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Kingsley Road Community Design Discussion Part 2

Presenter: Mufu Durowoju (LCC) & Annabel Rogers (AECOM)

Agenda



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- **Introductions** - 5 mins

- **Presentation**

- Introduction – 5 mins
- Traffic Surveys – 15 mins
- Mitigations – 10 mins

- **Group discussion** – 50 mins

- **Next steps** – 5 mins



The Journey So Far



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2021



Construction

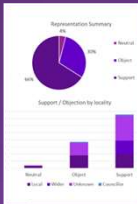
- £1.3 million highways investment completed

2022



Consultation

- Virtual, in-person, door knocking and written community thoughts



Analysis

- Survey and consultation data collated

2023



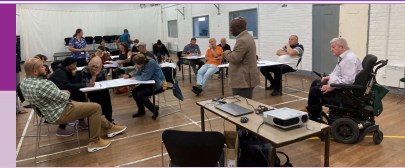
Representations

- Highways & Public Spaces Representations Committee

TRO process

Focus Group Consultation Event 1

Understand community concerns and aspirations.



Review

Explore community comments on mitigations.

Undertake repeat traffic survey data and analyse.

Focus Group Consultation Event 2













Feedback options for mitigation and traffic survey data.

Community led group discussion on mitigations to take forward.

Design Stage

Translate community aspiration and mitigation ideas into physical design

Focus Group Feedback Summary

| | 1 | 2 | 3 | 4 | 5 | 6 |
|--|-----------------|--------|-----------|------------------|---------------------------|---------|
|  Junction Performance of UPS & Kingsley Rd Junction | No issue | | | | More congestion | |
|  Distance | No issue | | | | Issue | Unknown |
|  Enforcement | No issue | Needed | | | | Unknown |
|  Re-routing traffic | No issue | Issue | | | | |
|  Traffic Volume | Reduced | | | | Increased | |
|  One way system | In favour | | | Needs amendments | Make two-way | |
|  Cyclist Connectivity | Good facilities | | | | Remove facilities totally | |
|  Buses | No issue | Issue | | | | |
|  Parking | Issue | | | | | |
|  Accessibility | Issue | | | | | |
|  Safety | Improved | | | Decreased | Unknown | |
|  Air pollution | Reduced | | Increased | Unknown | | |

Consultation & Group Forum Feedback Summary

| Theme | Issue | Solution |
|---|--|--|
| 1  Parking | <ul style="list-style-type: none"> ❖ Lack of available parking for residents ❖ Parking spaces not where needed | <ul style="list-style-type: none"> • Redefine taxi / disabled parking bays • More parking bays outside homes • Introduction of resident only parking |
| 2  Accessibility | <ul style="list-style-type: none"> ❖ Lack of safe crossing points along Kingsley Road | <ul style="list-style-type: none"> • More crossing facilities across Kingsley Road • Better facilities for walkers and disabled users |
| 3  Buses | <ul style="list-style-type: none"> ❖ Buses no longer travel southbound ❖ Service unreliable with missed services | <ul style="list-style-type: none"> • Bus stops to provide protection from weather on northbound route • More frequent service • More reliable service |
| 4  Rerouting | <ul style="list-style-type: none"> ❖ Increase of vehicles using Beaumont St to Selborne St onto Granby St / Mulgrave St | <ul style="list-style-type: none"> • Two-way section of Kingsley Road on north section from Upper Parliament Street to Beaumont St / Selborne St |
| 5  One way system | <ul style="list-style-type: none"> ❖ Impact of reduced movement (southbound) | |
| 6  Cyclist Connectivity | <ul style="list-style-type: none"> ❖ Kingsley Road cycle lanes should tie in with the wider cycle network | <ul style="list-style-type: none"> • Additional works are ongoing under different schemes to help improve the existing cycle network and provide better connectivity within the Liverpool City Region |
| 7  Junction Performance | <ul style="list-style-type: none"> ❖ Increased congestion at surrounding junctions ❖ Illegal parking approaching Upper Parliament Street causing some issues | <ul style="list-style-type: none"> • Review of signal timings and operation at Kingsley Road & Upper Parliament Street • Enforcement of parking by increased traffic warden presence |
| 8  Distance | <ul style="list-style-type: none"> ❖ Increase in distance travelled to homes following implementation of one-way system | <ul style="list-style-type: none"> • Opening the road closure at Solway and Dove Street to minimise impact of one-way on Kingsley Road |
| 9  Enforcement | <ul style="list-style-type: none"> ❖ Parking out of bays ❖ Particular issues at Upper Parliament Street junction | <ul style="list-style-type: none"> • Parking enforcement through traffic wardens • Speed enforcement through police checks |
| 10  Traffic Volume | <ul style="list-style-type: none"> ❖ General consensus on a reduction in volume on Kingsley Road | |



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Traffic Survey Data

Traffic Survey Locations



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- Traffic surveys were repeated along Kingsley Road to determine the impact that the scheme has had nearly one year on from when the original surveys were undertaken.
- The new survey information will allow us to compare and identify any differences in how the scheme is operating now.
- The repeated traffic survey data collated had the same specifications as the original survey data to ensure comparable results.



