

Thornton Corridor
Edgemoor Drive
Vol 3 Public Consultation
June 2018



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1. Background and Introduction

Background

The opening of Broom's Cross Road in August 2015, brought changes to traffic and travel patterns in the Thornton area. Since the road opened residents have been getting in contact and telling us about the issues they are experiencing. Some of the issues we are hearing about are long standing issues and some appear to be due to recent changes in travel patterns.

In response to this the Council has undertaken an extensive assessment of the traffic conditions within the A565 area in order to address the issues raised. The outcome of this work is the Thornton Corridor Study. From this corridor study a short term action plan has been developed. This short term action plan included the options to alleviate the problems which residents from Edgemoor Drive, Thornfield Road and Ronaldsway have been telling The Council about.

In the summer of 2017 the Council asked the residents of Edgemoor Drive, Thornfield Road and Ronaldsway their views on a range of options one of which was the closure of Edgemoor Drive. Of the options presented, the closure of Edgemoor Drive was favoured the most by the residents. Based on the results of this initial consultation a trial closure went into place in February 2018.

The closure was implemented on a trial basis so that the impact to both the Thornton estate as a whole and the wider network could be assessed.

The assessment of the impacts of the trial closure was based on results from the following

- A wider public consultation, which expanded on the initial consultation area of Edgemoor Drive, Thornfield Road and Ronaldsway and included all the roads between Edgemoor Drive and Edge Lane, as well as a section of Moor Lane.
- A traffic monitoring plan to ensure that sufficient data was collected to allow the impact on the wider road network to be adequately assessed. Monitoring was undertaken using a variety of different methods.

The results of the monitoring and public consultation exercises have been separated into two documents; Volume 2 reports the recorded and observed monitoring results of the trial closure of Edgemoor Drive, whilst Volume 3 reports the results of the public consultation exercise. A combined summary and recommendations are contained in Volume 1.

Scheme Objectives

The objectives of the traffic management scheme in Thornton were;

- Improve journey time reliability along the A565
- Decrease journey times along the A565
- Reduce rat-running through the Thornton Estate link roads (primarily Thornfield Road and Ronaldsway)
- Decrease peak time queueing on Edgemoor Drive
- Decrease speeds through the Thornton Estate
- Decrease overall traffic numbers within the Thornton Estate

The monitoring plan was developed to be able to assess the extent to which the trial closure met the scheme objectives

Introduction

The public consultation exercise presented residents and other interested parties the opportunity to vote in favour of either making the closure permanent or Re-open the road and investigate alternative traffic management measures. The consultation exercise also allowed views and opinions in relation to the trial closure to be provided.

This report will provide a breakdown of the responses received, the outcome of the voting and a summary of the feedback.

The report also includes a range of alternative traffic management measures that have been proposed and a review of whether they are workable solutions or not.

2. Summary

The public consultation concentrated on to a defined Consultation Area, where all adults were eligible to vote. The Consultation was also open to people outside the Consultation Area.

The valid returns from the public consultation show that respondents were in favour of

Option A – Keep the closure and make it permanent.

- Within the Consultation Area the vote was 408 for Option A and 293 against, with an overall turn-out of 43%.
- When combining the results with the votes cast outside the Consultation Area the margin in favour of Option A increased, with 696 votes for and 311 against. Voting outside the Consultation Area was overwhelmingly in favour of Option A.
- The results by road (within the Consultation Area) show that the preferences for Option A - Keep the Closure and make it permanent, were generally from those on the west side of the Consultation Area (closest to the closure) and which would be anticipated to experience the most benefit.
- For those roads on the east side of the Consultation Area (closer to Drummond Road) respondents generally responded in favour of Option B Re-open the road and investigate alternative traffic management measures.
- In terms of voting turn-out, roads on the west side of the Consultation Area generally had higher turn-out than those on the east side.
- The two roads within the Consultation Area, which the monitoring results suggested the trial closure had least benefits, 'The Crescent' and 'Part of Edge Lane' both voted in favour of Option B Re-open, with a 13% and 32% turn out respectively.

Public feedback was varied, with comments on 55% of the valid responses received. Overall, positive feedback to the trial received more comments than negative feedback. The most common issue relating to the trial in all the responses was

- *Safer for residents & Children / Improved Road Safety / reduced speeding*

The other main issues highlighted relating to the trial were

- *Improved / Smoother traffic flow*
- *Increased congestion / general traffic / journey times*
- *Increase in travel costs - taxi fares & fuel costs*

Within the public feedback various alternative traffic calming measures were suggested. Whilst the Council consider a number of these not to be workable solutions there were a few worth noting

- No-entry restriction from Edgemoor Drive onto Moor Lane whilst allowing access the other way.
- Extending the Moor Lane northbound right turn lane at the A565 / Edge Lane signals.
- New Port Access (through Rimrose Valley) – Whilst there is currently no public information from Highways England regarding the impact of any such proposal on the A565 corridor and therefore this option cannot be fully assessed, the public perception from the responses received was that generally the proposals would have positive benefits to traffic on Moor Lane.

Stakeholder Comments

As part of the consultation process the following stakeholders provided their views on the trial closure.

- Merseyside Police
- North West Ambulance Service (NWAS)
- Merseytravel
- St William of York Primary School

3. The Consultation

Public Consultation

The consultation on the trial closure of Edgemoor Drive became live on the 17th March 2018 and continued until the 13th April 2018. The public consultation strategy is set out below:

- Distribution of consultation packs to the defined Consultation Area
- An online e-form available on the Council's website www.sefton.gov.uk/thorntoncorridor to allow residents to respond to the consultation; either within the Consultation Area or outside.
- The availability of a service to post out forms to households who wanted to respond to the consultation but were outside the defined Consultation Area and were unable to do so online.
- Every adult within each household was eligible to respond to the consultation.

The defined Consultation Area was bounded by Moor Lane, Edge Lane, Drummond Road, Edgemoor Drive, a plan of the Consultation Area is shown in Appendix A. Households within this area received a consultation pack containing 2 response forms and a free post returns envelope. A copy of the consultation material is included in Appendix B.

The consultation pack was also offered in the following formats:

- Large Print
- Easy Read
- Audio
- Different languages

No requests were made to access the alternative format offer during this consultation.

The options presented within the consultation material were as follows:

Option	Proposal
A	Keep the closure and make it permanent
B	Re-open the road and investigate alternative traffic management measures

A consultation pack was delivered to a total of **978** properties within the defined Consultation Area.

