member – Technical Services:

- 1) notes progress in the development of A565 Route Management Strategy; and
- 2) approves the proposed timetable to complete the development of the Strategy.

KEY DECISION: Yes

FORWARD PLAN: Published

IMPLEMENTATION DATE: Following call-in period

ALTERNATIVE OPTIONS:

The development of a Route Management Strategy and Action Plan is seen as the best mechanism to deliver a co-ordinated package of measures aimed at reducing congestion and improving safety for the A565. The alternative is to allow things to remain as they are, resulting in existing problems not being addressed and potentially getting worse.

IMPLICATIONS:**Budget/Policy Framework:**

Financial: None

| <u>CAPITAL EXPENDITURE</u> | 2009 2010 £ | 2010/ 2011 £ | 2011/ 2012 £ | 2012/ 2013 £ |
|--|----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Gross Increase in Capital Expenditure | | | | |
| Funded by: | | | | |
| Sefton Capital Resources | | | | |
| Specific Capital Resources | | | | |
| <u>REVENUE IMPLICATIONS</u> | | | | |
| Gross Increase in Revenue Expenditure | | | | |
| Funded by: | | | | |
| Sefton funded Resources | | | | |
| Funded from External Resources | | | | |
| Does the External Funding have an expiry date? Y/N | When? | | | |
| How will the service be funded post expiry? | | | | |

Legal: None

Risk Assessment: N/A

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

Officers of the Planning Department

CORPORATE OBJECTIVE MONITORING:

| <u>Corporate Objective</u> | | <u>Positive Impact</u> | <u>Neutral Impact</u> | <u>Negative Impact</u> |
|-----------------------------------|---|-------------------------------|------------------------------|-------------------------------|
| 1 | Creating a Learning Community | | √ | |
| 2 | Creating Safe Communities | √ | | |
| 3 | Jobs and Prosperity | | √ | |
| 4 | Improving Health and Well-Being | √ | | |
| 5 | Environmental Sustainability | √ | | |
| 6 | Creating Inclusive Communities | | √ | |
| 7 | Improving the Quality of Council Services and Strengthening local Children and Young People | | √ | |
| 8 | | | √ | |

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Report to Crosby Area Committee of 20th February 2008 – A565 Route Management Strategy Update
Report to Crosby Area Committee of 5th November 2008 – A565 Route Management Strategy Progress Report

1.0 Background

- 1.1 Cabinet Member – Technical Services will be aware that Sefton Council's Strategic Transportation Planning Unit is currently developing a Route Management Strategy for the A565 through Crosby and Waterloo.
- 1.2 The A565 Route Management Strategy will cover the section of A565 from the Seaforth Flyover to the junction with the A5207 (Green Lane, Thornton). This section of the A565 is approximately 3.2 miles long. This incorporates the section between Seaforth Flyover and Crosby Village identified in the Merseyside Congestion Target Delivery Plan as a corridor requiring action to combat congestion and its associated problems.
- 1.3 In 2005, the Government identified four shared priorities in its guidance on developing local transport plans, these being congestion, accessibility, safety and air quality. In 2009, the Government published a set of five key goals to replace these priorities. These goals are:
 - Support economic growth
 - Reduce carbon emissions
 - Promote equality of opportunity
 - Contribute to better safety, security, and health
 - Improve quality of life and a healthy natural environment
- 1.4 There are significant concerns about the A565 in respect to the original four priorities and more latterly the five key goals, hence the reason why the Route Management Strategy is being developed. In addition, under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road networks so that congestion and disruption are minimised and reduced.

2.0 The Development of the Strategy

- 2.1 Following discussions with Members at the meeting of the Member Officer Working Party on 22nd June 2007, a staged approach was adopted for the development of the A565 Route Management Strategy. This approach included the development of an evidence base and the review of key issues identified in addition to carrying out a public consultation exercise. Existing information about conditions along the A565 in terms of traffic congestion, safety, accessibility and environmental conditions was collected and compiled in 2007-2008. A wide-ranging consultation was undertaken in 2008 to identify and confirm the key issues that need to be addressed as part of the strategy.
- 2.2 The results of the public consultation carried out in 2008 have been essential in developing the Route Management Strategy and the preparation of the Strategy is now well advanced. A draft summarised A565 Route Management Strategy is

included as Annex A of this report. It is proposed that this draft strategy will form the basis of consultations planned to be held with Ward Councillors in March 2010.

3.0 Further Progress

3.1 In 2009, Sefton Council commissioned its design consultants Capita Symonds to carry out a feasibility study to consider a range of potential improvements along A565. The study included:

- A review of road markings along the route to assess whether there is potential to improve traffic flow by altering these.
- A review of options for improving traffic flow through Great Georges Road/Crosby Road North Junction
- A review of options for improving traffic flow and the introduction of a pedestrian crossing phase at Crosby Road North/South Road Junction
- A review of provision and enforcement of parking and drop off points around shops and schools on route
- A review of potential improvements to other junctions along the route

In undertaking the different elements of work, Capita Symonds took account of the following issues:

- The impact and effectiveness in improving traffic flows / speeds / highway capacity,
- The impact on other modes – public transport / walking / cycling,
- The impact on safety of all users,
- The impact on air quality,
- Deliverability – in terms of possible disruption / land issues / etc
- The cost of each option

3.2 The completed feasibility report identified a range of potential improvements along the A565 that justified further consideration.