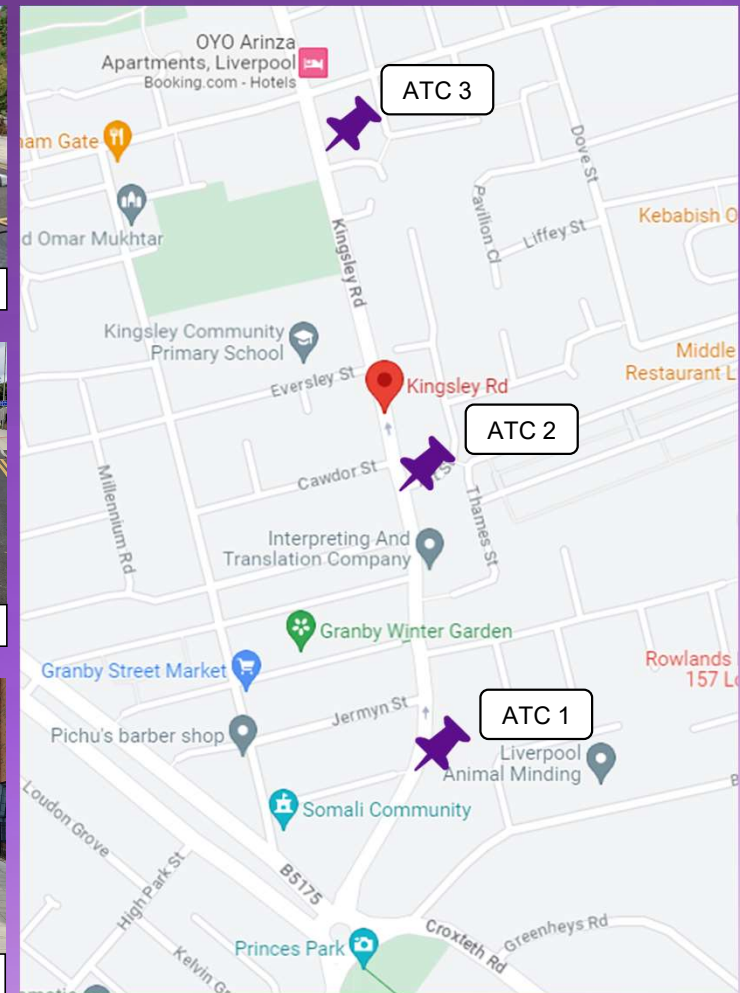
ATC 1



ATC 2



ATC 3



Traffic Surveys Undertaken



| Survey Type | Date | Purpose | Result |
|---------------------------|--|---|--|
| ATC – Traffic composition | 13 th to 21 st July 2023 | To compare traffic volume and traffic composition | <ul style="list-style-type: none"> ❖ Cars make up an average of 85% of the vehicle composition, an increase from 82% in 2022. The proportion of other vehicles has increased for cyclists (from 7% to 22% in 2023), whilst LGV and HGV have decreased. |
| ATC - Speed Surveys | 13 th to 21 st July 2023 | To provide details on the speed vehicles are travelling | <ul style="list-style-type: none"> ❖ 85th percentiles are above the speed limit of 20mph. ❖ ATC1 = 26.6mph, ATC2 = 29.4mph & ATC3 = 23.3 mph. ❖ 85th percentile speed has increased by 5.6mph on the south section of Kingsley Road. |
| ATC – Volume | 13 th to 21 st July 2023 | To provide traffic volume measurements over time during a seven-day survey period | <ul style="list-style-type: none"> ❖ Overall traffic volume on Kingsley Road has decreased yearly from 2020 to present. ❖ On a weekday there is an overall decrease of 9% since 2020 and a decrease of 5% in the last year. ❖ Average daily flow northbound on Kingsley Road is 3548 for vehicles for a weekday and 2660 for vehicles over the weekend. |
| ATC - Direction | 13 th to 21 st July 2023 | To identify illegal southbound movement on Kingsley Road | <ul style="list-style-type: none"> ❖ Illegal southbound movements on Kingsley road are below 1%. ❖ Many illegal movements are from side road, along short sections of Kingsley Road and off onto another side road. ❖ The main illegal route is from Cawdor Street to Alt Street. ❖ Most illegal movements are made by cars. |

Traffic Surveys Undertaken



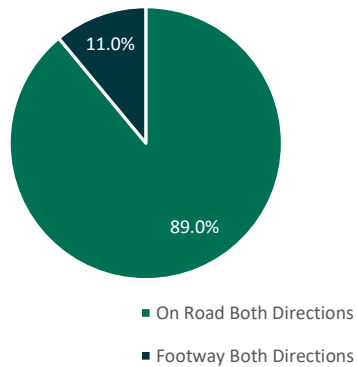
| Survey Type | Date | Purpose | Result |
|---|---|--|--|
| Cyclist Counts | 11 th to 18 th Sept 2023 | To measure the number of cyclists using the footway and carriageway | <ul style="list-style-type: none"> ❖ Average daily cycle flows are 197 northbound and 184 southbound. ❖ Average weekend cycle flows are 180 northbound and 172 southbound. ❖ 11% of cyclist use the footway during the week and 30% during the weekend. ❖ Cycle usage has increased since 2020 and over the last year with total cyclists on a weekday increasing from 141 (2020), 352 (2022), 381 (2023). This is an overall increase of 170% with an increase of 8% in the last 12 months. |
| Parking Beat Data | 11 th July 2023 | To measure parking demand and bay utilisation | <ul style="list-style-type: none"> ❖ Whilst there is sufficient parking capacity along Kingsley Road, there are sections and periods where demand is greater than capacity. ❖ There is insufficient parking near Thames Street between 07:30 to 11:30. ❖ There is overutilisation for non-restricted parking bays at the south of Kingsley Road. However, taxi and disabled bays are underutilised. |
| Kerbside Activity | 11 th July 2023 | To identify parking outside of provided bays | <ul style="list-style-type: none"> ❖ There has been a noticeable increase in illegal parking from 4% in 2022 to 20% in 2023. ❖ Illegal parking is consistent across all zones. |
| Origin & Destination – Through Traffic | 11 th July 2023 | To understand the split of through traffic and residents | <ul style="list-style-type: none"> ❖ 59% of traffic entering Kingsley Road via Princes Avenue goes on to Upper Parliament Street, with 41% filtering out to side streets. ❖ Of the 59% of vehicles travelling to Upper Parliament, an average of 97% are classified as through traffic (i.e. not stopping). |
| Origin & Destination | 11 th July 2023 | To understand origin / destination demand of traffic on or via Kingsley Road | <ul style="list-style-type: none"> ❖ The greatest flow along Kingsley Road is from Princes Avenue to Upper Parliament Street with 2171 vehicles, followed by Princes Avenue to Selborne Street (234) and Beaumont Street (223). ❖ The greatest flows across Kingsley Road are Beaumont Street to Selborne Street 1681 and vice versa 800. |

ATC – Cycle Flows

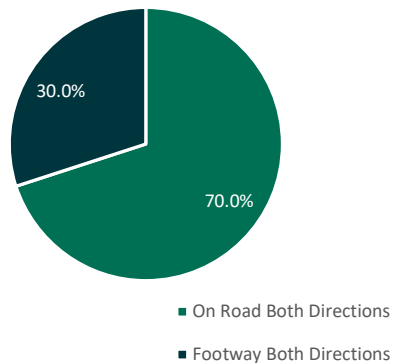


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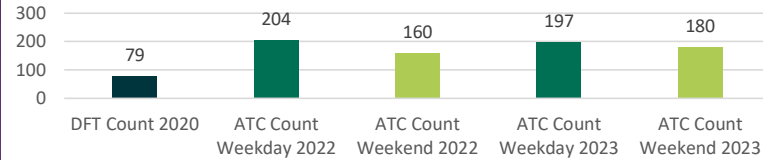
Weekday Average Cycle Counts



