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Date: 02 November 2023

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Dear Councillor,

LICENSING AND REGULATORY COMMITTEE - MONDAY 6TH NOVEMBER, 2023

I refer to the agenda for the above meeting and now enclose the following report(s) which were unavailable when the agenda was published.

Agenda No.	Item
4	Draft Licensing policy 2023 (Pages 3 - 32) Report of the Assistant Director of Place (Highways and Public Protection)
6	Highway Enabling Works at The Strand Service Road - Vermont Way / Delaware Road, Bootle. (Pages 33 - 46) Report of the Assistant Director of Place (Highways and Public Protection)
7	Hawthorne Road Traffic Calming, Bootle (Pages 47 - 54) Report of the Assistant Director of Place (Highways and Public Protection)
9	Maritime Corridor Highway Improvements Phase 1 (Pages 55 - 78) Report of the Assistant Director of Place (Highways and Public Protection)

Yours faithfully,

Democratic Services

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Report to:	Licensing and Regulatory Committee Council	Date of Meeting:	6 November 2023 16 November 2023
Subject:	Final draft revised statement of Licensing Policy – Licensing Act 2003		
Report of:	Assistant Director Place (Highways and Public Protection)	Wards Affected:	(All Wards);
Portfolio:	Regulatory, Compliance and Corporate Services		
Is this a Key Decision:	N	Included in Forward Plan:	N
Exempt / Confidential Report:	N		

Summary:

To seek Members' comments on the final draft revised Statement of Licensing Policy and to then refer to Council for approval.

Recommendation(s):

That the Licensing and Regulatory Committee:

- i) Consider and agree the final draft of the revised Statement of Licensing Policy, attached at Annex 2; and,
- ii) Refer the agreed revised Statement of Licensing Policy to Council for approval.

That Council:

- i) Approve the revised Statement of Licensing Policy, attached at Annex 2.

Reasons for the Recommendation(s):

To enable the timely review of the Statement of Licensing Policy.

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

None

What will it cost and how will it be financed?

(A) Revenue Costs

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There are no revenue implications associated with the proposals in this report; any costs will be met from existing budgets.

(B) Capital Costs

There are no capital implications associated with the proposals in this report.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): None.	
Legal Implications: None.	
Equality Implications: There are no equality implications.	
Impact on Children and Young People: None.	
Climate Emergency Implications: The recommendations within this report will	
Have a positive impact	N
Have a neutral impact	Y
Have a negative impact	N
The Author has undertaken the Climate Emergency training for report authors	Y
This is an information only Report and contains no proposals that will alter any impact on climate change.	

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Yes
Facilitate confident and resilient communities:
Commission, broker and provide core services: Yes
Place – leadership and influencer:
Drivers of change and reform:
Facilitate sustainable economic prosperity:
Greater income for social investment:

Cleaner Greener

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services has been consulted and notes the report indicates no direct financial implications for the Council. (FD 7399/23).

The Chief Legal and Democratic Officer has been consulted with regard to any legal implications and any comments have been incorporated into the report. (LD 5599/23).

(B) External Consultations

Consultation exercise took place between 3 April 2023 and 5 June 2023.

Implementation Date for the Decision

9 December 2023

Contact Officer:	Mark Toohey
Telephone Number:	
Email Address:	mark.toohey@sefton.gov.uk

Appendices:

- Annex 1 – Responses received to consultation exercise.
- Annex 2 – Final draft revised Statement of Licensing Policy
- Annex 3 – List of revisions to the 2023 draft policy

Background Papers:

There are no background papers available for inspection.

1. Background

- 1.1 Section 5 of the Licensing Act 2003 (“the LA03”) formally requires that the Licensing Authority has to prepare and publish a statement of its licensing policy (“the Policy”) every five years. During each five year period, the Licensing Authority must keep the Policy, in respect of that period, under review and make such revisions to it, at such times, as it considers appropriate.
- 1.2 The existing Policy has been kept under review since coming into force on 9 December 2018 and no revision had been deemed necessary to date. It has now been reviewed for a revised Policy to come into effect from 9 December 2023 (when the new five year cycle will commence). A list of the revisions is attached as annex 3.

