

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 24 September 2018
Subject:	A565 Corridor Improvements, Thornton & Buckley Hill Lane/ Edge Lane Junction Improvements		
Report of:	Head of Locality Services - Commissioned	Wards Affected:	Manor; St. Oswald; Victoria;
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To seek Members' approval for widening/ improvements to the B5422 Edge Lane/ Buckley Hill Lane junction to relieve traffic congestion in Thornton and for traffic management measures to improve traffic flows and improve pedestrian crossing facilities in Thornton.

Recommendations:

It is recommended that the Head of Locality Services be authorised to progress improvement schemes as proposed for :

- i. the widening and junction improvements at the junction of the B5422 Buckley Hill Lane and Edge Lane.
- ii. the introduction of controlled pedestrian crossing facilities on Green Lane/ Ince Road in Thornton at the junction with the A565
- iii. the introduction of a controlled pedestrian crossing facility on The Bypass adjacent to the roundabout junction with The Northern Road.
- iv. the closure of Edgemoor Drive at the junction with Moor Lane

Reasons for the Recommendations:

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.

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

Capacity improvements to the existing junctions on the A565 in Thornton were rejected as they would require extensive land take from a number of residential dwellings. Alternative measures to reduce rat-running traffic through the local Thornton area were considered and consulted upon, the proposals put forward are those which are supported by the majority of the local population

What will it cost and how will it be financed?

(A) Revenue Costs

None.

(B) Capital Costs The cost of the proposals will be met from the £750k allocation for the Thornton Corridor within the proposed 2017/18 Capital Programme (£670k STEP allocation, £80k LTP allocation), subject to approval of Council & Cabinet Member Locality Services.

Implications of the Proposals:

<p>Resource Implications (Financial, IT, Staffing and Assets):</p> <p>The design and contract management will be completed by staff within Locality Services with any capital costs funded from the scheme capital budget.</p>
<p>Legal Implications:</p> <p>The legal implications are set out in the report</p>
<p>Equality Implications:</p> <p>There are no equality implications.</p>

Contribution to the Council's Core Purpose:

<p>Protect the most vulnerable: Improved crossing facilities will assist all and particularly the mobility impaired through the reduction in severance to the local community.</p>
<p>Facilitate confident and resilient communities: Scheme has been proposed in response to complaints from the local community</p>
<p>Commission, broker and provide core services: not applicable</p>
<p>Place – leadership and influencer: Scheme diverts traffic away from the residential areas around Edge Lane and Thornton to more appropriate routes.</p>

Drivers of change and reform: not applicable
Facilitate sustainable economic prosperity: not applicable
Greater income for social investment: not applicable
Cleaner Greener: Scheme supports sustainable travel and leisure cycling and walking , diverts traffic away from the residential areas around Edge Lane and Thornton to more appropriate routes.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Head of Corporate Resources (FD 5289/18) and Chief Legal and Democratic Officer (LD4514/18) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation has been undertaken on the Ince Road/ Southport Road traffic calming and Edgemoor Drive closure proposals and have informed the decision making process.

Implementation Date for the Decision

Immediately following the Committee meeting.

Contact Officer:	Peter Hillsdon
Telephone Number:	Tel: 0151 934 4808
Email Address:	peter.hillsdon@sefton.gov.uk

Appendices:

There are no appendices to this report

Background Papers:

Report to Cabinet Member Locality Services 31/5/2018 - 2018/19 Transportation - Capital Programme.