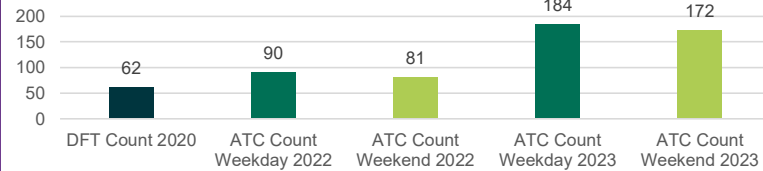
Weekend Average Cycle Counts



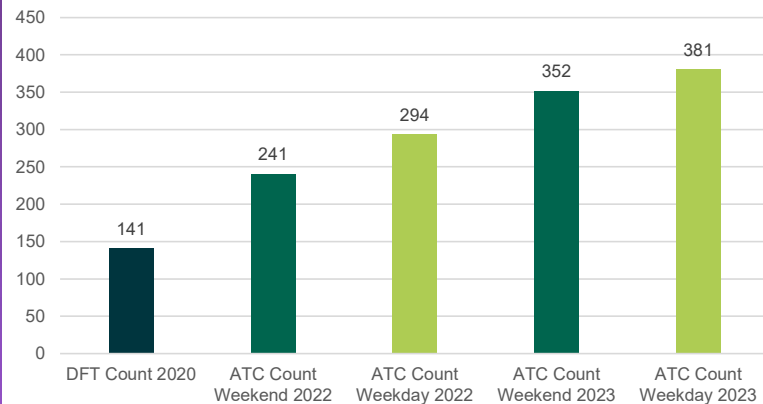
Cycle Counts Northbound Comparison



Cycle Counts Southbound Comparison



Cycle Counts Total



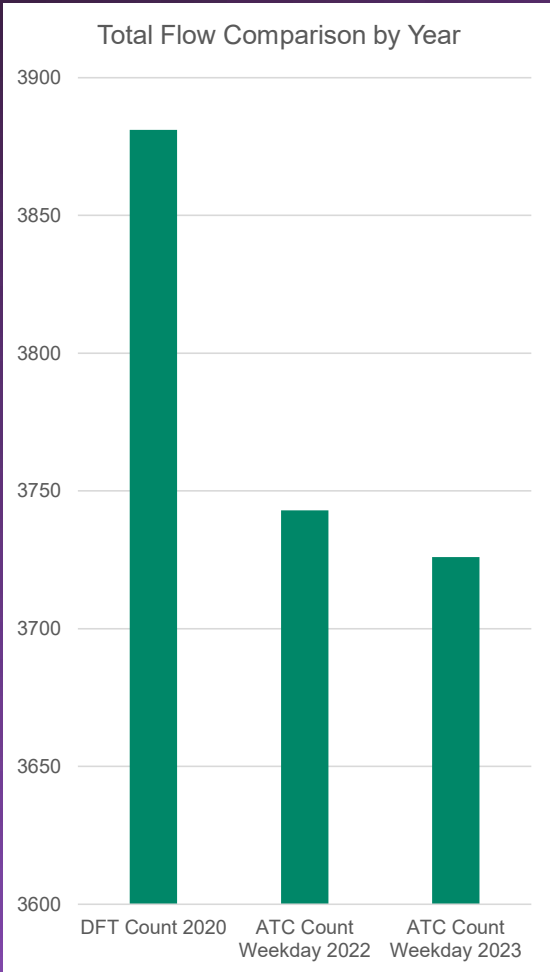
- Previous survey information showed that when compared to the results obtained by the Department of Transport, there was an observed 158% increase in cycle uptake for northbound movements and 45% for southbound.
- When comparing the new survey results, there is a 21% decrease in northbound movements.
- Southbound movements for the weekday have increased by 49% when compared to previous survey results.
- This is still greater than that of counts collated by the Department for Transport.
- Newer survey information details that there is a mixture of cyclists using both the cycling facilities and footways.



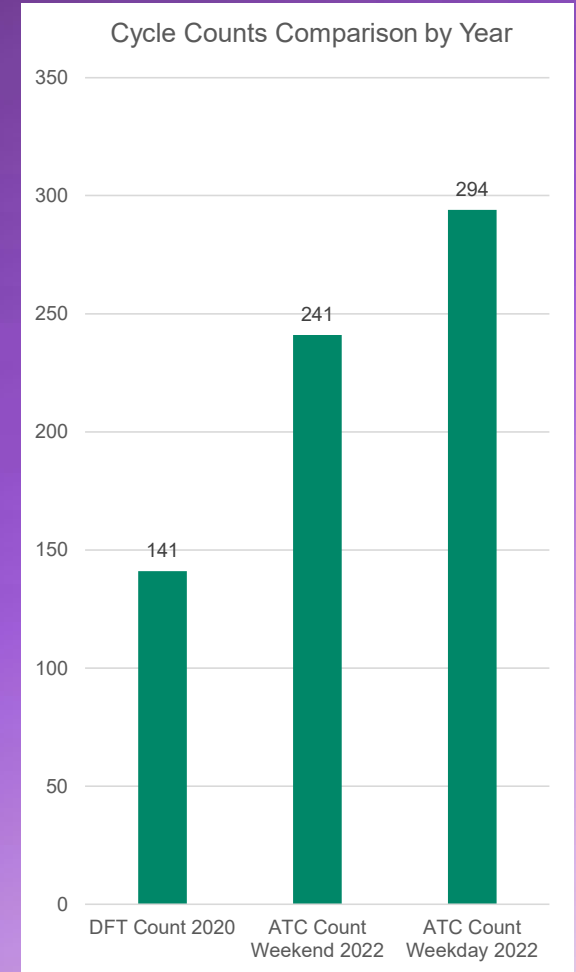
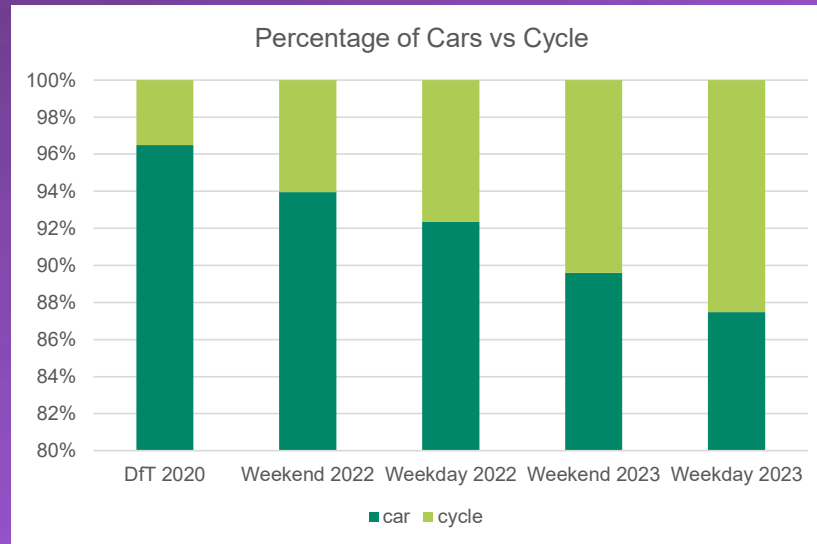
ATC – Weekday Flows



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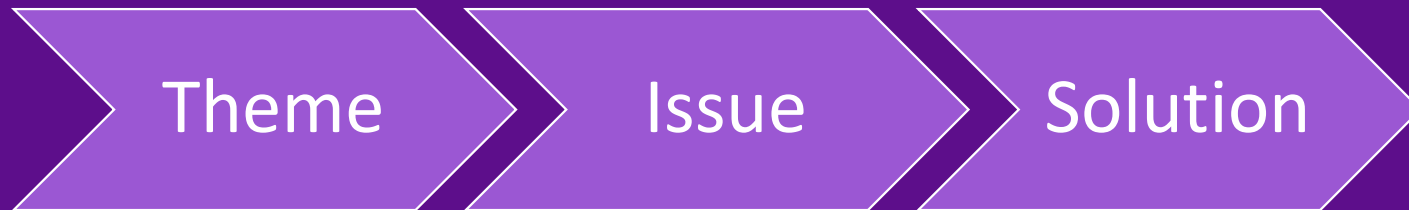
- Northbound traffic flows have decreased over time from the DFT results recorded in 2020 for both the week-day and weekend flows, with reductions from DFT to 2022 and again from 2022 to 2023.
- Over the same period, cycle flows are shown to have steadily increased



