

Thornton Corridor Study Update

Short Term Action Plan – July 2017

1.0 Background & Introduction

1.1 The opening of Broom's Cross Road in August 2015, brought changes to traffic and travel patterns in the Thornton area. Since the opening of the road, the Council has received a high level of complaints relating to a wide range of traffic related issues. Some of the issues raised are related to long standing concerns whilst others appear to have been caused by recent changes in travel patterns. In response to this the Council has undertaken an extensive assessment of the traffic conditions in the Thornton Corridor in order to address the issues raised.

1.2 This document provides a brief summary of each of the issues raised and the corresponding measures proposed for inclusion in the short term action plan. For the purpose of the study the Thornton Corridor was split into 5 areas as follows:

- Moor Lane Area – including Chesterfield Road junction
- Quarry Road / Park View Area – including Edge Lane, Edgemoor Drive, Virgins Lane, Ince Road and Southport Road
- Park View and Broom's Cross Road roundabout
- Moor Lane Roundabout
- Buckley Hill Lane / Edge Lane

1.4 The Thornton Corridor Study identified a series of traffic management and safety issues in each of the areas, based on both observed issues and the issues reported by the public. Each of the issues has been assessed using existing evidence and new information collected for the study. Options for addressing each of the issues have been assessed by a team of suitably qualified Council Officers. The assessment involved ranking the options using a RED, AMBER or GREEN status. GREEN options have a positive effect and can be implemented straight away. AMBER options should have a positive effect but require additional work, consultation and funding to be allocated. RED options are either not deliverable due to significant practical difficulties or would not have a positive effect.

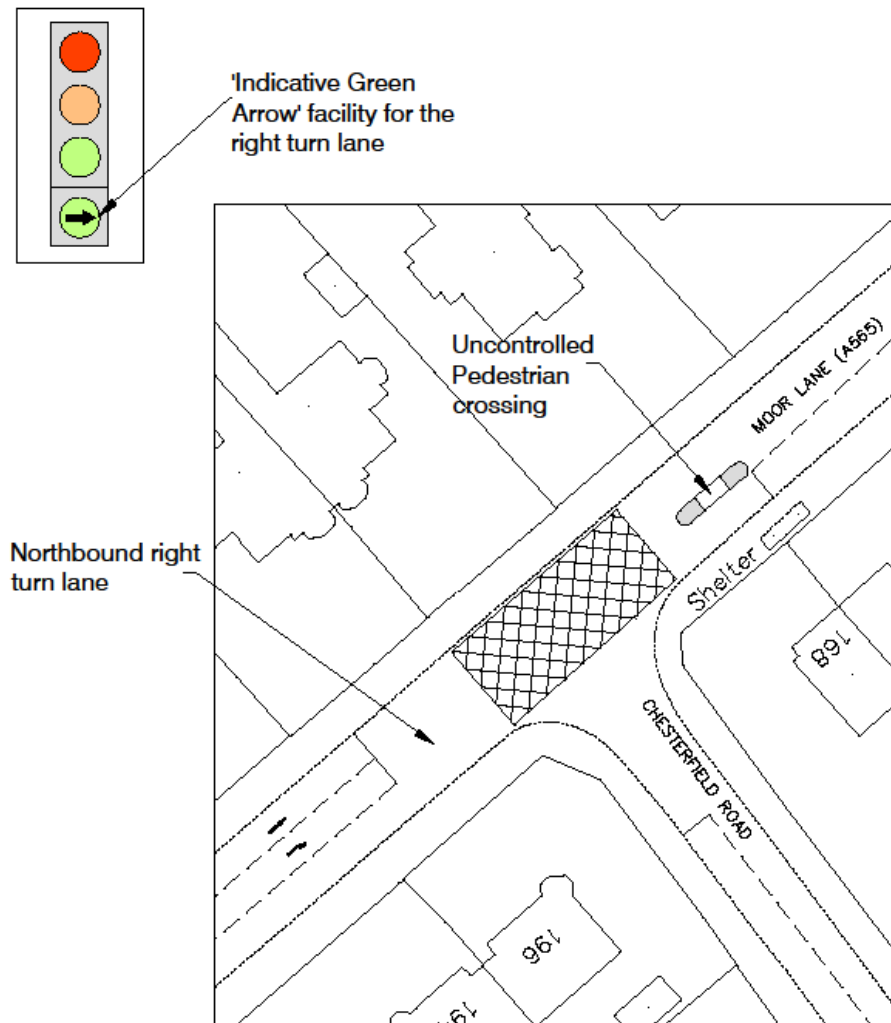
2.0 Short Term Action Plan

2.1 The results of the study have been used to develop this Short Term Action Plan for the Thornton Corridor. The plan is made up of measures which:

- Have a positive effect and could be implemented straight away - GREEN
- Have a positive effect but require additional work, consultation and funding to be allocated. - AMBER



2.1 Moor Lane Area - Chesterfield Junction



2.1.1 Issue raised by the public: Queuing traffic on Moor Lane and Chesterfield Road

- The study has identified that the Moor Lane / Chesterfield Road junction is one of the primary causes of traffic queues along Moor Lane, which can then cause other traffic related issues, such as rat-running. The study identified a number of actions with a view to improving traffic flows along Moor Lane as follows:



Action	Pros & Cons	Timeframe	Red / Amber / Green
Investigate removing the uncontrolled pedestrian crossing facility.	More green time for northbound and southbound Moor Lane Traffic by increasing the overall signal cycle time for traffic.	Pedestrian survey at the junction Analysis of data Reporting of results - July	Amber
Trial removal of the bus priority measures.	It is anticipated this would only provide a limited increase in capacity due to the number of times this is activated.	Undertake trial – June	Green
Trial removal of the north bound right-turn indicative arrow.	More green time for Southbound Moor Lane traffic	Undertake trial - June	Green

2.2 Quarry Road / Park View Area – Including Edge Lane, Edgemoor Drive, Virgins Lane, Ince Road and Southport Road

2.2.1 Issue raised by the public: Rat Running to and from Ince Road – The study concluded that since the opening of Broom's Cross Road traffic volumes on Ince Road have increased and the speed of traffic has marginally increased, despite the reduction in the speed limit to 20mph. This increase in traffic has probably been caused by the traffic rat running to / from Ince Road to avoid queuing traffic on the Quarry Road / Park View junction and the Quarry Road / Moor Lane junction. This rat running issue is long standing and there is evidence to show this was an issue before the opening of Broom's Cross Road. The following actions seek to address the study findings;





2.2.2 Issue raised by the public: Rat Running along the residential section of Southport Road – Since the opening of Broom’s Cross Road rat-running traffic,



avoiding the roundabout on Brooms Cross Road - predominately in the PM Peak - has been reported on the residential section of Southport Road.

Action	Pros & Cons	Timeframe	Red / Amber / Green
Consult on the installation of traffic calming along Ince Road.	Speed cushions would reduce speeds and make the route less attractive as a rat run.	Design scheme – July / August Consult on scheme – September / October	Amber
Trial of altering the signals to give Quarry Road / Park View more green time at the expense of Virgins Lane and/or Ince Road.	This would reduce the frequency that the green signal is activated for Virgins Lane and or Ince Road which would allow the green signal on the A565 to stay on longer.	Undertake trial – July / August	Green
Consult on the closure of the residential section of Southport Road from Park View and improve existing turning head.	This would help to remove rat running along the existing residential section of Southport Road in the pm peak.	Design scheme – July / August Consult on scheme – September / October	Amber

2.2.3 Issue raised by the public: Rat- running to and from Edgemoor Drive -The available survey data shows that Edgemoor Drive is a primary source for the difference in traffic recorded between the Edge Lane and Chestreffield Road signal junctions. In addition, recorded data show Thornfield Road and Ronaldsway significantly contribute to the flows recorded on Edgemoor Drive. This would support the reports that rat-running is occurring on these roads.





Action	Pros & Cons	Timeframe	Red / Amber / Green
Consult on the installation of a one way system on Edgemoor Drive / Thornfield Road and Ronaldsway.	This could reduce rat running in either the am or pm peak depending on the direction of the one-way traffic. There would however be disruption to local traffic, and it could have a detrimental effect on adjoining roads by increasing traffic volumes.	Design scheme – May Consult on scheme – July/August	Amber
Consultation on the introduction of traffic calming on Thornfield Road and Ronaldsway.	Physical measures, such as speed cushions, can reduce traffic speeds for all traffic which may deter some rat running traffic.	Design scheme – May Consult on scheme – July / August	Amber
Consultation on the closure of Edgemoor Drive – preventing access to / from Moor Lane.	This option is more effective in removing the rat running traffic; however there are wider issues that need to be considered such as turning space for vehicles and servicing of the properties by deliveries and refuse collections. This option will cause significant disruption to local traffic and possible additional rat-running.	Design scheme – May Consult on scheme – July / August	Amber



2.2.4 Issue raised by the public: Large number of High School pupils crossing Moor Lane - The study found there are conflicts between the large number of pupils crossing the road at peak times and the traffic travelling along the road. As stated in the table below a number of modifications have already been made and we are monitoring the effectiveness of the measures implemented in January 2017.