Report to Cabinet Member Locality Services 12/07/2018 - Prohibition of the use of Edgemoor Drive at its junction with Moor Lane by vehicular traffic

1. Introduction/Background

- 1.1 The A565 is a strategic route running through the borough providing an important commuter route for both private vehicle and public transport for residents of Sefton into Liverpool. Over the last 10 years the Council has been progressively implementing a Route Management strategy (RMS) for the A565 through Crosby, involving safety and traffic management improvements at several key junctions along its length. To date this has concentrated on the southern section of the route between the flyover junction with the A5036, northwards to the junction with College Road and Kingsway and has consisted of a number of capacity improvements at junctions, together with improvements to pedestrian crossing facilities. The two most recent of these, the improvement at the South Road/Haigh Road junction and the recently completed improvements at the Seaforth roundabout adjacent to the Port entrance have been supported by the Liverpool City Region through the Growth Plan via the Sustainable Transport Enhancement Package (STEP)
- 1.2 There are a further two phases of the A565 RMS included in the 2017/18 – 2020/21 STEP programme, improvements to the A565/ Great Georges Road junction and improvements to the A565 Moor Lane corridor through Thornton. A detailed study of the Thornton corridor has been carried out and an action plan prepared.
- 1.3 During 2016, a series of workshops were held with a working group of Cabinet Members to discuss the transport investment priorities for the Borough. A list of priority schemes was agreed with the Member working group and presented to informal Cabinet. The A565 corridor improvements in Thornton was included on the list of priorities.
- 1.4 Through the STEP scheme for Thornton it is proposed to continue this programme to alleviate some of the traffic issues and improve pedestrian crossing facilities between Crosby Village and Thornton in accordance with the Thornton Corridor study Action Plan.
- 1.5 This report seeks approval to undertake the improvements identified in the A565 Route Management Strategy.

2.0 A565 Thornton Proposals

- 2.1 The A565 corridor between Crosby village and Thornton has a long standing history of traffic related issues as identified in the A565 Route Management strategy.
- 2.2 Extensive analysis has been undertaken of traffic conditions and the pedestrian environment along the A565. In Thornton, conflicting traffic movements between traffic entering/ exiting Crosby and traffic using the A565 to the north and Edge Lane to access Bootle and Netherton, causes congestion, particularly at peak times. Construction of the A5758 Broom's Cross Road has diverted some traffic away from the area and provided relief to the A5207 Green Lane junction, but there remains significant congestion at the junction with Edge Lane. It is difficult

for pedestrians to cross the route in some locations and rat running traffic in Thornton causes disruption for local residents and impacts on traffic flows on the A565 where vehicles re-join the main road. A number of improvements have been identified in the Thornton Corridor Study to improve traffic flow and pedestrian accessibility along this section of the A565 corridor as outlined below.

2.3 Buckley Hill Lane/ Edge Lane junction improvements.

- 2.3.1 Unlike the section of the A565 through Waterloo, where property is set further back which allowed widening of junctions to increase capacity, this is not the case on either the A565 in Thornton or along Edge Lane. Any junction/ capacity improvement in this area would require significant land take from a number of residential properties and costly diversions of statutory undertakers equipment. Therefore, the most appropriate solution is to divert as much traffic away from the area as possible.
- 2.3.2 At present the principal signed route for traffic between the north of the borough and Bootle is along the A565 to Thornton then along Edge Lane to link to the B5422 Gorsey Lane at the Cabbage. It is proposed to divert this traffic so that it continues along the A5758 to its junction with the B5422, avoiding the Thornton area, reducing the volume of traffic passing through the A565/ Edge Lane junction. This will allow the traffic signals at the A565/ Edge Lane junction to be reconfigured to provide greater importance to local traffic and pedestrians.
- 2.3.3 To facilitate this it is proposed to improve capacity and reconfigure the junction of the B5422 Buckley Hill Lane/ Edge Lane. Construction of the A5758 Brooms Cross Road has provided significant relief to the A5207 Lydiate Lane through Thornton but its potential to relieve the parallel Edge Lane has been reduced through a lack of capacity at the junction of Edge Lane and Buckley Hill Lane.
- 2.3.4 At present this junction is configured to facilitate major traffic movements along Edge Lane with Buckley Hill Lane as the minor arm of the junction. It is proposed to widen Buckley Hill Lane for 100m on its approach and re-orientate the junction so that it sweeps from Edge Lane to Buckley Hill Lane to make this the major movement of the function as shown on the plan in Annex A. This together with reconfiguring signal timings of this and the other 2 junctions on the B5422 and linking all three signal controlled junctions will improve capacity and reduce journey times on this route, facilitating the diversion of through traffic from the Thornton area. Upon completion, the A5758/ B5422 would be signed as the main route between Bootle and the north of the borough. This will encourage traffic to remain on the Primary / Key Route Network, bypassing Edge Lane and Thornton.
- 2.3.5 In addition to the reconfiguration of the junction it is proposed to incorporate pedestrian/ cycle crossing facilities within the junction together with a 230m long, 3 metre wide shared used footway/ cycle route along Buckley Hill Lane between Edge Lane and Almonds Turn. This will provide direct access between the neighbouring housing estate and the existing shared route running along Edge Lane to Thornton.