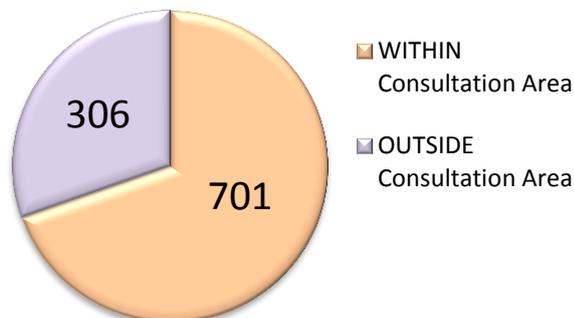
4. The Responses

A summary of the responses is as follows

- 1044 responses received in total.
- 1007 valid responses in total
- 37 invalid responses in total
- 701 valid responses were received from the defined Consultation Area from 417 properties, representing an overall turn-out of 43%.
- 306 valid responses were received from outside the Consultation Area
- Merseyside Police, Merseytravel and St William or York Primary School provided a response
- NWAS provided a response to the phase 1 consultation

The responses can be separated into 3 distinct categories; Consultation Area and outside the Consultation Area (with the proportion of returns illustrated in the pie chart below) and stakeholder feedback.

Valid Response Returns



Consultation Area

417 households (out of a potential 978) provided responses, which represented a turn-out of **43 %** for the Consultation Area as a whole. Turn-out represents the percentage of properties that cast a valid vote. The level of turn-out however varied across the Consultation Area; refer to table 5.2 for details of the voting distribution.

Of the 417 properties who responded a total of 701 valid responses were received.

A total of 29 invalid responses were received. Responses were marked as invalid if either more than one option or no option was indicated. Duplicate votes were also invalid.

Outside the Consultation Area

A total of 314 responses were received from outside of the Consultation Area, of which 306 were valid and 8 invalid.

Although the majority of votes from 'outside the Consultation Area' were from the Merseyside area the actual demographic of valid responses was varied and is illustrated in Appendix C and Table 5.3; where the votes are displayed by the postal districts and towns.

In order to provide a proper analysis the results in section 5 have been separated into three categories; Consultation Area, outside Consultation Area and Overall (combined).

Stakeholder Comments

As part of the consultation process for the following stakeholders provided their views on the trial closure of Edgemoor Drive.

Merseyside Police	There are no objections from this office. I attended the area again this morning and was able to speak to some of the residents. The closure appears to be working from a safety point of view for residents of Thornfield Road and Ronaldsway. The roads are quieter the longer the closure is in place. One thing that is apparent are the traffic issues on Edge Lane which I know the Council are aware of. Residents want further work to be done to deal with that?
North West Ambulance Service	No further comment provided – response to phase 1 consultation is as follows: Overall I do not believe if any of the changes are implemented it would have any excessive impact on operational crews attending incidents within this area.
St William of York Primary School	With regard to the above (the Closure of Edgemoor Drive), from a safety position the traffic is definitely better at the start and the end of the day outside school as cars are not using St William Road to cut through to Moor Lane. This therefore has improved safety for parents & children walking to school. The only negative point is that some parents & staff who live further away & drive to school are getting stuck in traffic on Edge Lane & Moor Lane making them late.
Merseytravel	I can confirm that I have not received any adverse comments from bus operators nor passengers.

5. The Results

The option which received the most votes is

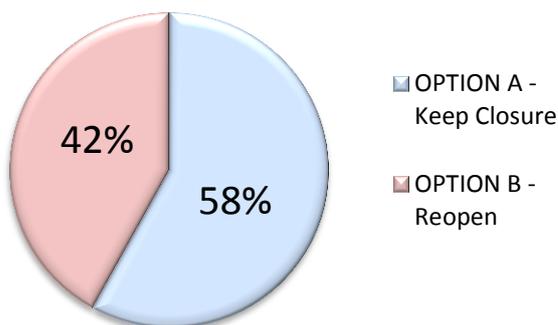
Option A – Keep the closure and make it permanent.

This response is consistent for both the replies solely within the Consultation Area and for all responses combined. Table 5.1 and the subsequent pie-charts summarise the voting results.

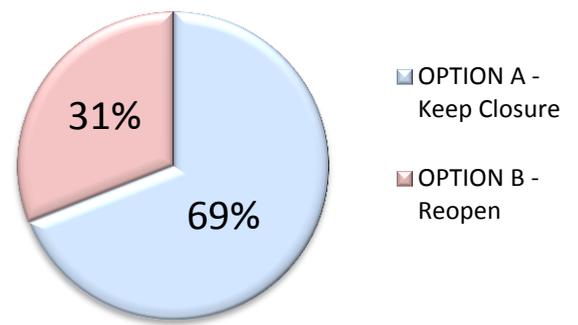
Table 5.1 Results summary	Number of Valid responses	Percentage
Within the consultation area		
A – Keep the closure and make it permanent	408	58%
B – Re-open the road and investigate alternative traffic management measures	293	42%
Total	701	
Outside the consultation area		
A – Keep the closure and make it permanent	288	94%
B – Re-open the road and investigate alternative traffic management measures	18	6%
Total	306	
All responses (combined)		
A – Keep the closure and make it permanent	696	69%
B - Re-open the road and investigate alternative traffic management measures	311	31%
Total	1007	

For responses within the consultation area only, Option A received **16% more** votes than Option B, whereas if all responses are combined Option A received **38% more** of the votes, representing a significant vote for Option A from outside the consultation area.

Responses within the Consultation Area



Combined Responses



Further analysis of the voting patterns within the Consultation Area is shown in table 5.2, which highlights the responses by road. Within the table the heading 'Responses received' is valid responses per individual person in favour of that particular option, 'P' is the number of properties who returned a valid response, 'turn-out' represents the percentage of properties who cast an eligible vote.