Action	Pros & Cons	Timeframe	Red / Amber / Green
Keep the crossing under review to assess the effectiveness of changes to the crossing made in Jan 17 which included modifications to the signal timings and installation of additional guardrail.	To keep crossing under review to assess ongoing suitability of the junction.	Ongoing.	Green

2.2.4 Issue raised by the public: Stationary vehicles in the yellow box junction -

The study identified that stationary vehicles in the yellow box junctions at Virgins Lane and Edge Lane, on occasions, blocks traffic at the junction. This blocking of traffic creates safety issues for traffic on all arms of the junctions. The actions below are proposed to improve the compliance with the yellow box markings.

Action	Pros & Cons	Timeframe	Red / Amber / Green
Review of existing box markings at the junction and modify where necessary.	This will improve driver behaviour and compliance with the box markings which will improve traffic flow.	Undertake design and apply for Traffic Regulation Order - July / August	Amber
Undertake enforcement of yellow box marking initially in partnership with the police and longer term with ANPR cameras.	This will improve driver behaviour and adherence to the box markings which will improve traffic flow.	Consultation with the Police regarding plan for enforcement activity - July / August Assess the need for camera enforcement - September / October	Amber



2.3 Broom's Cross Roundabout

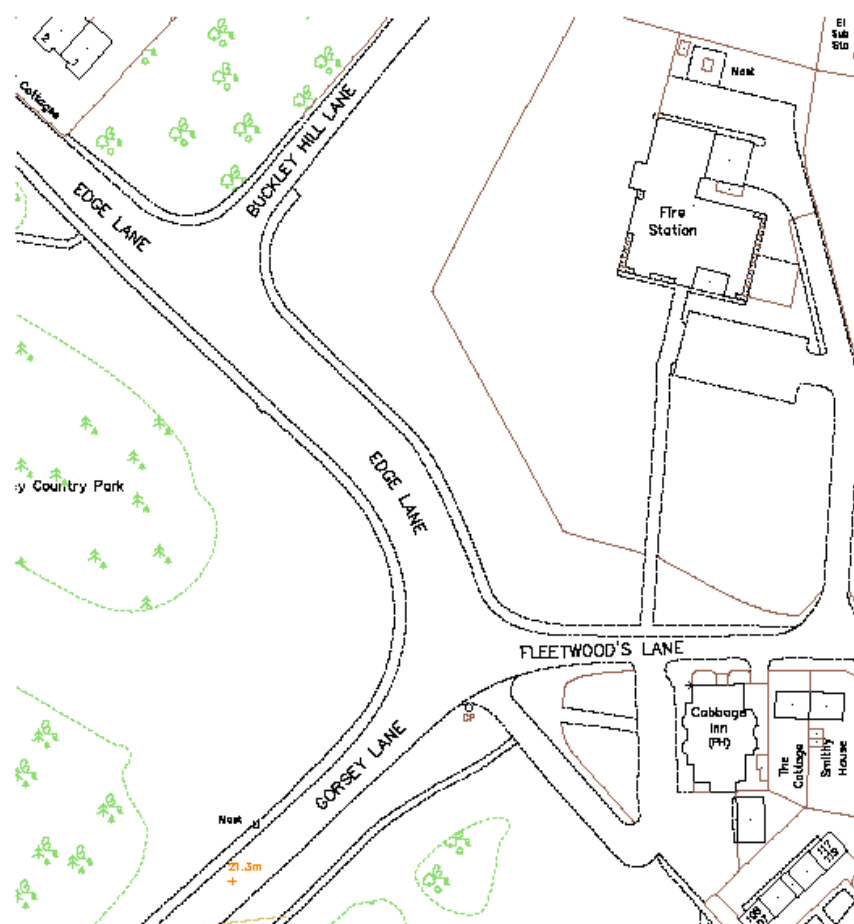
2.3.1 Issue raised by the public: Traffic queuing on Park View during peak hours -

The study has found that as the volume of PM peak traffic from Broom's Cross Road (travelling north bound towards Southport) increases the gap available for Park View traffic to discharge onto the roundabout decreases. This causes slow moving / queuing traffic on both Park View and Quarry Road in the PM peak northbound. The following actions seek to address the study findings.