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1.3 Before determining its Policy, the Licensing Authority must consult the persons listed in Section 5(3) of the LA03. Those being:

- The chief officer of police for the area;
- The fire authority for the area;
- The Director of Public Health;
- Persons/bodies representative of local holders of premises licences;
- Persons/bodies representative of local holders of club premises certificates;
- Persons/bodies representative of local holders of personal licences; and,
- Persons/bodies representative of businesses and residents in its area.

1.4 The views of the above have to be given appropriate weight when the Policy is being determined. In addition to the above, the Authority must also have regard to Guidance issued under Section 182 of the LA03 by the Home Office.

2.0 Consultation process

2.1 The consultation exercise took place between 3 April 2023 and 5 June 2023.

2.2 There is a statutory requirement to consult those persons outlined within Paragraph 1.3 prior to producing any revised Policy.

2.3 Beyond these statutory requirements, it is for each licensing authority to decide the full extent of its consultations and whether any particular person or body is representative of the group described in the statute.

2.4 As with previous consultation exercises undertaken (with both the Gambling Act 2005 Statement of Licensing Policy and the previous revisions of the LA03 Statement of Licensing Policy) general awareness of the consultation process, and access to the draft Policy, was increased by:

- i) Publishing the draft revision, a list of the alterations made, a consultation response proforma and general information on the Sefton Council Website (www.sefton.gov.uk) and via Sefton Council's Consultation Finder (www.engagespace.co.uk/sefton);
- ii) News items placed on the various Sefton Council social media pages;
- iii) Placing copies of the draft revision, and the list of the alterations made, in local libraries; and,
- iv) Through press releases to all local press agencies.

2.5 In addition to the general consultation/awareness raising referred to above the following specific consultations were undertaken:

- i) Letters to Merseyside Police; Merseyside Fire and Rescue; the local Health Body; Sefton Council Environmental Health & Licensing Section; Sefton Council Planning; Sefton Council Safeguarding Children's Unit; and Home Office Immigration Enforcement.
- ii) Letters to the following Organisations: British Beer & Pub Association; British Institute of Innkeepers; Federation of Licensed Victuallers Association; Association of Licensed Multiple Retailers; Association of

Convenience Stores; The Wine and Spirit Trade Association; Committee of Registered Clubs Association; BIIAB, Highfield Awarding Body for Compliance, Laser Learning Awards, Pearson Education Ltd, QNUK, Quallsafe Awards, SFJ Awards, SQA and Training Qualifications UK.

- v) Letters to Sefton Chamber of Commerce and the Southport BID Team.
- vi) Letters to all Borough Councillors, Sefton Members of Parliament and Parish Council Clerks.

3.0 Draft Policy 2023

- 3.1 No further revisions to the draft policy are suggested as a result of the consultation exercise.
- 3.2 A copy of the final draft of the Policy is to be found within Annex 2.

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SEFTON METROPOLITAN BOROUGH COUNCIL

LICENSING ACT 2003

LICENSING POLICY STATEMENT

Draft Version 2023

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ANNEXES

The following annexes do not form part of the approved Statement of Licensing Policy but are included to assist applicants in meeting the requirements of the licensing process.

- Annex 1 - Map of Sefton
- Annex 2 - Contact details for responsible authorities
- Annex 3 - Crime and Disorder
- Annex 4 - Public Safety
- Annex 5 - Public Nuisance
- Annex 6 - Children

1.0 GENERAL STATEMENT

- 1.1 Sefton Metropolitan Borough Council (“the Council”) is the Licensing Authority (“the Authority”), under the Licensing Act 2003 (“the Act”), responsible for granting Premises Licences, Club Premises Certificates, Temporary Event Notices and Personal Licences in respect of the retail sale and/or supply of alcohol and the provision of Regulated Entertainment and Late Night Refreshment.
- 1.2 The Act requires that the Council publish a statement of licensing policy. Accordingly this policy statement has been prepared and published in compliance with the requirements of Section 5 of the Act and with regard to guidance issued under Section 182 of that Act. In drawing up this policy the Council has also had regard to the nature of the Borough and the needs and wishes of the communities it serves and has consulted with all the statutory consultees and other appropriate bodies.
- 1.3 This policy statement sets out the general approach to the making of licensing decisions. It does not prevent any individual from making any application, under the terms of the Act, and having that application considered on its individual merits. Nor does it override the right of any person to make representations on an application or to seek a review of a licence or certificate where the Act allows them to do so.
- 1.4 This policy statement will be subject to a periodic review every five years, between those periodic reviews it may also be subject to ongoing reviews, particularly where feedback indicates that the Licensing Objectives are not being met.
- 1.5 In carrying out its licensing functions the Authority will promote the Licensing Objectives which are:
- The prevention of crime and disorder;
 - Public safety;
 - The prevention of public nuisance; and
 - The protection of children from harm.