<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> Option A Vote</div> <div style="text-align: center;"> Option B Vote</div> <div style="text-align: center;"> Split Vote</div> </div>									
Table 5.2 Responses within the consultation area by road				A – keep the closure			B – Reopen		
Road	Responses received	P	Turn-out	Responses received	P	%	Responses received	P	%
Part of Moor Lane	27	16	52%	14	9	52%	13	7	48%
Part of Edge Lane	32	23	32%	5	4	16%	27	19	84%
The Crescent	3	2	13%	0	0	0%	3	2	100%
Edgemoor Drive West	77	39	72%	74	36	96%	3	3	4%
Edgemoor Drive East	59	29	43%	24	12	41%	35	17	59%
Thornfield Road	98	51	77%	95	49	97%	3	2	3%
Ronaldsway	82	42	65%	58	31	71%	24	11	29%
Link Avenue									
Gorsefield Ave	24	14	54%	14	7	58%	10	7	42%
White Meadow Drive	19	14	27%	5	5	26%	14	9	74%
Whinfield Road	18	9	41%	9	4	50%	9	5	50%
Sorany Close	12	8	50%	0	0	0%	12	8	100%
Larchfield Road	35	24	50%	24	15	69%	11	9	31%
Amaury Road & Close	62	41	46%	25	16	40%	37	25	60%
Fern Hey	29	18	60%	17	10	59%	12	8	41%
Lower Hey	19	9	24%	7	4	37%	12	5	63%
Radburn Close & Road	23	15	33%	7	5	30%	16	10	70%
Stile Hey	15	11	28%	6	5	40%	9	6	60%
St William Road & Way	21	15	45%	17	10	81%	4	5	19%
Seven Acre Road	17	15	27%	2	2	12%	15	13	88%
Edgemoor Close	8	7	21%	1	1	13%	7	6	88%
Coney Crescent	16	12	20%	3	3	19%	13	9	81%
Drummond Road	5	3	18%	1	1	20%	4	2	80%
Total	701	417		408	229		293	188	

* For representational purposes Edgemoor Drive is split into West and East with the split close to the Rosemoor Drive junction. For the west side, house numbers up to 60 (even) and 39 (odd) are included. For the east side numbers 62 onwards (even) and 41 onwards (odd) are included.

From Table 5.2 the following points can be seen from the voting pattern within the Consultation Area.

- The results show that 8 out of the 22 roads (not including Link Av) voted in favour of Option A – Keep the closure and make it permanent (shaded blue in the table above).
- These 8 roads accounted for 313 of the total Option A ‘responses received’ (representing 75% of the Option A total).
- Turn-out for these 8 roads was an average of 59%.
- 5 of these 8 roads are located on the west side of the Consultation Area and, along with St William Road, would have been considered the roads most affected by the pre-closure traffic.
- 13 Roads voted in favour of Option B - Re-open the road and investigate alternative traffic management measures (shaded pink in the table above)
- These 13 roads accounted for 204 of the total Option B ‘responses received’ (representing 70% of the Option B total)
- Turn-out for these 13 roads was an average of 29%.
- The vote on Whinfield Road was split.
- With the exception of White Meadow Drive and Sorany Close all the roads who voted in favour of Option B are on the east side of the consultation area.
- The two roads which the monitoring results suggested the trial closure had least benefits, ‘The Crescent’ and ‘Part of Edge Lane’ both voted in favour of Option B
- Turn-out for these two roads was 13% and 32% respectively.

Analysis of the responses from outside the Consultation Area shows an overwhelming vote in favour of Option A; 288 votes for, compared to 18 votes for OPTION B. Table 5.3 shows a compressed list of the response locations; refer to Appendix C for a comprehensive list of response locations outside the Consultation Area.

Postcode District / Area	District / Post Town	No of Eligible Votes	A – Keep the Closure	B – Re-open
L23	Blundellsands, Brighton-le-Sands, Crosby, Little Crosby, Thornton	133	117	16
Sefton	Borough of Sefton (excluding the L23 postcode above)	86	85	1
L & PR	Liverpool and Preston	48	48	0
	Other Postal Town Districts	39	38	1
Total		306	288	18

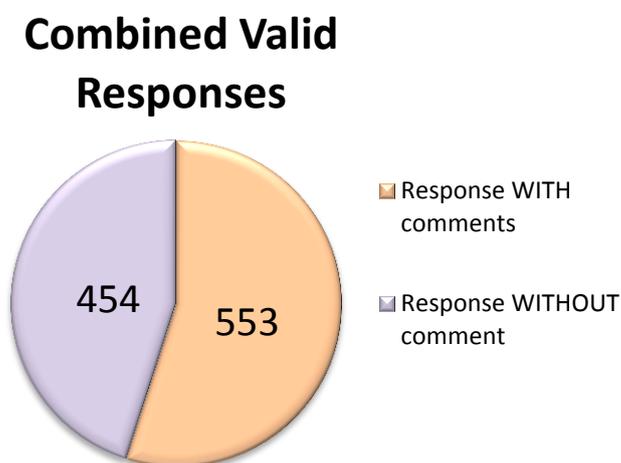
From Table 5.3 the following points can be seen from the voting pattern outside the Consultation Area.

- Votes from L23 (the same postcode as the Consultation Area) accounted for 43% of the total votes received from outside of the Consultation Area.

- The L23 votes (not including the Consultation Area) favoured Option A keep the closure; 117 votes for, compared to 16 votes against.
- The results show that votes from the borough of Sefton (combined with the L23 postcode figure) accounted for 72% of the total votes received from outside of the Consultation Area.

6. Respondents Comments

Over half the respondents took the time to provide detailed comments regarding the trial closure. The proportion of valid responses returned with comments is illustrated in the pie chart below.



Key positive and negative issues regarding the trial, which have been mentioned within the comments received, have been listed separately below to provide an overview of the frequency of mentions. It should be noted that the issues listed are only the key issues and is not a definitive list of all the responses received. Some comments received gave support for either option without giving a reason, also many responses received only commented on alternative traffic management measures rather than the actual impact of the trial. Section 8 addresses the main alternative traffic management measures proposed during the trial period and as feedback from the consultation exercise.

Table 6.1a Positive Feedback issue	Number of Mentions
Safer for residents & Children / Improved Road Safety / reduced speeding	159
Improved / Smoother traffic flow	89
Reduced air / noise pollution	52
Reduced congestion \ volume of traffic	49
Easier access / parking	38
Reduced journey times	30
Less criminal activity	25
Improved quality of Life /Less stressful	22
Community Cohesion	7
Increase in Cyclists	1

Table 6.1b
Negative Feedback issue **Number of Mentions**

Negative Feedback issue	Number of Mentions
Increased congestion \ general traffic \ journey times	88
Increase in travel costs - taxi fares & fuel costs	25
More difficult exit /access to the estate / parking	14
Access for Emergency Services	10
General Inconvenience	10
Increased journey times	8
Increase in speeding	7
increased air / noise pollution	2

It should be noted that the number of 'mentions' does not relate to the actual number of comments received. Some comments mentioned more than one key issue.