Mitigations












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Mitigations Summary



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| Theme | Mitigation Measure | 1 (strongly disagree) | 2 (disagree) | 3 (neither agree or disagree) | 4 (agree) | 5 (strongly agree) | Additional Comments |
|--|--|--------------------------|-----------------|----------------------------------|--------------|-----------------------|---------------------|
| 1  | Parking | | | | | | |
| | Redefine taxi / disabled parking bays | | | | | | |
| | More parking bays outside homes | | | | | | |
| | Outline parking bays individually | | | | | | |
| | Introduction of resident only parking | | | | | | |
| | Extents of resident parking | NONE | AREA 1 | AREA 2 | AREA 3 | AREA 4 | |
| 2  | Accessibility | | | | | | |
| | More crossing facilities across Kingsley Road | | | | | | |
| | Better facilities for walkers and disabled users | | | | | | |
| 3  | Buses | | | | | | |
| | Bus stops / shelters on Mulgrave Street & Kingsley Road | | | | | | |
| | More frequent service | | | | | | |
| | More reliable service | | | | | | |
| 4  | Rerouting | | | | | | |
| 7  | One way system | | | | | | |
| | Two-way section of Kingsley Road on north section between Upper Parliament Street junction and Selborne Street / Beaumont Street junction. | | | | | | |
| 5  | Cyclists | | | | | | |
| | Improve the existing cycle network and provide better connectivity within the Liverpool City Region | | | | | | |
|  | Junction Performance | | | | | | |
| | Review of signal timings and operation at Kingsley Road & Upper Parliament Street | | | | | | |
| | Parking enforcement near to junction by increased traffic warden presence | | | | | | |
| 8  | Distance | | | | | | |
| | Opening the road closure at Solway and Dove Street to minimise impact of one-way on Kingsley Road | | | | | | |
| 9  | Enforcement | | | | | | |
| | Parking enforcement through traffic wardens | | | | | | |
| | Speed enforcement through police checks | | | | | | |

Theme 1 - Parking



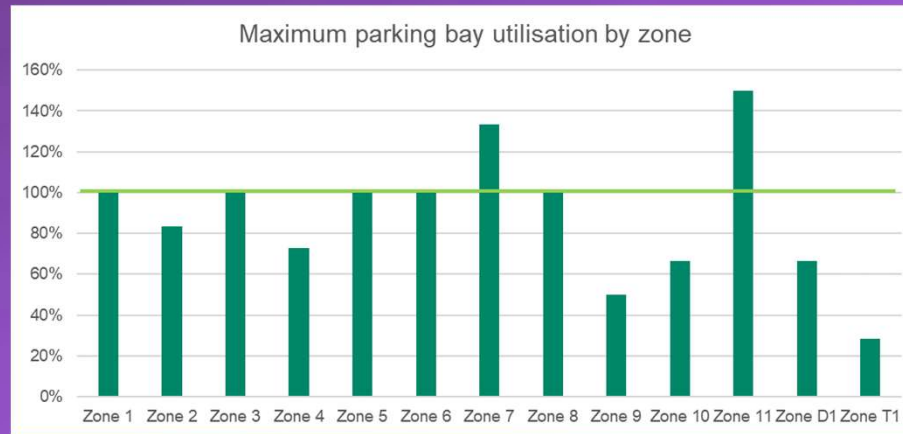
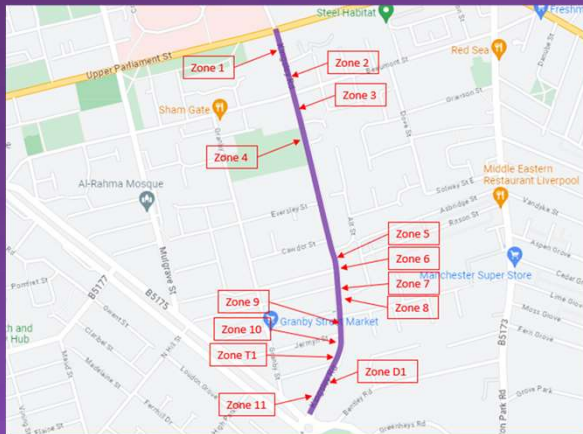
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Parking

- ❖ Lack of available parking spaces for residents
- ❖ Parking spaces not where needed

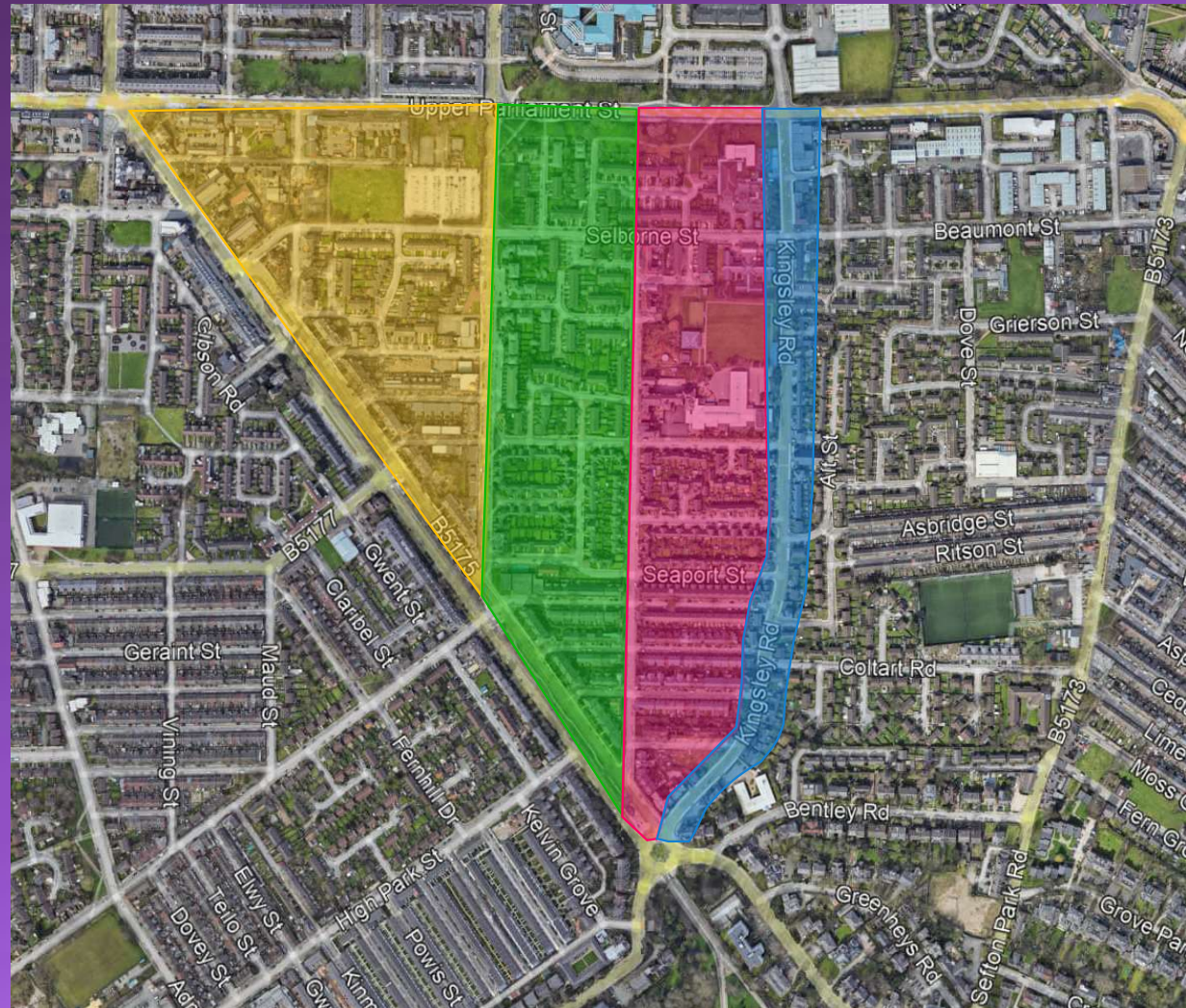
- Introduction of resident only parking
- More parking bays outside homes
- Redefine taxi / disabled parking bays