See Section 3.0 for more information.

Sefton

- 1.6 Sefton is one of the six Metropolitan Boroughs that make up Merseyside. It lies in the northern part of the Liverpool City Region with which it shares close economic, social, cultural and transport links and stretches 22 miles north from Bootle to Southport. It also has important links to Preston and West Lancashire. Sefton adjoins the City of Liverpool to the south, the borough of Knowsley to the south-east, and the largely rural West Lancashire elsewhere. The location of Sefton is shown by the map provided at Annex 1.
- 1.7 Sefton is an area of great contrasts with beautiful coastlines, rural landscapes and industrial/commercial areas; working docklands, commuter towns and a busy seaside resort; areas of great affluence but also some of the most deprived

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communities in England and Wales. Sefton has a number of famous features that help make it distinctive. These include the resort of Southport, an outstanding natural coast, the home of the Grand National at Aintree, England's 'golf coast' including Royal Birkdale, and Antony Gormley's 'Iron Men' sculptures on Crosby beach with most of the Port of Liverpool being situated in the south of the Borough.

- 1.8 Sefton has a resident population of 275,899 (2021 census) and has a high proportion of retired people, widowed people and long term unemployed when compared with the rest of England and Wales.
- 1.9 The main centres of population are the urban and suburban areas of Bootle, Crosby, Maghull, Formby and Southport.
- Bootle is an area of mainly Victorian terraced properties, with busy working docklands and a mixture of retail and office developments at its centre. In recent years, much of the area was designated as part of the Merseyside 'Housing Market Renewal Area'. The initiative has begun to change the housing quality, type and tenure available, mainly through demolition of low-demand homes and clearance of low grade or vacant industrial sites and rebuilding of new homes.
 - Southport at the north of the Borough has a traditional, quality image, borne out of its Victorian and Edwardian architectural and landscape grandeur. This heritage has led to Southport being described as a 'classic resort'. This, coupled with family attractions and recent growth in 'eco-tourism', has enabled it to endure changing holiday patterns. There has been significant investment in the town centre and Seafront in recent years, but both its leisure and retail areas continue to need to be revitalised. Southport Business Improvement District, the Council, Merseyside Police, Pubwatch, Light for Life and Street Pastors have been successful in applying for Purple Flag status.
 - Formby, Crosby and Maghull are largely residential with a smaller number of commercial premises, there are therefore relatively few employment areas here. These are however distinctive settlements in their own right, and all function as commuter settlements for the Liverpool City Region.
- 1.10 The Local Plan for Sefton will allow development in town centre areas as long as it does not cause significant harm to amenity, would not result in grouping of similar uses which would harm the character of the area or harm residential amenity. Planners may use conditions to restrict opening hours.
- 1.11 Sefton's profile is reflected by statistics that show over 75% of the jobs in the borough are in the service sector and an adaptable and skilled workforce, that have an acknowledged excellent labour relations record.
- 1.12 Noise has been a problem in certain areas and from certain premises, with complaints about licensed premises tending to relate to poorly constructed or poorly managed premises. Complaints are also received about noise and

disturbance from people going to or leaving licensed premises, this is mainly in the areas of greatest concentration of licensed premises or from premises located in residential areas.

- 1.13 Trains and buses do not operate all night and whilst there are up to 2000 licensed taxis and private hire vehicles in the borough, problems can arise at times of high demand with insufficient transport readily available for the large numbers of potential customers.