From Tables 6.1a and 6.1b the following points can be seen from the comments received

- The most common positive theme was *Safer for residents & Children / Improved Road Safety / reduced speeding* which received 159 mentions.
- It is interesting to note that out of the 159 mentions there was 67 mentions of the trial having a positive impact on speed, whereas the results from the monitoring exercise (refer to Vol 1) suggests the 85th percentile speeds have generally not varied from the pre-closure data.
- The next common positive theme was *Improved / Smoother traffic flow* with 89 mentions out of which 67 mentioned Moor Lane in particular.
- Feedback regarding the benefits to the general amenity of the area was also a common theme
- Positive feedback received more comments than negative feedback
- The negative feedback which received the most mentions was, by some margin, *increased congestion \ general traffic \ journey times* which had 88 mentions.
- From the 88 mentions, Moor Lane was mentioned 69 times and Edge Lane mentioned 65 times (some responses mentioned both roads).
- The feedback relating to just Moor Lane was almost evenly split, with 67 positive responses compared to 69 negative.
- The next common negative theme was *increase in travel costs - taxi fares & fuel costs*, which received 25 mentions.

The comments received for both the *Consultation Area* and *outside the Consultation area* are available in a redacted form upon request

Alternative Traffic Management Measures

A number of respondents included comments on alternative traffic management measures. Section 8 provides a brief narrative for these alternatives also stating if the Council considers the measure to be viable.

7. Other Representations

In addition to the responses from the consultation exercise the Council also received a number of representations from groups and comments made by individuals. It should be stressed that the representations contained in this section were neither commissioned or initiated by Sefton Council and were undertaken independently to the Council's consultation exercise. The representations that have been received are included in Appendix D and comments by individuals are available in a redacted format on request.

FRIENDS OF EDGEMOOR DRIVE – report and petition

A report including a survey and petition to keep Edgemoor Drive closed were submitted to Sefton Council on 12th April 2018.

- The petition was undertaken by a group of residents and collected 634 signatures in favour of the closure, comprising of 565 signatures from roads within the Estate and 69 from outside.
- Signatures were collected from 11 roads within the Estate. Moor Lane, Edge Lane and The Crescent were not included in the petition area.
- As part of the exercise to collect the petition a door-to-door survey of households within the estate was also undertaken, with a total of 513 households included as part of the survey.
- The results of the survey suggest 66% in favour of the closure.

Road	Households Visited	Turn-out	Option A votes	%	Option B votes	%	No-vote
Edgemoor Drive	88	72%	73	87%	11	13%	4
Thornfield Road	64	97%	61	97%	2	3%	1
Ronaldsway	65	100%	46	78%	13	22%	6
Gorsefield Ave	26	100%	14	64%	8	36%	4
White Meadow Drive	52	100%	20	43%	26	57%	6
Whinfield Road	19	86%	10	63%	6	38%	3
Larchfield Road	42	88%	32	84%	6	16%	4
Amaury Road	73	82%	38	59%	26	41%	9
Fern Hey	29	97%	21	78%	6	22%	2
Lower Hey	34	89%	10	31%	22	69%	2
St William Road	21	64%	12	71%	5	29%	4

- Of the 11 roads included in the door-to-door survey, two roads returned a different verdict than the Council consultation exercise.
- Two roads voted in favour of Option B – open the road. The same two roads returned a similar response as part of the Council consultation.

- Of the 9 roads that voted in favour of Option A, Whinfield Road and Amaury Road returned a different verdict than the Council consultation exercise.
- Results for Whinfield Road and Amaury Road were close in both consultation exercises.
- Positive feedback from households surveyed centred on safety, quality of life, and the community. These are consistent with the common themes from the Council exercise.
- Negative feedback from households surveyed centred on longer journey times and increased taxi costs. These are also consistent with the common themes from the Council exercise.
- The report also contains feedback from a focus group meeting held on the 3 March 2018 and attended by over 90 people.

8. Alternative Traffic Management Measures

This section considers alternative measures to the closure, proposed during the trial period and as feedback from the consultation exercise.

Move the Aldi entrance

Moving the access of Aldi onto Virgins Lane is not seen as a viable option due to the lack of capacity on the Virgins Lane to accommodate the additional traffic and also concerns about the close proximity of the school entrance.

Rimrose Valley Road

The Highways England preferred route for the Port of Liverpool Access scheme is through the Rimrose Valley. It would be expected that any such road would have some sort of impact on the A565 corridor however what the impact would be is currently unknown from Highways England and therefore cannot be assessed.

'Access Only' signs

There are a number of issues associated with this proposal that make this option unlikely to be viable. The primary issue is that an 'Access Only' sign would require a Traffic Regulation Order (TRO) to be requested and advertised. Such a TRO requires the support of Merseyside Police, who no longer support this type of order due to the difficulty (in terms of resources) of enforcing. A traffic restriction of this nature is enforced by the police and not the Local Authority.

'Access Only' signs with automatic number plate recognition (ANPR) cameras

The premise for this option is that a database of vehicle registrations would be held, presumably by a third party, and any vehicle registration entering the Estate, not in the database, would receive a penalty notice.

Besides the difficulty in obtaining support for a TRO, as discussed above, 'Access Only' signs are restricted to use on single roads and not meant to include access to a residential area. For example a sign on the junction of Edgemoor Drive and Moor Lane would prohibit all but Edgemoor Drive residents, meaning that someone who lives on Thornfield Road wouldn't have access rights.

Siting, installing and maintaining cameras at each end of a road would also be extremely difficult and expensive to achieve.

The issue regarding visitors, deliveries and legitimate school traffic could also prove problematic.

Open Cranfield Road and /or Rosemoor Drive

This option opens the current road closures at the junctions of Edgemoor Drive with Cranfield Road and/or Rosemoor Drive, providing alternative routes than using Edgemoor Drive.

The opening of long established road closures would not be supported by the Council. Both roads were closed in 1976 in order to prevent a recognised rat-run from Brownmoor Lane to Edge lane. This route effectively allowed traffic from Waterloo (South Road junction) to bypass Crosby Village and Moor Lane. The A565 was (and still is) the most appropriate route for through traffic from Liverpool and Waterloo.

Allow access into Edgemoor Drive from Moor Lane.

This option would allow access into Edgemoor Drive from Moor Lane but not out of Edgemoor Drive. Pre-closure traffic surveys showed that traffic exiting Edgemoor Drive was the predominant manoeuvre at this junction.