- A review will be undertaken to identify opportunities for additional parking space particularly to the south of Kingsley Road near Princes Avenue.
- Overutilisation of parking bay vs underutilisation of taxi and disabled bays.
- Marking of individual parking bay to promote optimum parking (i.e. reduce gaps between cars)
- Resident only parking – duration (time period) and extents



Resident only Parking

- **AREA 1** - Kingsley Road Only
- **AREA 2** - Kingsley Road & Granby Street
- **AREA 3** - Kingsley Road, Granby Street & Mulgrave Street
- **AREA 4** - Kingsley Road, Granby Street, Mulgrave Street, Princes Avenue & Upper Parliament Street



Theme 2 - Accessibility



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Accessibility

❖ Lack of safe crossing points along Kingsley Road

- More crossing facilities across Kingsley Road
- Better facilities for walkers and disabled users

A review of potential additional crossing facilities to provide safe connectivity across Kingsley Road



DDA compliant crossing facilities across side roads



Zebra Crossings

Theme 3 - Buses



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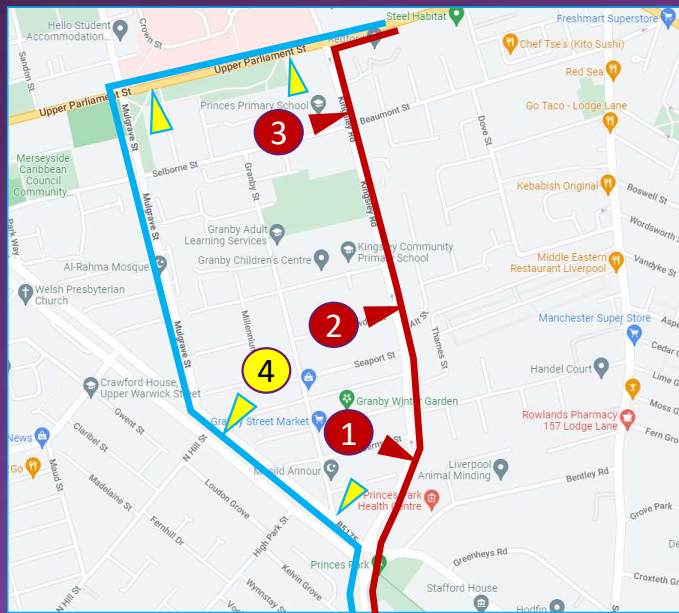


Buses

- ❖ Buses no longer travel southbound
- ❖ Service unreliable with missed services

- Bus stops / shelters on Mulgrave Street & Kingsley Road
- More frequent service
- More reliable service

Additional bus stop locations



- ▲ Existing bus stops no longer in use
- ▲ Existing bus stop locations (diversion)
- Previous southbound bus route
- New southbound bus route




Upgrading existing bus stops



More Frequent Service

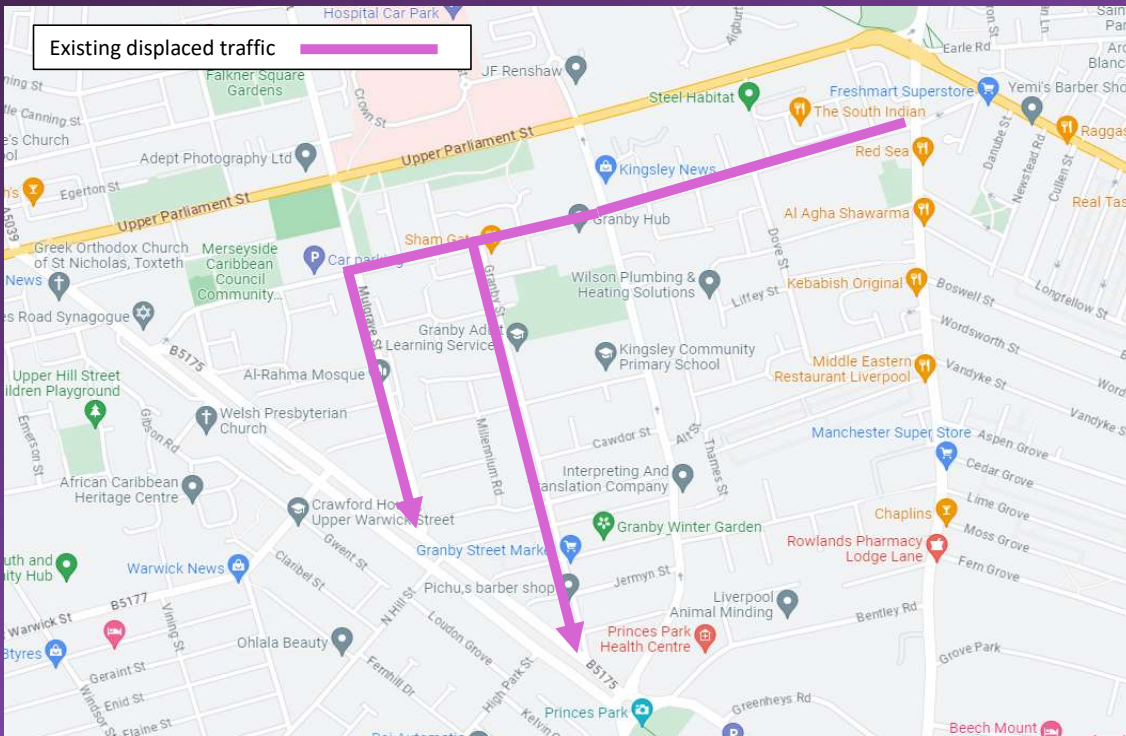
- ❖ The 204 bus service currently runs at a 1hr to 1.5hr frequency in both directions.
- ❖ The 204 bus service previously ran a 30-minute service throughout the week and Saturdays.
- ❖ LCRCA are currently in the process of trying to achieve an agreement to return this service to the half hour schedule

Theme 4 - Rerouting Traffic




Rerouting

❖ Increase of vehicles using Beaumont St to Selbourne St onto Granby St/ Mulgrave St