2.0 SCOPE

2.1 This Policy Statement covers the following ‘licensable activities’:

- The licensing of individuals for the retail sale of alcohol (Personal Licence);
- The licensing of premises for the retail sale of alcohol, provision of regulated entertainment or late night refreshment (Premises Licence);
- The supply of alcohol or the provision of regulated entertainment to certain clubs (Club Premises Certificate);
- The permitting of certain licensable activities on a temporary basis (Temporary Event Notice)

2.2 In this regard the policy covers new applications, transfers, variations and minor variations of Licences and also includes the review of Licences and Certificates, which could lead to revocation.

2.3 It should be noted that incomplete applications will be returned to the applicant and the period for determination will not commence until a valid application has been submitted.

Personal Licences

2.4 A Personal Licence is granted to an individual and authorises the supply of alcohol in accordance with a Premises Licence.

2.5 An applicant has to demonstrate that they have an appropriate licensing qualification, are aged over 18 years, do not have a relevant or foreign criminal conviction or have been required to pay an immigration penalty. In addition they must also demonstrate that they have the right to work within the United Kingdom.

2.6 The holder of a Personal Licence is required by the Act to report (as soon as reasonably practicable) to the Licensing Authority any change to their name or address. Similarly should they receive a conviction for any relevant criminal offence or foreign offence or have been required to pay an immigration penalty they must report this in writing (again as soon as reasonably practicable). On receipt of which the Licensing Authority has the discretion to suspend, for up to 6 months, or to revoke the Licence. In addition any Personal Licence issued in

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respect of an application made on or after 6 April 2017 will become invalid if the holder ceases to be entitled to work in the United Kingdom.

- 2.7 Further information on this type of Licence can be found on the Sefton Council website at www.sefton.gov.uk.

Premises Licences and Club Premises Certificates

- 2.8 A Premises Licence / Club Premises Certificate is required for any premises where it is intended that a licensable activity should take place.

- 2.9 The Act states that the following persons may apply for a Premises Licence in respect of any premises:

- A person who carries on, or proposes to carry on, a business which involves the use of the premises for the licensable activities to which the application relates;
- Any person who makes the application pursuant to:
 - i) any statutory function discharged by that person which relates to those licensable activities, or
 - ii) any function discharged by that person by virtue of Her Majesty's prerogative,
 - iii) a recognised club,
 - iv) a charity,
 - v) the proprietor of an educational institution,
 - vi) a health service body,
 - vii) a person who is registered under Part 2 of the Care Standards Act 2000 (c14) in respect of an independent hospital,
 - viii) a person who is registered under Chapter 2 of Part 1 of the Health and Social Care Act 2008 in respect of the carrying on of a regulated activity (within the meaning of that Part) in an independent hospital in England,
 - ix) a chief officer of police of a police force in England and Wales,
 - x) a person of such other description as may be prescribed.
- An individual may not apply for a premises licence if s/he is not aged 18 or over.
- An individual who is resident in the United Kingdom may not apply for a Premises Licence authorising premises to be used for the sale of alcohol and/or late night refreshment unless the individual is entitled to work in the United Kingdom.

- 2.10 The grant of a Club Premises Certificate means that a club is entitled to certain benefits, which include the authority to supply alcohol to its members and sell it to guests without the need for any member or employee to hold a personal licence, and the absence of a requirement to specify a designated premises supervisor. There are also more limited rights of entry for the police and other authorised persons, as the premises are considered private and not generally open to the public.

- 2.11 Unless requested by the applicant, the Licence / Certificate will not be time limited. However any Premise Licence issued in respect of an application made on or after 6 April 2017 (and including the sale of alcohol and/or late night refreshment) will become invalid if the Premise Licence holder is in an individuals name and ceases to be entitled to work in the United Kingdom.
- 2.12 Further information on this type of Licence / Certificate can be found on the Sefton Council website at www.sefton.gov.uk.