This option is seen as a workable compromise to a permanent closure that addresses one of the main disadvantages that the full closure causes on the Key Route Network; namely the increased usage of the northbound A565 right turn lane.

This alternative would also maintain many (but not all) of the benefits that the trial closure has demonstrated on both the A565 southbound traffic flow and journey time and to traffic numbers through the Estate caused by southbound traffic.

Increase the length of the A565 Northbound 'right turn lane'.

This option would increase the capacity of the right turn lane and therefore improve the general northbound flow rates on the approach to the A565 / Edge Lane signal junction.

This option would require land acquisition and diversion of some existing stats. However perceived difficulties in acquiring land and funding constraints could limit any practical scheme to an approximate 50m extension of the right turn lane, with potential scheme costs in the region of £500K.

Close roads; Thornfield Road / Ronaldsway / St William Road

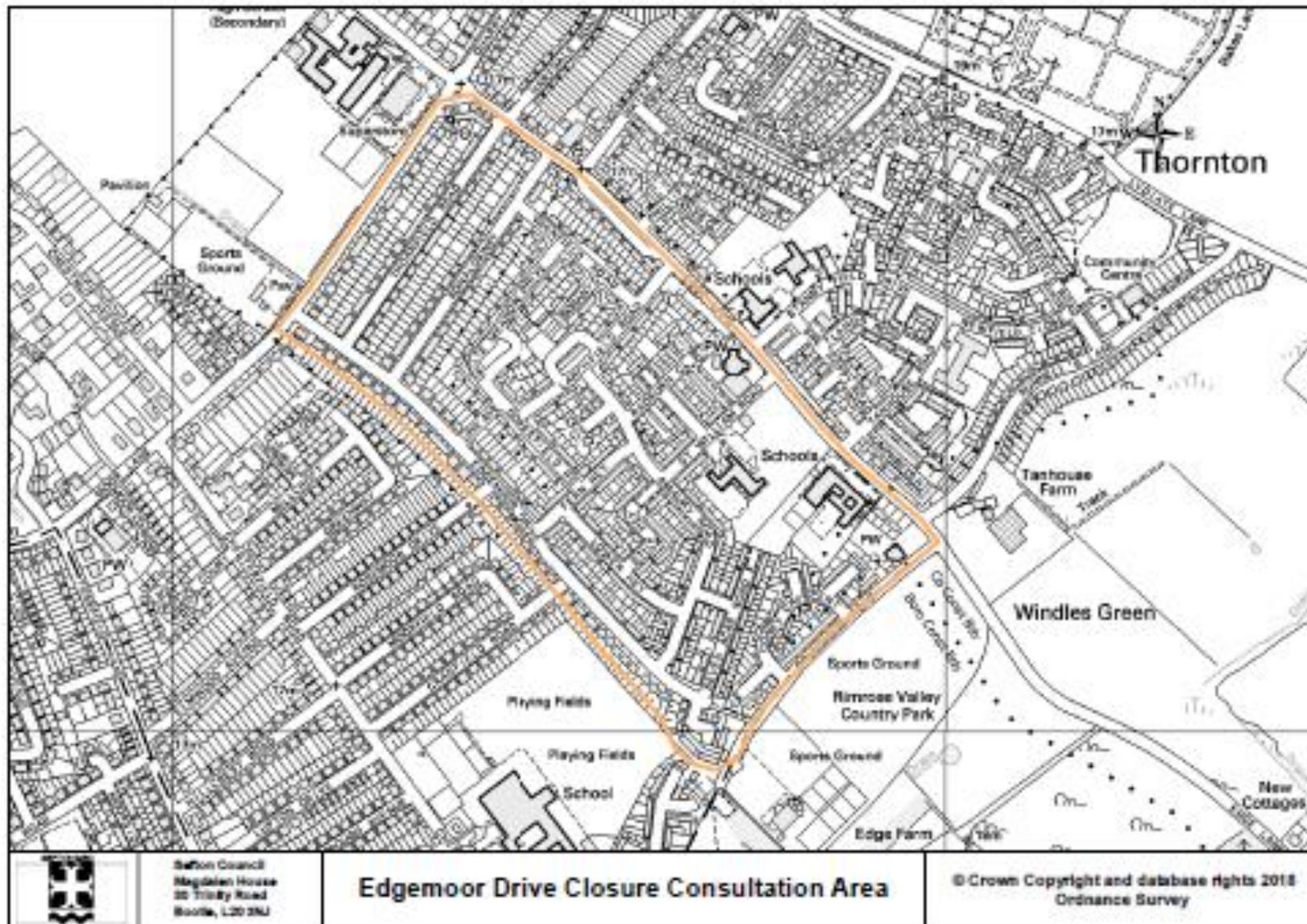
The issue of closing Thornfield Road and / or Ronaldsway / St William Road either at the end of the road or at the half way point raises two issues; the lack of a space to create a sufficient turning area – for a refuse vehicle for example and secondly that it moves rat-running traffic along to adjacent roads. The Council would not consider these road closures as viable options at present.

Restrict Access by means of mechanical barriers / rising bollards

The Council would not consider measures of this nature to restrict access into such a large residential area. Initial costs, ongoing maintenance costs, ongoing management and operational practicalities do not make this a workable solution.

Appendices

Appendix A: Consultation Plan



Appendix B: Consultation Material

Thornton Corridor Study – Public Consultation Edgemoor Drive / Ronaldsway / Thornfield Road Update March 2018

During the summer of 2017 we asked all residents along Edgemoor Drive, Ronaldsway and Thornfield Road their views on what we should do to improve conditions on those roads. We presented 6 options and set out what the advantages and disadvantages were for each option.

We received a high number of responses from those people who live in Edgemoor Drive, Ronaldsway and Thornfield Road. The results of the consultation were as follows:

- 289 valid responses were received via postal returns and the online form.
- A response was received from Merseyside Fire and Rescue Service
- Thornton Parish Council provided a response
- Bill Esterson MP provided a response

The option most favoured by people who responded was **Proposed Closure of Edgemoor Drive.**

If you would like to read the complete report please visit www.sefton.gov.uk/thorntoncorridor or you can request a copy by emailing transport.planning@sefton.gov.uk

Based on the results of the consultation the Council have progressed with the Trial Closure of Edgemoor Drive. The closure went into place on 6th February 2018.

So we can understand the effect of the closure we are monitoring the traffic in the local area. This includes collecting traffic data from the cables across the roads, reviewing the footage from traffic cameras, undertaking queue length surveys and reviewing journey time data. A summary of this will be included in the **Final Monitoring Report**.