• Two-way section of Kingsley Road on north section



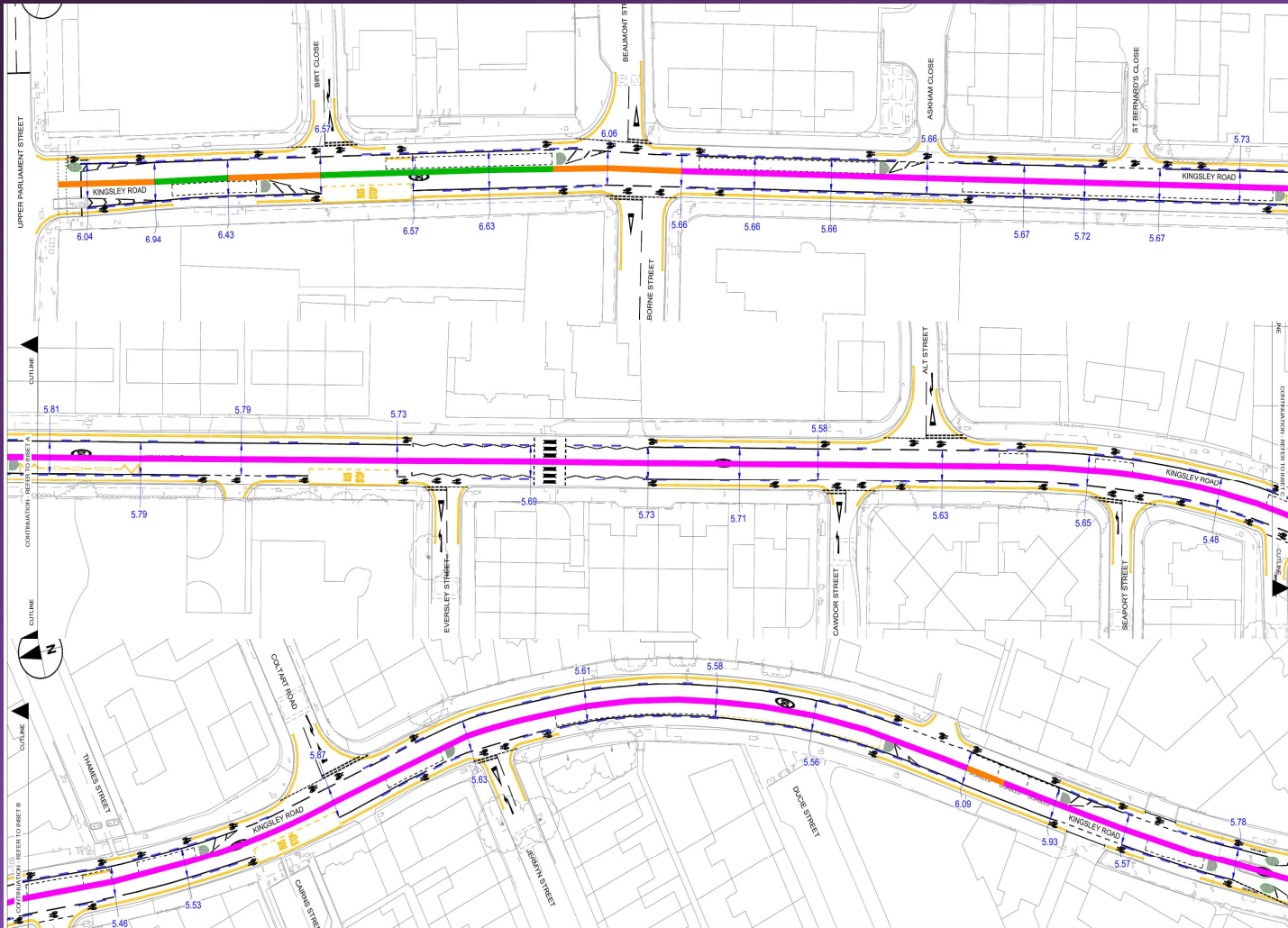
- Residents have identified increased traffic on Granby Street
- A road closure along Granby Street or Selborne Street may discourage non-residential use and could help mitigate increases in traffic resulting from the Kingsley Road scheme
- Similarly, a one-way enforcement on Selborne Street would have the same affect

| From | To | Flow |
|-----------------|-------------------|------|
| Princes Avenue | Parliament Street | 2171 |
| Beaumont Street | Selborne Street | 1681 |
| Selborne Street | Beaumont Street | 800 |
| Princes Avenue | Selborne Street | 234 |
| Princes Avenue | Beaumont Street | 223 |

Theme 5 – One way system



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Carriageway can be converted to two way working (6.5m or more)

Carriageway can be converted to two way working (6m – 6.5m)

Carriageway does not meet minimum requirements for two way working (less than 6m)

Theme 5 – One way system : Continued



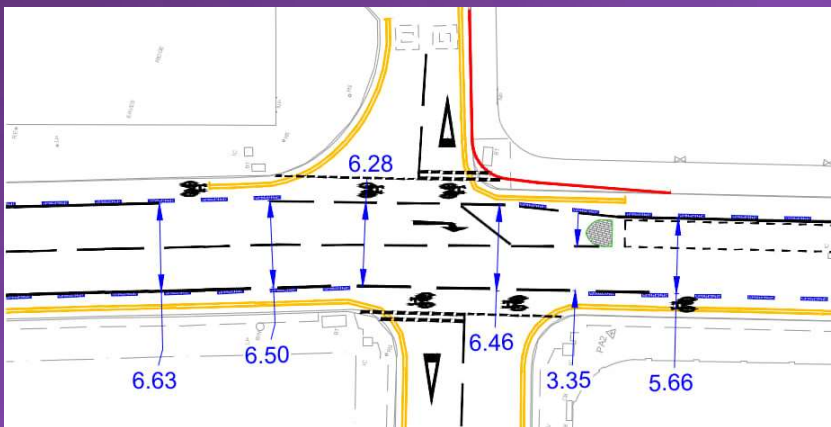
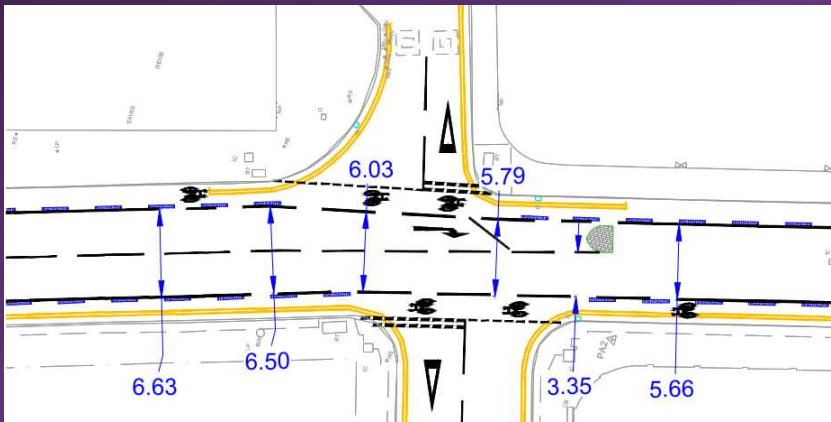
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One way system

❖ Impact of reduced movement (southbound)

- Sections of two-way (north Kingsley Road).
- Improvements to bus service (see Theme 3).



- A review of two-way operation between Upper Parliament Street and the junction of Beaumont Street and Selborne Street was undertaken.
- Two-way operation is not possible with the existing layout as there is insufficient lane widths.
- Two-way operation can be made possible if space is taken from eastern footway adjoining Beaumont Street and Kingsley Road.