Late Night Refreshment

- 2.13 The provision of late night refreshment is defined as the supply of hot food or hot drink on or from premises to members of the public between 11pm and 5am for consumption on or off the premises. Schedule 2 of the Act makes provision for exempt supplies of hot food or hot drink; these include supplies which can only be made from premises which are recognised clubs or hotels to persons admitted to those premises as a member of the club or as an overnight guest at the hotel, and supplies by means of a self service vending machine or which are free.
- 2.14 Changes made to Schedule 2 of the Act by the Deregulation Act 2015 provide a licensing authority with the discretionary powers to exempt the supply of late night refreshment from the licensing regime if it takes place:
- i) On or from premises which are wholly situated in a designated area;
 - ii) On or from premises which are of a designated description; or
 - iii) During a designated period (beginning no earlier than 11pm and ending no later than 5am).
- 2.15 The Authority has not yet exercised these powers; if it should then a list of any designated areas, designated descriptions or designated periods will be included as an Annex to this Policy.

Temporary Event Notices

- 2.16 The Act states that the organiser of a Temporary Event must give the Licensing Authority, the local authority exercising environmental health functions and the Police notice of the event.
- 2.17 The Act states that a “standard” Temporary Event Notice (“TEN”) may be served (up to) 10 working days prior to a permitted Temporary Event, whilst a “late” TEN may be served (up to) 5 working days prior to a permitted Temporary Event.
- 2.18 TENs are subject to certain limits, which are set by statute, further information on these can be found on the Sefton Council website at www.sefton.gov.uk.

3.0 LICENSING OBJECTIVES

- 3.1 In carrying out its licensing functions the Authority will promote the Licensing Objectives which are:

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- The prevention of crime and disorder;
 - Public safety;
 - The prevention of public nuisance; and
 - The protection of children from harm.
- 3.2 To achieve these objectives the Authority will use a full range of measures including its planning, transport and crime and disorder policies and powers. The Authority will work in partnership with Merseyside Police, Merseyside Fire Authority, local businesses, local pubwatches, community representatives and local people in meeting these objectives.
- 3.3 Applicants will be expected to undertake their own enquiries about the area in which their premises are situated to inform the content of their application and in particular they will be expected to obtain sufficient information to enable them to demonstrate, when setting out the steps they propose to take to promote the licensing objectives, that they understand:
- The layout of the local area and physical environment including crime and disorder hotspots, hotspots of ill health (particularly children) caused by alcohol, proximity to residential premises and proximity to areas where children may congregate;
 - Any risk posed to the local area by the applicants' proposed licensable activities; and
 - Any local initiatives (for example, local crime reduction initiatives or voluntary schemes including local taxi-marshalling schemes, street pastors and other schemes) which may help to mitigate potential risks.
- 3.4 Applicants will be expected to include positive proposals in their application on how they will manage any potential risks. For example, premises with close proximity to residential premises should consider smoking, noise management and dispersal policies to ensure the promotion of the public nuisance objective. Applicants must consider all factors which may be relevant to the promotion of the licensing objectives, and where there are no known concerns, acknowledge this in their application.

Prevention of Crime & Disorder

- 3.5 When making licence applications, in providing evidence within the Operating Schedule that suitable and sufficient measures will be in place to address the Crime and Disorder objective, applicants should consider the following matters in particular:
- The capability of the person in charge to ensure effective and responsible management of the premises;
 - The training given to staff in crime prevention measures;
 - Procedures for risk assessing promotions and events, such as 'happy hours' in relation to crime and disorder, and the plans to minimise such risks;
 - Adoption of best practice in relation to safer clubbing etc;

- Physical security features installed in the premises (i.e. location and standard of CCTV equipment, toughened drinking glasses etc);
- Measures to prevent the supply of illegal drugs, including search and entry policies;
- Employment of SIA licensed door supervisors;
- Participation in an appropriate crime prevention scheme (e.g. 'pubwatch');
- Measures to be taken for the prevention of violence and disorder;
- The presence, or access to, sufficient transport facilities to ensure that customers can leave the premises safely and swiftly;
- Weapon detection and search facilities;
- Illegal sale of alcohol to those who are already drunk;
- Participation in any existing radio network scheme

3.6 Annex 3 gives further guidance as to the type of measures applicants may wish to include in their Operating Schedules with regard to this objective.