3.3 As previously reported, the Merseyside Congestion Group consisting of the five district authorities and Merseytravel commissioned consultants MIS Mott Macdonald to build microsimulation computer traffic models of the three priority congestion corridors in Merseyside, the A565 being one of these. The base model for the A565 was completed in November 2009 and Sefton Council have now commissioned MIS Mott MacDonald to test a range of proposals for improvements along the A565. Some of the proposals developed as part of the feasibility study will be tested using the model so that their impacts on traffic volumes and speeds can be assessed. The model uses a multi modal approach, which can model the effects for all users of the A565, including public transport. This study is expected to be completed by April 2010 and the outcomes will be used to develop the detailed proposals for the A565.

3.4 Government funding specifically aimed at supporting measures to reduce congestion has been made available to the Merseyside Transport Partnership.

Sefton Council has been successful with a number of funding bids to the Merseyside Congestion Group for the implementation of traffic management measures. These included:

- The installation of two traffic monitoring cameras to improve real time monitoring of junctions along the A565 route. These will enable Sefton Council to respond more quickly to problems of traffic congestion as they occur.
- The installation of four Automatic Number Plate Recognition (ANPR) cameras along the A565 route. These cameras will be used to provide journey time data for the route, which is important in monitoring any potential changes in traffic resulting from the implementation of the strategy.
- The installation of Variable Message Signs (VMS) on Crosby Road South and on Southport Road that will provide drivers with real time information in respect to traffic conditions and journey times as they enter the sections of the A565 covered by the Route Management Strategy.

4.0 The Development of an Action Plan

- 4.1 The route management strategy will include a detailed action plan that will be developed using proposals identified in the Feasibility Study and tested by the traffic modelling. Each option will be fully appraised and the action plan will include cost estimates and timescales for each proposal. The action plan will include all the proposals to deliver the A565 Route Management Strategy including measures that can be delivered in the medium and longer term as well as the short term.
- 4.2 Ward Councillors will be consulted about the options to be included in the action plan as the plan is being developed. Area Committee will also be consulted about the Strategy and Action Plan and asked to approve the details of any specific schemes contained in the Action Plan.

5.0 The Next Steps

- 5.1 It is proposed to complete the development of the A565 Route Management Strategy within the timescales indicated below.

Proposed Timetable

March 2010 - Consultation with Ward Councillors

April 2010 - Traffic Modelling Complete

June/July 2010 – Further consultation with Ward Councillors

July 2010 - Area Committee approval of Strategy and Action Plan

Sept 2010 – Official launch of Strategy

2010-2011 - Implementation of the Action Plan

- 5.2 In order to ensure progress in delivering the Strategy, a funding package is currently being developed. Initially, the funding will come mainly from the Merseyside Local Transport Plan Capital Programme but other possible sources of funding are also being explored.

6.0 Conclusions

- 6.1 The A565 Route Management Strategy is now in the final stages of development. A costed Action Plan is also being developed.
- 6.2 The completed Route Management Strategy is expected to deliver significant benefits to all users of the A565 corridor.

7.0 Recommendations

- 7.1 It is recommended that Cabinet Member – Technical Services notes progress in the development of the A565 Route Management Strategy and approves the proposed timetable to complete the development of the Strategy.

Draft A565 Route Management Strategy

Executive Summary

Introduction

The A565 is a key strategic route in Sefton linking Southport and Liverpool, and passing through Formby, Crosby and Bootle. Following the de-trunking of the road in 2004, the ownership and responsibility for the management of the A565 was transferred to Sefton Council. In recognition of the importance of the A565 to the borough of Sefton, the Council has developed a Route Management Strategy (RMS) for the route.

A Route Management Strategy provides a framework for managing a key highway route as part of the wider transport network. The A565 Route Management Strategy is focused on the 3.2 mile long section of the A565 between the Seaforth Flyover and its junction with the A5207 (Green Lane) in Thornton. The A565 Route Management Strategy is intended to improve traffic management and safety along the route by the introduction of measures that have the support of local people and business.

The Development of a Route Management Strategy for the A565

The development of the strategy involved a number of important stages including:

- Collecting evidence/information
- Identifying the key issues
- Involving the public
- Examining what can be done and what will work (identifying and assessing options)
- Agreeing the strategy
- Developing an action plan

What are the Key Issues ?

The key issues that the Strategy needs to address have been identified. These are :

- Traffic congestion
- Safety
- Accessibility – including public transport, walking and cycling
- Air quality
- Quality of life

These issues are discussed in more detail below.