Theme 6 - Cyclist Connectivity



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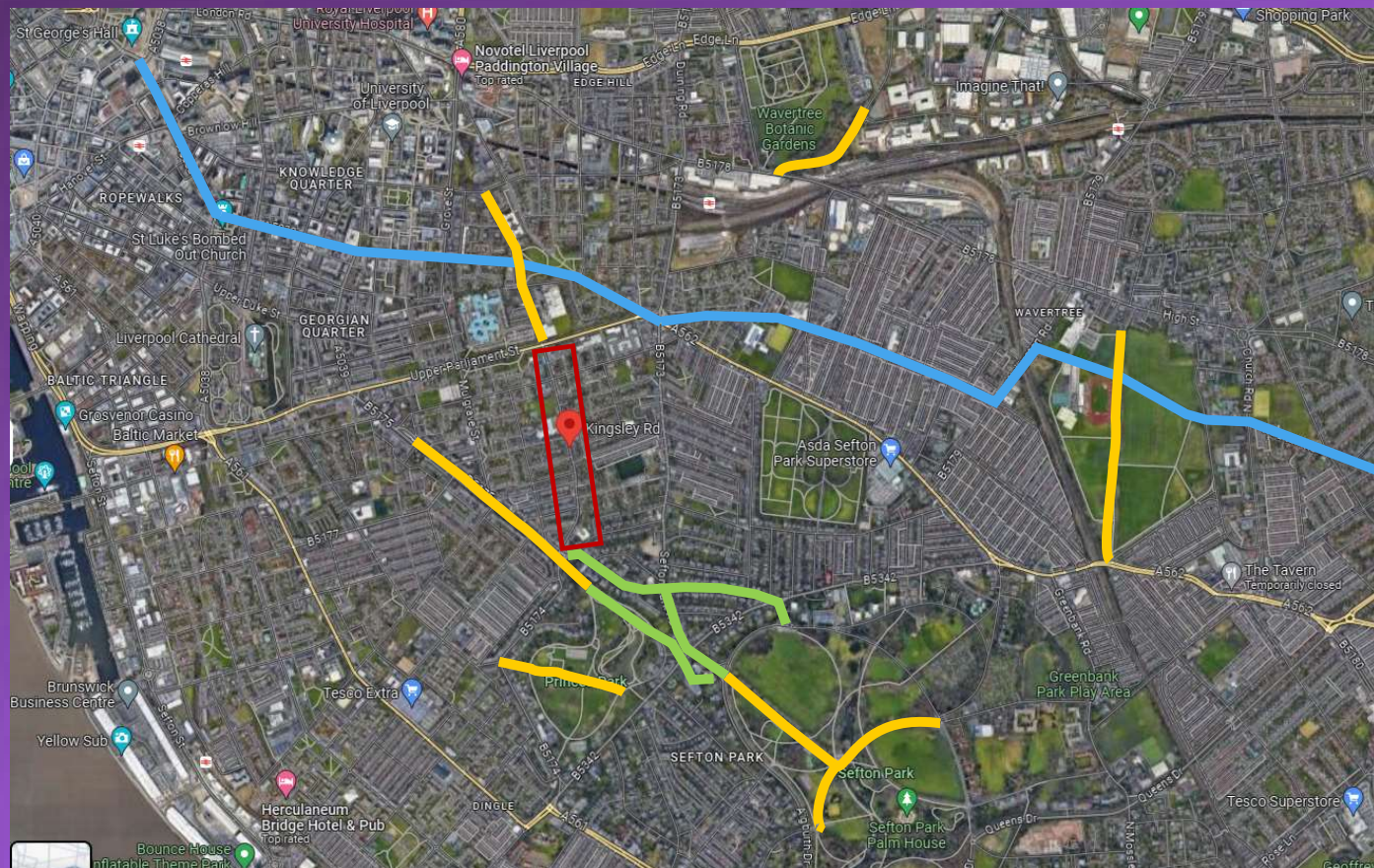
Cyclist Connectivity

❖ Kingsley Road cycle lanes should tie in with the wider cycle network

- Additional works are ongoing under different schemes to help improve the existing cycle network and provide better connectivity within the Liverpool City Region

Current consultation approved schemes for cycle facilities include;

-  Croxteth Road & Princes Park linking to Sefton Park
-  Woolton Road, Myrtle Street, Lime Street linking to Childwall and the city centre
-  Existing traffic free and segregated cycle routes
-  Kingsley Road



Theme 7 -Junction Performance



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Junction Performance

- ❖ Increased congestion at surrounding junctions
- ❖ Illegal parking approaching Upper Parliament Street causing some issues

- Review of signal timings and operation at Kingsley Road & Upper Parliament Street
- Parking enforcement near to junction by increased traffic warden presence

A review to improve junction efficiency and safety could be carried out at Kingsley Road / Upper Parliament Street

A request for increased enforcement at parking bays especially closer to the Parliament Street junction and around school pick-up / drop-off



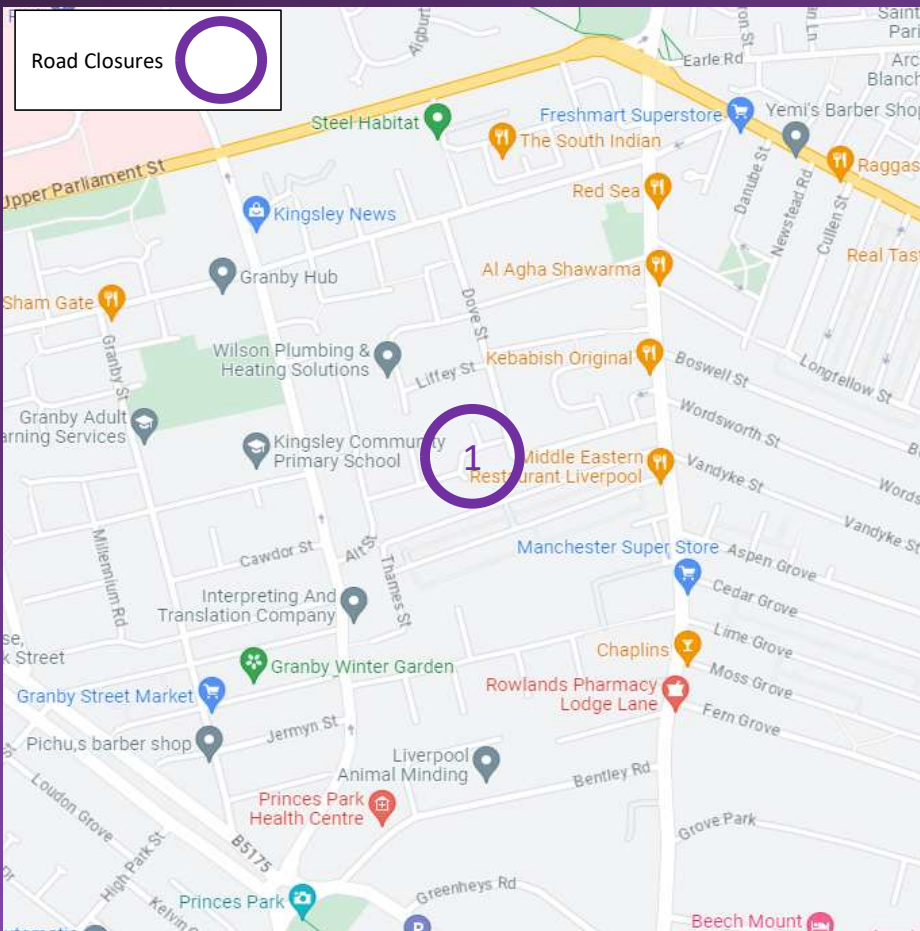
Theme 8 - Distance



Distance

❖ Increase in distance travelled to homes following implementation of one-way system

- Opening the road closure at Solway and Dove Street to minimise impact of one-way on Kingsley Road



Solway Street West / Dove Street

A wider consultation could be carried out to determine if existing road closures at Solway Street West / Dove Street should be reopened.