2.4 Pedestrian Crossing Facilities Green Lane/ Ince Road

- 2.4.1 Diverting traffic away from Thornton will allow the signal timings of the two junctions to be reconfigured to provide greater emphasis on local traffic and pedestrians. As part of this reconfiguration, it is proposed to incorporate controlled pedestrian crossings across Green Lane and Ince Road at the junction with the A565 as shown in Annex B.

2.5 Pedestrian Crossing Facilities The Bypass

- 2.5.1 One of the key aims of the bid for the STEP funded programme was improvements to pedestrian crossing facilities. Improvements are proposed to the Green Lane/ Ince Road junction as outlined above, together with minor improvements to the existing controlled pedestrian crossing along Moor Lane. The requirement for a further pedestrian crossing point has been identified at the southern end of the route on 'The Bypass' close to the roundabout junction with The Northern Road. This would improve pedestrian accessibility to Crosby Village and provide a safe crossing point of the A565 to the west of this busy junction.
- 2.5.2 The proposal for a new pedestrian crossing on The Bypass is not part of the Council's ongoing pedestrian crossing review programme. At present no locations meet the criteria for new crossings. However this crossing is proposed in order to meet the STEP programme objectives for improving accessibility as agreed with the Liverpool City Region, and also to support the development proposals for Crosby village centre.
- 2.5.3 It is proposed to install a controlled pedestrian crossing immediately south of the roundabout, as shown in Annex C.

2.6 Edgemoor Drive

- 2.6.1 One of the issues identified in the short term action plan in the Thornton corridor study was rat-running traffic on Thornfield road and Edgemoor Drive in Thornton in order to avoid the A565/ Edge Lane Junction. Following a consultation exercise with local residents in summer 2017 the majority of respondents were in favour of closing Edgemoor Drive at its junction with Moor Lane.
- 2.6.2 Following discussion with Cabinet Member Locality services it was agreed that a closure of Edgemoor Drive would be undertaken on a temporary basis under the Road Traffic Regulation Act, initially for a period of three months. This would enable the implications of the closure to be monitored and reviewed before making a decision about whether to implement a permanent closure.
- 2.6.3 Subsequently, Edgemoor Drive was temporarily closed to traffic on Monday 29th January. Consultation on the trial closure was undertaken during March / April 2018 and the majority of those who responded to the consultation were in favour of permanent closure. 58% of respondents within the consultation area voted to keep the closure and make it permanent and 42% of respondents voted to reopen the road. In addition to the results of the public consultation, Cabinet Member and Ward Councillors were apprised of the results of the traffic monitoring that was undertaken before and during the trial closure period and also received representations from residents of the area.

- 2.6.4 Following this it was determined that as the majority of residents were in favour of retaining the closure, the approvals process would be undertaken to make the closure of Edgemoor Drive permanent.
- 2.6.5 On 12 July 2018 Cabinet Member Locality Services approved a report to make a Traffic Regulation Order to prohibit the use of Edgemoor Drive at its junction with Edge Lane and approve the necessary legal procedures, to advertise the Council's intention to implement the prohibition Order
- 2.6.6 The order to was subsequently advertised in the local press on 9/08/2018. No objections were received to the advertising of this order.
- 2.6.7 It is therefore proposed to permanently close the junction of Edgemoor Drive with the road closure as shown in Annex D, including provision for cyclists to continue to use the junction. .