The road closure will remain in place until the decision has been made by Councillors as to the way forward. This is likely to be towards the end of May 2018.

**Thornton Corridor Study – Public Consultation Edgemoor Drive /
Ronaldsway /Thornfield Road
Trial Closure of Edgemoor Drive**

The Council is now seeking your views and opinions on the trial closure of Edgemoor Drive. We are providing you with two options to choose from:

Option	Proposal
A	Keep the closure and make it permanent
B	Re-open the road and investigate alternative traffic management measures

Each adult in your household can respond to the consultation – Need more forms?

Email us at transport.planning@sefton.gov.uk
[or call us on 0345 140 0845](tel:03451400845)

You can also respond to the consultation on line at
www.sefton.gov.uk/thorntoncorridor

We will be producing a Final Monitoring Report which will set out the results of the consultation and the monitoring we are doing. All this information will be presented to Cabinet Member for Locality Services and your local Ward Councillors.

**We anticipate the Final Monitoring Report will be available for you to read towards the end of May 2018. You will be able to access this report online at:
www.sefton.gov.uk/thorntoncorridor**

Name:.....

Address:.....

Post code ___ / ___

Please ensure your full name and address is provided or your preference will not be counted.

Please place **one** tick (✓) in your preferred option box
If you tick more than one option your vote **will not** be counted

Option	Description	✓ your preferred option
A	Keep the closure and make it permanent	
B	Re-open the road and investigate alternative traffic management measures	

We will be publishing the results of the consultation and monitoring in a **Final Monitoring Report**

I will download the report from the website

www.sefton.gov.uk/thorntoncorridor

✓
your preferred
option

I would like to receive a copy to my email address

Email Address:

I would like a paper copy to be posted to my address

(This will cost the Council for printing and postage)

I do not wish to receive a copy

If you do not tick a box we will take no further action.

How we will use your data

We thank you for participating in this consultation and we value your contribution. We do however recognise that the data you provide will be personal.

Any personal information that you provide to the Council as part of this consultation will be handled and used in compliance with the principles of the Data Protection Act 1998. Regardless of whether it is electronic or on paper it will be stored and processed securely, and deleted once it is no longer required.

Sefton Council will not share your personal data. However, we will share the anonymised results of the consultation with partners who we work with to deliver local services. Your contributions will be anonymised on receipt and your comments will then be used for research and consultation purposes. Your identity will not be published by us at any stage without your consent unless we are obliged to do so by law.

When responding to the consultation please avoid sending any personally identifiable information within the comment boxes in the e-panel surveys because we are assuming that these are not personal and can be freely circulated.

Sefton Council may occasionally contact you to further discuss your comments, but we will not use your details for any incompatible purpose such as junk-mail unless we have your consent. The information you give us in response to surveys will form part of a final report but you will never be personally identified in any such report.

Need this information in a
different way?

Contact us on:

0345 140 0845

Transport.planning@sefton.gov.uk

We can provide:

Large Print

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Audio

Different language

Appendix C - Response Locations

Responses outside the consultation area				
Postcode District / Area	District / Post Town	No of Eligible Votes	A – Keep the Closure	B – Re-open
L20	Bootle, Orrell	8	8	0
L21	Ford, Litherland, Seaforth	10	10	0
L22	Waterloo, Sefton	12	12	0
L23	Blundellsands, Brighton-le-Sands, Crosby, Little Crosby, Thornton	133	117	16
L29	Lunt, Sefton Village	0	0	0
L30	Bootle, Netherton	13	13	0
L31	Maghull, Lydiate, Melling, Waddicar	27	27	0
L37	Formby, Little Altcar, Great Altcar	4	4	0
L38	Ince Blundell, Hightown	2	2	0
PR8	Ainsdale, Birkdale, Blowick, Scarisbrick	6	5	1
PR9	Banks, Churchtown, Crossens, Marshside	4	4	0
	Total	219	202	17
L	Liverpool	47	47	0
CH	Chester	14	13	1
BA	Bath	2	2	0
CW	Crewe	2	2	0
LA	Lancaster	1	1	0
LS	Leeds	1	1	0
SE	London	1	1	0
PR	Preston	1	1	0
OL	Oldham	1	1	0
RH	Redhill (West Sussex)	2	2	0
S	Sheffield	1	1	0
WA	Warrington	9	9	0
WN	Wigan	3	3	0
WR	Worcester	1	1	0
YO	York	1	1	0
	Total	87	86	1
		306	288	18

Overall Totals			
Within the Consultation Area	701	408	293
Outside The Consultation Area	306	288	18
Total	1007	696	311

Appendix D: Representations

This Appendix includes the Friends of Edgemoor Drive report; however the actual petition which was submitted along with the report has not been published for reasons of personal data protection.



Document:

Report & Petition To Keep Edgemoor Drive Closed

Reference:

120418/MJ/JB

Report Date:

Thursday 12th April 2018

Report Issued To:

Steve Birch (Sefton Council Transport Dept)

Lee Davies (Sefton Council Transport Dept)

John Fairclough (Sefton Council)

John Joseph Kelly (Sefton Council)

Clare Carragher (Sefton Council)

Steve McGinty (Sefton Council)

Ian Maher (Head of Labour Council for Sefton)

Bill Esterton (Labour MP)

Ken Hounsell (Thornton Parish Council)

Margaret Carney (Head of Sefton Council)

Ruth Harrison (PA to Ward Councillors)

EDGEMOOR

FRIENDS OF

Friends of EDGEMOOR

Report & Petition To Keep Edgemoor Drive Closed

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Petition To Keep
Edgemoor Drive Closed

Section 1

Issue, Argument &
Recommendations

FRIENDS OF

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Friends of **EDGEMOOR**

Report & Petition To Keep Edgemoor Drive Closed

Issue: The proposed permanent closure of Edgemoor Drive, Thornton.

Resident Majority Recommendation: Taking due consideration for the safety and wellbeing of all residents, families and visitors of this estate, we recommend that the closure of Edgemoor Drive be made permanent.