Traffic Congestion

- The A565 is now carrying substantially more traffic than it was originally designed to carry.
- Congestion on the A565 frequently occurs at peak times. This congestion is most evident at signalised traffic junctions and crossings along the route.
- The traffic congestion is often made worse by vehicles illegally parked in prohibited areas and outside schools. The provision of dedicated right turns at some junctions along the route can also create traffic congestion by restricting traffic not turning right to one lane at the junctions concerned.
- The building of new developments along the route has the potential to exacerbate existing traffic congestion problems.
- In the past few years technological advances in urban traffic control have meant that improvements have been made at signalised junctions without the need for physical changes to the existing highway. However, it is clear that the use of technology alone with no other changes cannot continue to reduce the impact of congestion along the A565.
- Sefton has adopted a target for tackling congestion on the A565 as part of the Borough's Local Area Agreement.

Safety

- Sefton Council monitors all traffic related accidents where injuries have occurred. A borough-wide review carried out for the three year period from August 2005 to July 2008 found that 107 traffic related personal injury accidents occurred on the A565 within the Route Management Strategy area. Of these accidents, one involved a fatal injury, seven involved serious injury and 99 involved slight injury. These accidents resulted in one fatal injury casualty, 8 serious injury casualties and 146 slight injury casualties.
- Many other collisions, in which no one is injured or killed, also occur along the A565. As these only result in damage to vehicles, most will be unreported.

Accessibility

- The area surrounding the A565 has good links to the Northern Line rail network with stations at Blundellsands and Crosby, Waterloo and Seaforth and Litherland. The local bus network is also extensive and provides several high frequency services. Bus services may be further improved if Waterloo Interchange is enhanced in future years.
- Congestion along the route results in delays for bus services.
- The low number of trips by bus, rail, and cycle compared to those by car within the A565 area suggests that there is potential to encourage the use of more sustainable forms of transport.
- The heavy traffic flows of mixed vehicles that regularly occur on the A565 particularly at peak times do have the potential to deter cycle use. However, there is

the potential to further develop the local cycle network creating alternative routes for cyclists on less highly trafficked roads.

- The estimated future increases in the numbers of people of 60 years of age or older living in the area suggests that there will be increased opportunities for public transport to address the needs of this section of the local population in the future.

Air Quality

- There are national objectives set for Air Quality. These objectives represent the government's view of achievable air quality and include standards and targets for individual pollutants. Locations where these objectives are not being met must be declared as Air Quality Management Areas (AQMA) and an action plan that works towards achieving the objectives must be developed.
- Monitoring of air quality and computer predictions of future air quality have indicated that the national objectives are not being met along part of the A565. As a result, an Air Quality Management Area (AQMA) has been declared on the A565, Crosby Road North between South Road and Kingsway. Emissions from traffic have been identified as the main source of air pollution in the AQMA.

Quality of Life

- The A565 has a vibrant mix of residential, retail, leisure, office and educational facilities situated along it. The public realm along the route varies with the northern section between Kingsway/College Road and Green Lane being more residential with more green spaces overall than the southern section.
- The low car ownership data for households in the southern section of the A565 between Princess Way and Kingsway/College Road indicates that a significant proportion of the congestion that occurs along this section of the A565 is not caused by local people but rather by people residing outside the area.
- There are two conservation areas that border the section of the A565 covered by the Route Management Strategy. The northernmost conservation area borders the A565 along Moor Lane, whilst to the south of the South Road junction the route passes through another conservation area.
- Transport related noise is related to the amount and speed of traffic and the condition of the road surface. Continuing increases in traffic will have a negative effect on people's quality of life because of the noise it creates. Measures that reduce congestion and queues of standing traffic will have beneficial impacts in respect to noise.

What are the Strategy Objectives ?

Based on the evidence relating to these key issues, a series of objectives have been developed for the A565 Route Management Strategy. These objectives address not only the new national goals, but also reflect the issues that have been identified as priorities for Sefton in the future. The overall aim of the A565 Route Management

Strategy is to improve conditions along the route both for people travelling along it and for residents by the introduction of effective measures that have the support of local people and business. Specifically, this is expressed in the following objectives :

- Tackle traffic congestion and improve journey times along the route for both private vehicles and public transport, thereby meeting the Council's commitment in the Local Area Agreement.
- Create a safer environment for all users of the route, specifically by reducing the number and severity of traffic accidents.
- Improve conditions for pedestrians and cyclists, making it both easier and safer for people to get around on foot or by bicycle.
- Reduce overall traffic emissions and improve air quality by reducing congestion and improving traffic flow.
- Develop an Action Plan that is evidence based, deliverable, accurately costed and that will be effective in meeting the objectives of the strategy.
- Ensure that local residents, businesses and users of the route are given the opportunity to influence the Strategy and the Action Plan.

What will the Strategy deliver ?

No single measure or initiative will be sufficient to achieve the objectives of the Route Management Strategy. It will require a coordinated package of different measures. Details of these measures will emerge as the Action Plan is developed, but they are expected to include the following :

- Improvements to traffic management and monitoring systems
 - CCTV cameras
 - Variable Message Signage
- Junction improvements
 - Increasing capacity for traffic
 - Improving pedestrian access
 - Safety improvements
- Transport assessments for new developments
 - Measures to minimise traffic impacts
 - Ensuring choice of travel
- Support for more sustainable modes of transport
 - Public transport (rail and bus)
 - Walking and cycling
 - School and workplace travel plans
- Considered approach to parking/deliveries