2.7 Traffic Calming Ince Road/ Southport Road

- 2.7.1 Following construction of the A5758 a number of complaints have been received of rat-runing traffic on Ince Road and Southport Road in Thornton. Some of the issues are long standing issues and some appear to be due to recent changes in travel patterns
- 2.7.2 As part of the A565 Thornton corridor proposals residents of Ince Road, Brook Road, Virgins Lane and Southport Road were consulted on proposed traffic calming measures.
- 2.7.3 Following this consultation Cabinet Member Locality services has agreed that traffic calming should be considered on those roads where a majority of residents expressed a preference for its introduction. Consequently a report is currently being prepared to seek approval from Cabinet Member Locality services to advertise an order to introduce traffic calming features on Ince Road and Southport Road in Thornton. The results of this process will be reported to the next meeting of the Licensing & Regulatory committee.

3.0 Consultation

- 3.1 Consultation has been undertaken on the Ince Road/ Southport Road traffic calming and Edgemoor Drive closure proposals and this has informed the decision making process. No residential properties are directly affected by the pedestrian crossing improvements or Buckley Hill junction improvements, therefore, it is not proposed to undertake a formal public consultation exercise for those elements.

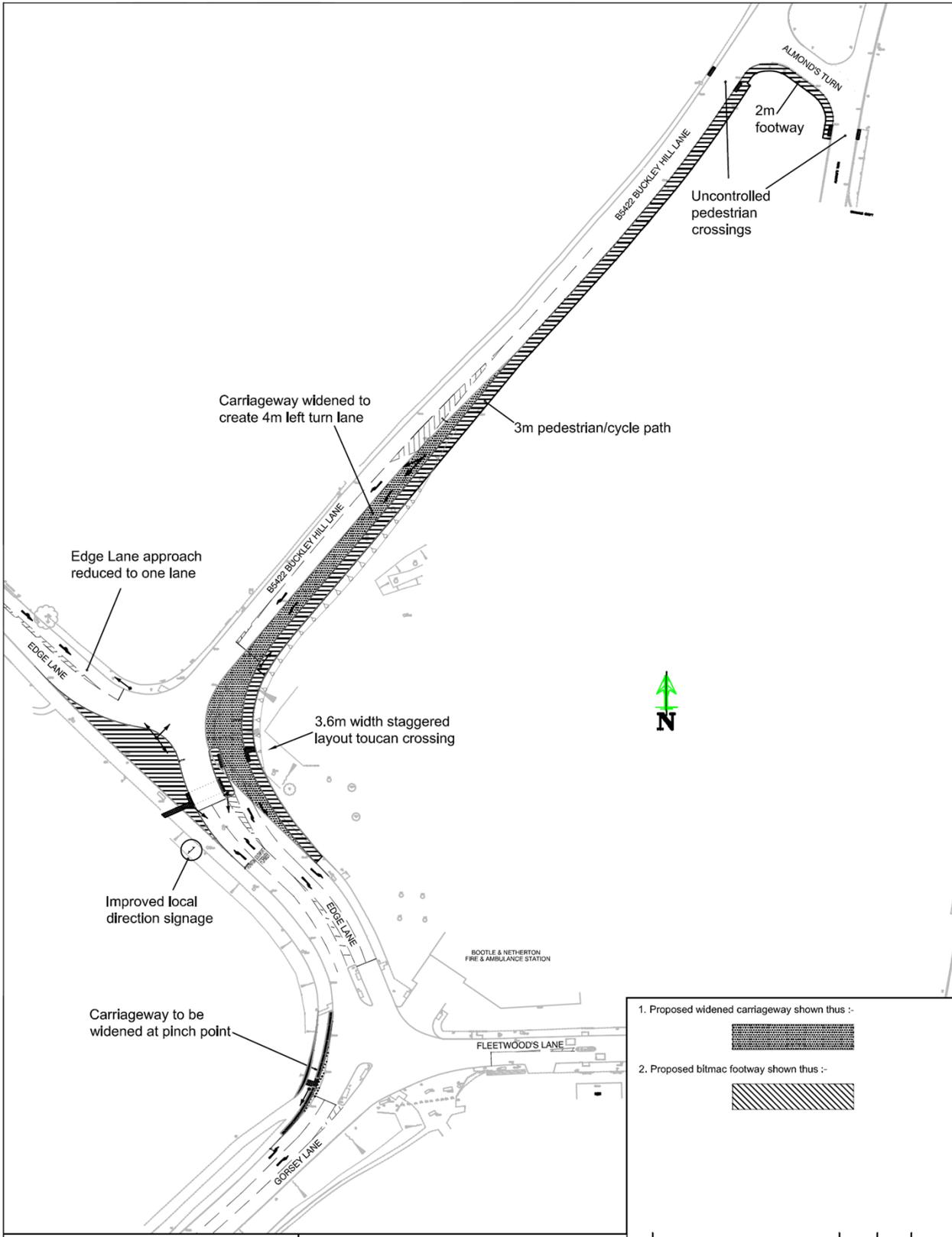
4.0 Conclusion