Argument:

1. Edgemoor Drive, Thornfield Road, Ronaldsway, Larchfield, St William Road, Fern Hey and parts of Amaury Rd and Gorsefield Ave have been used by commuters to avoid congestion on Moor Lane and Edge Lane for many years. In recent years, residents of the Edgemoor estate have witnessed a significant increase in; the volume of traffic; damage to vehicles; litter and abuse from commuters, speeding and vehicles mounting pavements.
2. In the early 1990's the resident's association for Edge Lane to Edgemoor Drive were given an assurance by Sefton Council that measures would be put in place to reduce the volume and speed of traffic on the Edgemoor estate. It is now 2018 and in those 18 years, whilst traffic has more than doubled, yet no changes have been put in place.
3. Prior to the trial closure, a resident of Thornfield Road counted 368 vehicles pass her home over a two-hour period. Thornfield Road is a road that Sefton Council does not grit, a road that has parked cars on either side and a road that has collapsed at least twice due to the volume of traffic. That volume of traffic was not an irregular occurrence and was likely replicated on Ronaldsway, Larchfield and potentially St William Road which gives an indication of the sheer volume of traffic that filters down onto Edgemoor Drive.
4. The residents of Edgemoor Drive deserve to live in a safe environment. Over 70% of the people who live on the estate believe that the only way to reduce traffic onto the estate and achieve that safe environment is to keep Edgemoor drive closed. Any other traffic calming measure, such as no entry road signs and one-way systems would in no way reduce the traffic on Edgemoor drive and could potentially push traffic further into the estate.
5. To be effective, any traffic calming measure would have to be enforceable and enforcement would require either police man power or traffic cameras, which would both be too costly. Without enforcement the traffic calming measure would be ignored just as on several occasions, throughout the temporary closure

Friends of **EDGEMOOR**

Report & Petition To Keep Edgemoor Drive Closed

- motorists have driven around the blockade; at times physically moving the bollard to drive from Moor Lane onto Edgemoor drive and vice versa.
6. We have spoken to our bin men, local builders and delivery drivers from DPD, Tesco and Asda, all of whom have commented on the ease at which they can now move around the estate. The bin men no longer have the constant worry of cars 'whizzing past the lorry and just missing the men', delivery drivers are no longer in fear of the abuse they have so often received when trying to park and deliver to a local resident and local builders have commented on how easy it is now to manage deliveries and park their vans.
 7. The elderly and less mobile residents are suffering due to a lack of accessible public transport. Whilst this has not occurred as a result of the road closure, the conversations that we have had at our meetings and whilst canvassing have highlighted this as a real issue for many. To address this issue, we have contacted Mersey travel who have confirmed that the feasibility of a cumfy bus will only be considered if the road remains closed.
 8. In the meantime, a number of unscrupulous Delta taxi drivers have been significantly overcharging elderly residents and using the road closure as an excuse. This has been reported to the taxi licensing authority and we are in the process of obtaining specific examples.
 9. At a parish council meeting earlier this year, the police confirmed that reports of drug dealing in Thornfield Rd had reduced. The reason for this being the removal of an easy escape route from Edgemoor Drive to Moor Lane.
 10. Attached at Annex A is a presentation chart compiled following a residents meeting which took place on Saturday 3rd March 2018 at St William of York Church function room. All residents irrespective of their opinions were invited to attend and given an equal voice. We had over 90 people in attendance, all of whom took part in focus groups looking at the positives of the road closure, the negatives, criminal activity, alternative solutions and the impact on individuals and families.
 11. You will note that the arguments in favour of the closure are centred around safety, quality of life, and the community. Those against the closure focus on inconvenience and the needs of individuals.

Friends of **EDGEMOOR**

Report & Petition To Keep Edgemoor Drive Closed

12. The negatives of the road closure include longer journey times and having to drive onto Edge Lane to get to Crosby. However, we have spoken to dozens of residents who will argue that journey times have increased by no more than 3-4 minutes, if at all. Chris Dalton (a resident of Amaury Rd, who works for St Marys School on Liverpool Road, Crosby as a minibus driver), makes the journey from his home to St Marys over ten times per day during peak and off-peak hours via Edge Lane and Moor Lane. He is adamant that the closure has made no difference to his journey times to and from Crosby. A large number of residents have talked about the improved flow of traffic on Moor Lane and Edge Lane due to changes to traffic light sequencing.

13. Attached at Annex B is a petition signed by 565 residents of this estate as well as 69 other people from homes in the wider Thornton community; a petition that a group of 10 very concerned residents have taken the time to seek support for.

14. Our small group have held 'residents' meetings, taken the time to speak to almost every resident on the estate and seeking the views of people who may not necessarily have the time or remember to sign and return forms and who also may be illiterate or disabled. We have also obtained email and mobile number contact details to keep the residents updated on our progress. We have the authority of all those who signed the petition to act on their behalf.

15. Through all of this work and the effect of the closure we have created a sense of community that has not been seen in this area for many years. We are organising a street party, setting up a home watch group and supporting elderly residents with their transport. From a health and wellbeing perspective, the lack of traffic and speeding cars has given people the confidence to come out of their homes and communicate with one another and let their kids walk to school and play out in the street. The head of St William of York school supports the closure on the basis that it is safer for the children.

Section 2

Petition Data Summary

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Friends of **EDGEMOOR**

Report & Petition To Keep Edgemoor Drive Closed

Petition Data Summary

Objective:

As a group we felt that although all of the residents on the estate have received a consultation pack through the post, there will be many people who will not vote for a multitude of reasons, however they still care about the road closure and the impact that it has on their lives. They could either be leading extremely busy lives and forgetting or they are elderly and do not have mobility to fill in the forms and post them, nor the skills to complete the form online.

The aim was not just to collect petition signatures for those in favour of the road closure, but to also listen and record every household's views regardless of whether they are "for" or "against" and provide a summary of this data by street so that a clear overview of the estates opinion can be determined.

Strategy:

From the outset we knew that it would not be possible to knock on every door in the whole of the estate, so in order to provide a fair overview of opinion, we chose the streets with the most houses on that were spread out throughout the estate, with each road being affected by the road closure in different ways. These streets are as follows:

- Edgemoor Drive
- Thornfield Rd
- Ronaldsway
- Amaury Rd
- Whinfield Ave
- Fern Hey
- St William Rd
- Gorsefield Ave
- Larchfield Rd
- Lower Hey
- White Meadow Drive

These streets can also be seen on the following map:



Friends of **EDGEMOOR**

Report & Petition To Keep Edgemoor Drive Closed

Resource & Effort:

As previously mentioned earlier in the report, a group of 10 residents, accumulating a combined total of over 300 working hours, have organised and carried out the survey and request for petition signatures.

Work was being carried out throughout the morning, day and evening, as and when time has been available, sacrificing valuable family time for something that we all ultimately believe will improve the resident's safety and wellbeing for many years to come.