This will be determined by historical factors, Police input, residents' opinions and a wider consultation of all stakeholders

Theme 9 - Enforcement



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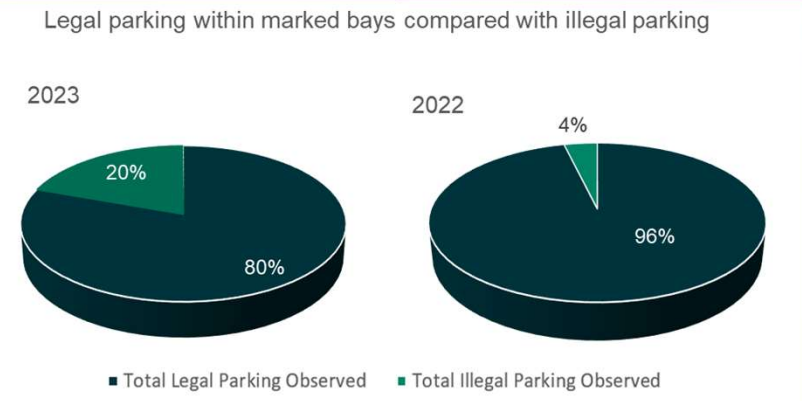
Enforcement

- ❖ Parking out of bays
- ❖ Particular issues at Upper Parliament Street junction

- Parking enforcement through traffic wardens
- Speed enforcement through police checks

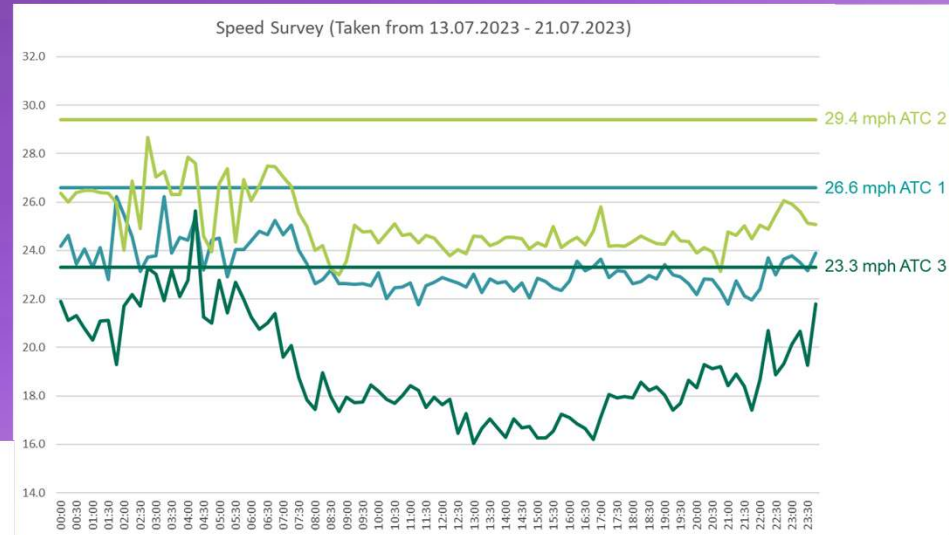
Illegal Parking

- A significant increase in illegal parking in the last 12 months
- Improved parking enforcement is required to discourage illegal parking
- A review of parking bay usage and location as outlined under "Parking slide"
- Resident parking scheme would make this easier to enforce



Speed

- 85th percentile speed remains above the 20mph speed limit of Kingsley Road
- Improved speed enforcement is required to discourage speeding vehicles
- Incorporating vertical and horizontal deflectors may help reduce the speeds.
- Examples include speed bumps (vertical) and chicanes (horizontal)





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Group Discussion

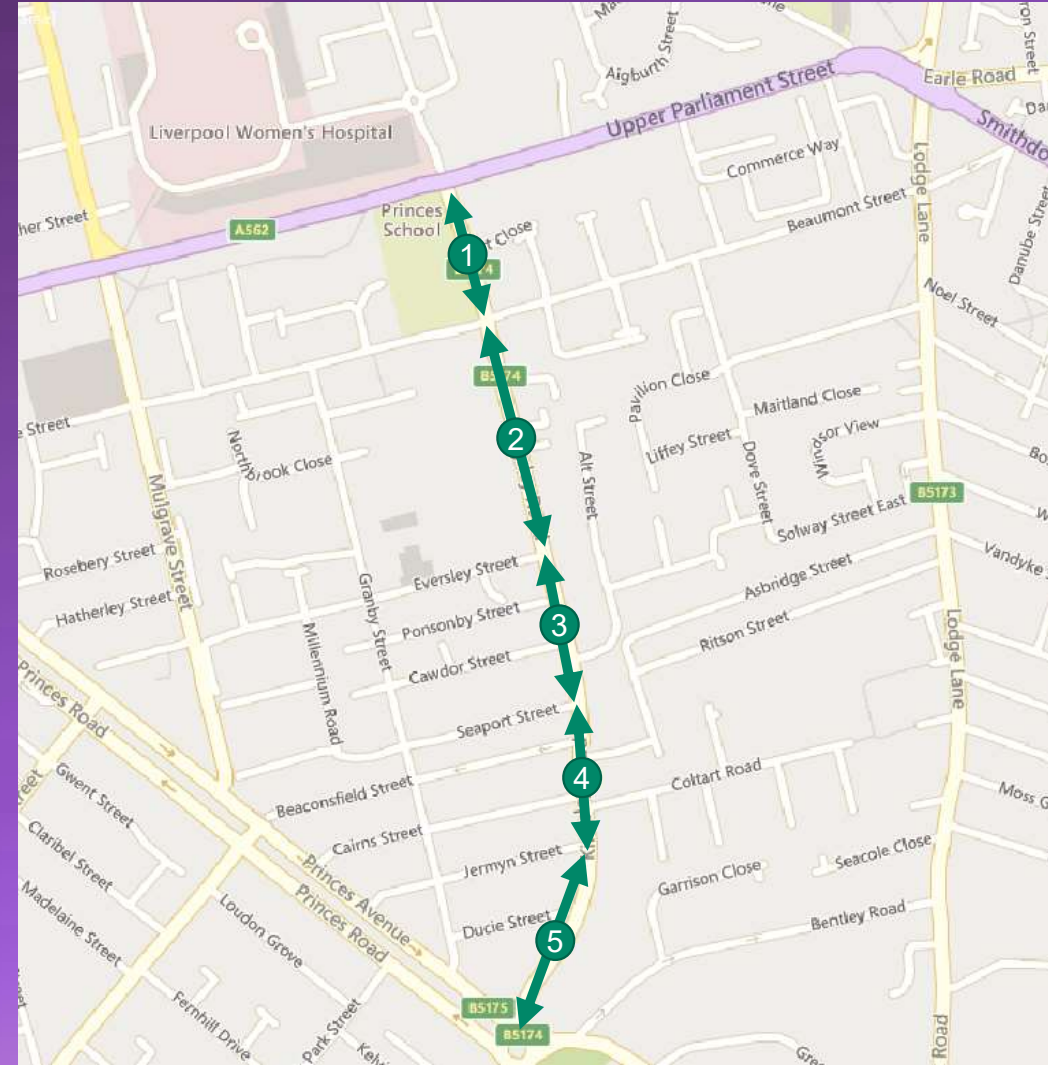


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Next Steps

Two-Way Constraints

| Section | Location | Min carriageway width (m) | Lane widths (m) |
|---------|-------------------------------------|---------------------------|-----------------|
| 1 | Upper Parliament to Selborne Street | 5.54 | 2.77 |
| 2 | Selborne Street to Eversley Street | 5.66 | 2.83 |
| 3 | Eversley Street to Seaport Street | 5.58 | 2.79 |
| 4 | Seaport Street to Jermyn Street | 5.46 | 2.73 |
| 5 | Jermyn Street to Princes Avenue | 5.56 | 2.78 |



- ❖ Two cycle lanes using dimensions outline overleaf (2 x 2.435m)
- ❖ No parking bays included