- 4.1 Capacity constraints at the junction of the B5422 Buckley Hill Lane/ Edge Lane have restricted the potential benefits of the A5758 to reduce through traffic in Thornton.
- 4.2 Reconfiguring the B5422 Buckley Hill Lane/ Edge Lane junction, together with changes to traffic signal timings along the B5422 will
 - i. Divert though traffic away from the Thornton area
 - ii. Facilitate changes to the traffic signal timings on the A565 in Thornton to provide greater emphasis to local traffic and pedestrians.
- 4.3 The closure of Edgemoor Drive at its junction with Moor Lane will reduce rat-running traffic through the Thornton area
- 4.4 Improved pedestrian crossing facilities along the A565 corridor between Crosby Village and Thornton will improve safety and accessibility for local residents.

5.0 Recommendations

- 5.1 It is recommended that the Head of Locality Services be authorised to progress improvement schemes as proposed for :
 - i. the widening and junction improvements at the junction of the B5422 Buckley Hill Lane and Edge Lane.
 - ii. the introduction of controlled pedestrian crossing facilities on Green Lane/ Ince Road in Thornton at the junction with the A565
 - iii. the introduction of a controlled pedestrian crossing facility on The Bypass adjacent to the roundabout junction with The Northern Road.
 - iv. the closure of Edgemoor Drive at the junction with Moor Lane

B5422 Buckley Hill Lane/ Edge Lane Junction Improvements



- 1. Proposed widened carriageway shown thus :-
- 2. Proposed bitmac footway shown thus :-