The aim was to carrying on visiting the streets outlined in the above strategy, repeatedly until we exhausted the chances of particular residents answering the door. Most streets were visited three or four times to ensure that we had a good representation of that street and to reduce the number of houses where we had "no answer" in order to make the comparisons between the "for" and "against" credible.

Results:

As can be seen from the following Petition Data Chart and Summary, based on those we managed to speak to, we achieved the following percentage results in favour of keeping Edgemoor Drive closed permanently:

- Edgemoor Drive 87%
- Thornfield Rd 97%
- Ronaldsway 78%
- Amaury Rd 59%
- Whinfield Ave 63%
- Fern Hey 78%
- St William Rd 71%
- Gorsefield Ave 64%
- Larchfield Rd 84%
- Lower Hey 31%
- White Meadow Drive 43%

Average Across Estate 72%

This result confirms that the overall majority opinion on this estate is that the closure of Edgemoor Drive should be made permanent.

It must be noted that petition signatures obtained from homes outside of this estate have not been included in order to achieve the above result.

Although obtaining high petition numbers was not our primary objective alone, we managed to collect 565 from this estate and a further 69 from homes in the surrounding areas of Thornton giving a total of 634. It was felt by all who completed the survey that many more signatures could have been collected if all adults over the age of 18 had been available at the time of knocking on each door. This is something that could be pursued further if required now that we are aware of the households in favour.

Please refer to the below chart and summary so see how the above results were obtained and calculated.

Annex A

Presentation From
Residents Meeting

FRIENDS OF

EDGEMOOR



Friends of Edgemoor

Outcome of focus group held on 3.3.18 at St William of York
Parish Hall.

Meeting Outcomes

- Over 90 people attended the meeting on 3 March 2018
- outcomes to be collated and shared at the next meeting on 24 March 2018, feedback also to be shared with Sefton Council
- Feedback on following slides resulted from the contributions of those in attendance, all of whom provided insightful feedback in a positive and friendly manner

Criminal Activity

Positive

- Less drug dealing at the crescent
- No motorbike racing
- Big reduction in speeding
- No damage to parked cars
- Quieter in Link Ave and Whinfield – reduced drug dealing and no more overnight parking
- Less abuse and aggression towards residents
- Less taxis speeding through
- Easier to notice activity of strangers, feels safer

negative

- Motorbike/scrambler bike racing though Amaury/Seven Acre
- Drug activity move to Cranfield and Rosemoor
- Police cars can't get out to pursue people on foot???

Negatives of Road Closure

- Having to go out to Edge Lane to get to Moor Lane
- Ques are longer on Edge Lane and Moor Lane
- Feels as though School run takes longer
- People still cut through at the Crescent – dangerous for schoolkids??
- More parking in Thornfield Road for the shops
- Pollution greater due to standing traffic???
- More difficult for emergency services
- More travel costs due to longer journey time
- More difficult for disabled access??
- Difficulties for bin men and delivery drivers
- More difficult for school children crossing moor lane??
- People cutting down St William Road and up Thornfield to miss traffic

Impact on ME!

Positive

- Much safer for children who can now play in street
- No fear putting children in car seats
- Safer getting in and out of drive
- Less stressful and saves time
- Moor lane now runs smoother
- Kids now walk to school safely
- Edgemoor bottle neck eradicated

Negative

- Night time travelling towards brooms cross can take up to 20 minutes
- Increased taxi fares
- Increased petrol costs
- Speeding cars from Edge Lane into the crescent
- Increase in time to get to Crosby
- Potential impact upon emergency services response time across the estate

Impact on ME!

Positive

- Can park outside my own house before 7pm
- No large/commercial vehicles cutting through
- Much quieter
- I now live in a residential area not on a main road
- Less pollution from standing traffic
- More chance of emergency services reaching residents during rush hour

Negative

- Big impact on St William Road???
- Traffic pollution from standing traffic/fumes

Alternative options to manage traffic

- Move bus stop at crescent and make a lay by
- Part time traffic lights at Brooms Cross Road
- Replace traffic lights at Chesterfield Rd with an Island
- Improve traffic light sequencing between Waterloo and Thornton
- Place exit for Aldi on Virgins Lane
- Slip road to Formby Bypass before Brooms Cross Island (like at Dunningsbridge Road by Netherton pub)
- Better phasing of traffic lights at Aldi and Chesterfield
- Traffic lights at Edgemoor junction???
- Make edgemoor one way from moor lane to edgemoor drive
- Move crescent entry from Thornfield to Edge Lane with Safety Box
- Yellow boxes at end of all roads onto edge lane and no through road signs (with cameras to enforce??)
- Look at traffic filter for left turn from edge lane to moor lane
- Sleeping policemen
- One way access
- Open Cranfield/Rosemoor and Edgemoor to dilute traffic on existing routes.
- Close Thornfield at Edgemoor Drive end
- Need comfy bus in the estate for elderly less mobile residents

Positives of Road Closure

- Whole estate is quieter
- Traffic has calmed
- Reduction in pollution – noise, fumes
- Kids seen playing in street
- No more abusive drivers
- Improved health and well being
- Improved community spirit – people who live in the area appear to be more considerate of one another
- No bikes racing
- No HGVs coming down
- Road not gritted so less chance of accidents with less traffic
- Less criminal activity
- Traffic from brooms cross to Crosby running more swiftly
- Less damage to parked cars from queuing traffic refusing to allow people past
- Fairer for everyone to go to the lights as traffic runs smoother on moor Lane
- Can park in own drive at peak hour
- Safer for the elderly and everyone else
- Noticeable reduction in drug dealing
- Less rubbish thrown from cars
- Less time to get to my own home
- Safer to walk on pavement

Best way for us to communicate

- 1 group/person from each street to deliver flyers – street representative
- Email and text
- Flyers through door for meetings
- NO to social media as it attracts the wrong people
- Advertisement in Post Office or Londis
- Newspaper
- EtoE newsletter from Sefton Council
- Thornton Parish Council – NOT effective as does not reach beyond Edgemoor, Ronaldsway and Thornfield.
- WhatsApp group
- Parish Council meetings 1st Monday per month in Holy Family
- Thornton parish Council Board – outside Post Office

Actions

- Circulate outcomes
- Contact Sefton Council re alternative proposals
- Further meeting to discuss and refine issues
- Contact – emergency services, supermarkets, bus companies

Annex B

Petition to Keep
Edgemoor Drive Closed

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