Public Safety

3.7 When making licence applications, in providing evidence within the Operating Schedule that suitable and sufficient measures will be in place to address the Public Safety objective, applicants should consider the following matters in particular:

- The safe occupancy capacity of the premises, in particular having regard to floor area and means of escape;
- The age, design and layout of the premises, including the means of escape;
- The nature of the licensable activities provided, in particular the sale of alcohol;
- Hours of operation;
- Customer profile (age, disability etc);
- The necessary Health and Safety and Fire risk assessments for the premises, and other measures to reduce risk to public safety;
- The number of people employed or engaged to secure the safety of all persons attending the premises or event;
- Where appropriate, noise exposure controls, for both staff and public, which have been detailed in accordance with the appropriate legislation;
- Arrangements to ensure that litter, generated by activities at the premises, does not present a fire hazard;
- Implementation of appropriate crowd management measures

3.8 Annex 4 to this Policy gives some further guidance as to the type of measures applicants may wish to include in their Operating Schedules with regard to this objective.

Prevention of Public Nuisance

3.9 When making licence applications, in providing evidence within the Operating Schedule that suitable and sufficient measures will be in place to address the Public Nuisance objective, applicants should consider the following matters in particular:

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- The type of activity, its frequency and the number and nature of customers likely to attend;
 - Measures taken, or proposed, to prevent noise and/or vibration escaping from the premises given its location and proximity to residential and other noise sensitive premises. This would include music, plant noise and human voice, whether amplified or not;
 - Measures taken to prevent the transmission of sound and/or vibration to adjoining properties;
 - Measures taken, or proposed, for management and supervision of the premises and open areas to minimise unreasonable disturbance by customers and staff arriving or leaving the premises, including the delivery of goods and services;
 - The proposed hours of operation for all, or parts, of the premises;
 - Measures taken to prevent cooking odours and other smells escaping from the premises;
 - Means of access to and egress from the premises, including customer entrances and exits on principal pedestrian routes;
 - Whether routes to and from the premises pass residential premises;
 - Whether the premises would result in increased refuse storage, disposal problems or additional litter in the vicinity of the premises, including measures taken to ensure the collection and disposal of litter and waste outside the premises;
 - Measures to be taken to reduce drunkenness on the premises, e.g. the “Drink Less Enjoy More” scheme;
 - If appropriate, a ‘wind down’ period between the end of the licensable activities and closure of the premises;
- 3.10 If sound leakage from the premises is identified by the applicant, or any responsible authority, the Authority will expect this to be addressed in practical ways, such as:
- Keeping doors and windows closed and providing adequate mechanical ventilation, or if necessary, air conditioning;
 - Reducing sound levels and installing a sound limiting device to prevent sound exceeding the appropriate level;
 - Installing soundproofing measures to contain sound and vibration
- 3.11 In premises where customers leave late at night, or early in the morning, the Authority will expect the applicant to have included, in the Operating Schedule, such practical steps as:
- Erecting prominent notices at the exits to the premises asking customers to leave quietly and not to slam car doors;
 - At appropriate time making loud speaker announcements to the same effect;
 - Instructing door staff to ask customers leaving the premises to do so quietly;
 - Reducing the volume of music towards the end of the evening and where appropriate playing quieter, more soothing music as the evening winds down;

- Improving availability of licensed taxis or private hire vehicles to take customers from the premises;
- Refusing entry to people known to regularly leave in a noisy manner;
- The supervision of any queues so as to keep noise and disturbance to a minimum

3.12 Annex 5 to this Policy gives further guidance as to the type of measures applicants may wish to include in their Operating Schedules with regard to this objective.

Protection of Children from Harm

3.13 It is not possible to anticipate every issue of concern that could arise with regard to each individual premises in respect of children, however, when making licence applications, in providing evidence within the Operating Schedule that suitable and sufficient measures will be in place to address the protection of children from harm objective, applicants should, in particular, consider how they will prevent children from:

- Acquiring or consuming alcohol;
- Being exposed to drugs, drug taking or drug dealing;
- Being exposed to gambling;
- Being exposed to entertainment of an adult or sexual nature;
- Being exposed to incidents of violence or disorder;
- Being exposed to excessive noise.

3.14 With regard to the mandatory condition concerning age verification policies, the Authority recommends that the following documents should be used as proof of age:

- Passport;
- 'Photocard' Driving Licence; or,
- Any PASS (Proof of Age Standards Scheme) card (details from www.pass-scheme.org.uk).