Scheme
Buckley Hill Lane/Edge Lane/Gorseby Lane Junction Improvements

Drawing Title
General Arrangement

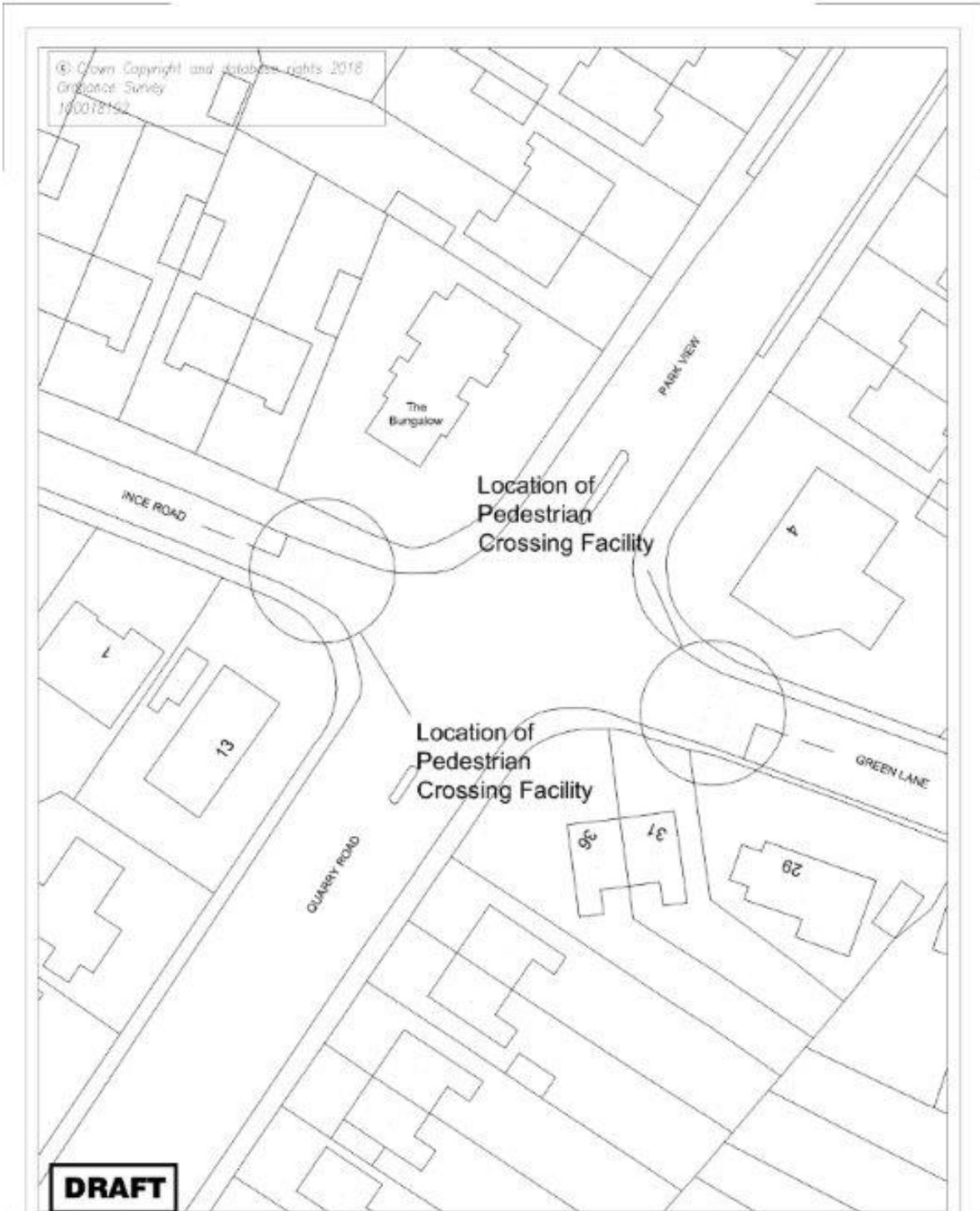
Sefton Council

Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
 Tel: 0151 934 2000

LOCALITY SERVICES - COMMISSIONED

Rev	Description	Date	Drawn	Approved
Designed	Drawn	Checked	Date	
	SE	AR	Sept 2018	
Drawing No.	Rev	Scale		
DES/JA1308/Comm/01		NTS		

Proposed Pedestrian crossing Improvements Green Lane / Ince Road



Source
THRONTON CORRIDOR IMPROVEMENTS
 Project Title
A565 / GREEN LANE JUNCTION PEDESTRIAN SIGNAL FACILITIES

Sefton Council 

Widely used 31101 Road Book Version 08.01
 76 117 63200

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Rev	Elevation	Date	Drawn	Approved
002	AE	PH	AE	AE
Date				AUG 18
Scale				N.T.S @A4