Action	Pros & Cons	Timeframe	Red / Amber / Green
Trial to keep the Northbound Brooms Cross Road traffic on the inside circularity lane of the roundabout.	This may assist in maintaining a left turn flow out of Park View by separating the potential merger of traffic until further down Southport Road. It should also improve circulatory traffic flows on Brooms Cross Road Roundabout.	Trial - July / August	Green



2.4 Buckley Hill Lane / Edge Lane



2.4.1 Issue raised by the public: Traffic flows on Edge Lane, including HGVs.

Driver behaviour means that some motorists are using the traditional Edge Lane and Lydiate Lane route to Formby from the Bootle direction. Buckley Hill is viewed as an under used alternative to gain access onto Broom's Cross Road. By encouraging motorists to use the Buckley Hill Lane linkage this could reduce the traffic volumes on Edge Lane, Lydiate Lane and ultimately on Quarry Road, Park View and possibly Moor Lane.



Action	Pros & Cons	Timeframe	Red / Amber / Green
To promote Buckley Hill and Brooms Cross Road as the primary route to Liverpool by a combination of signing and junction alignment works.	The junction realignments and signing improvements would improve the journey time along the Buckley Hill linkage and promote this as the preferred route to Liverpool and Bootle. This would have the effect of reducing traffic volumes on Edge Lane and Lydiate Lane, thus reducing the amount of traffic using Moor Lane.	The route is included on the LCR Key Route Network. Funding application to the City Region has already been submitted. Outcome of application will be known before the summer 2017.	Amber

3.0 Programme Summary

3.1 The programme below sets out the actions that will be undertaken over the coming months to complete the Short Term Action Plan.

3.2 July 2017

- **Moor Lane / Chesterfield Road Junction:** Undertake Pedestrian survey at the junction, Analysis of data, Reporting of results - This has now been completed.
- **Moor Lane / Chesterfield Road Junction:** Review bus priority measures – Trial removal from signal operation
- **Moor Lane / Chesterfield Road Junction:** Trial removal of the north bound right-turn indicative arrow
- **Edgemoor Drive / Thornfield Road and Ronaldsway:** Undertake design work and then start public consultation on proposals for the installation of a 1 way system -This is underway
- **Thornfield Road and Ronaldsway:** Undertake design work and then start public consultation on the proposals for the installation of traffic calming – This is underway
- **Edgemoor Drive:** Undertake design work and then start public consultation on proposals for closure of the road – This is underway.
- **Broom's Cross Roundabout:** Undertake trial to improve circularity traffic flows

3.3 August 2017

- **Quarry Road / Park View / Virgins Lane / Ince Road:** Trial of alteration of traffic signals to provide Quarry Road and Park View with more green time
- **Ince Road:** Design traffic calming scheme



- **Southport Road:** Design the scheme for the closure of Southport Road from Park View and improvements to the turning head
- **Virgins Lane, Edge Lane, Green Lane:** Legal work required to modify the yellow box markings
- **Virgins Lane, Edge Lane, Green Lane:** Start consultation with the Police regarding enforcement
- **Edgemoor Drive / Thornfield Road and Ronaldsway:** Review results of the Edgemoor Drive, Thornfield Road, Ronaldsway public consultation

3.4 September / October 2017

- **Ince Road:** Consultation on traffic calming scheme
- **Quarry Road / Park View / Virgins Lane / Ince Road:** consultation on traffic prohibition scheme
- **Southport Road:** Start public consultation period for the closure of Southport Road from Park View and improvements to the turning head
- **Virgins Lane, Edge Lane, Green Lane:** Review of need for camera enforcement
- **Edgemoor Drive / Thornfield Road and Ronaldsway:** Develop proposals following public consultation review for discussion with Cabinet and Ward Members

4.0 Stakeholder and Public Engagement

4.1 The Short Term Action Plan requires engagement with stakeholder and the general public. An outline of when this is likely for which action is outlined below:

- June – Start public consultation period on Edgemoor Drive, Ronaldsway and Thornfield Road actions.
- September – Start consultation period on Ince Road, Virgins Lane and Southport Road actions.
- September – Progress briefing for Cabinet Member, Ward Members
- October – Progress briefing for Parish Council and public.

5.0 Next steps

5.1 A monitoring plan of the actions contained within this Short Term Action Plan will be put in place so that the effectiveness of each of the actions can be monitored and effectively assessed. This will help us to determine for example, if the trials detailed within the action plan are suitable to be taken forward to permanent status and so we can better understand the effectiveness of the measures and its impact if any on the wider highway network.

5.2 There are other actions identified by the Thornton Corridor Study which are classed as Amber that have not been taken forward in this Short Term Action Plan. Further work will be undertaken to develop a longer term action plan and a further briefing will be provided on this in due course.