3.15 The Authority will normally require persons working with children, in respect of premises holding under 18 regulated entertainment, to undergo an enhanced Criminal Records Bureau check before they are appointed.

3.16 In recent years there has been an increasing awareness of the problems in society generally connected with Child Sexual Exploitation. It is this Authority's opinion that Child Safeguarding is everyone's responsibility and that licensed premises should be vigilant in this regard particularly those premises which may be expected to attract under 18 year olds such as nightclubs, fast food outlets, cinemas screening children's films etc. Operators of licensed premises should have in place appropriate child safeguarding measures and should seek the advice of the Council's Safeguarding Children's Unit in this respect.

3.17 Annex 6 to this Policy gives further guidance as to the type of measures applicants may wish to include in their Operating Schedules with regard to this objective.

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4.0 LINKS TO OTHER POLICIES

- 4.1 The Authority will ensure proper integration of this and other related policies and strategies, including its cultural, economic development, local crime prevention, health, planning, race equality, transport, tourism and town centre management strategies, through consultation, ongoing communication and reporting arrangements between the Licensing and Regulatory Committee, the Licensing Unit and other relevant bodies.
- 4.2 All licensing activities will be undertaken in compliance with the Authority's Race Equality Scheme which recognises its responsibilities under the Race Relations Act 1976.
- 4.3 This Policy Statement also recognises the Disability Discrimination Act 1995 as well as recognising that the Equality Act 2010 places a legal obligation on public authorities to have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; to advance equality of opportunity; and to foster good relations, between persons with different protected characteristics.
- 4.4 The Authority has a duty under Section 17 of the Crime and Disorder Act 1998 to promote the prevention of crime and disorder and it will also have regard to these duties when determining applications.
- 4.5 The Authority recognises the need and wider cultural benefits of encouraging and promoting a broad range of entertainment, particularly live music, dance and theatre and will seek to avoid measures that unnecessarily deter the provision of such entertainment.
- 4.6 The Authority recognises the impact of irresponsible consumption of alcohol on crime, disorder and health and will expect Licensees to ensure that alcoholic drinks are packaged, presented and sold in a socially responsible way.
- 4.7 The Authority also encourages Licensees to give consideration to the National Alcohol Harm Reduction Strategy and any Alcohol Harm Reduction Strategy that may be in force from Sefton Council, in particular the contribution they can make to reducing the harm caused by irresponsible consumption of alcohol.

5.0 THE LICENSING PROCESS

- 5.1 In determining a licence application the overriding principle adopted by the Authority will be that each application will be determined on its merits.
- 5.2 The decisions taken by the Authority will be focused on matters within the control of individual licensees and others granted relevant permissions. Accordingly, these matters will centre on the premises and places being used for licensable activities and the vicinity of those premises and places.

- 5.3 In addressing this matter, the Authority will primarily focus on the direct impact of the activities taking place at the licensed premises on members of public living, working or engaged in normal activity in the area concerned.
- 5.4 Whilst recognising that licensing law is a key aspect in the general control of anti-social behaviour and forms part of the holistic management of the evening and night-time economy, in taking its decisions the Authority will take into account the fact that it is not the primary mechanism for the general control of anti-social behaviour by individuals once they are beyond the direct control of the individual, club or business holding the Licence, Certificate or Permission concerned.
- 5.5 The Authority recognises that there should be a clear separation of the planning and licensing regimes and licensing applications should not be a re-run of the planning application. The Authority will therefore ensure that the two regimes are kept separate.
- 5.6 There may be circumstances when as a condition of planning permission, a terminal hour has been set for the use of premises for commercial purposes. Where these hours are different to the licensing hours, the applicant must observe the earlier closing time. Premises operating in breach of their planning permission would be liable to prosecution under planning law. The granting by the Licensing Committee of any variation of a licence which involves a material alteration to a building would not relieve the applicant of the need to apply for planning permission or building control approval where appropriate.
- 5.7 Licensing decisions and functions may be taken or carried out by the Licensing Committee, or delegated, where appropriate, to sub-committees or officers. The principal of delegation will be to ensure that decisions and functions, particularly non-contentious applications and purely administrative functions are taken or carried out in a speedy, efficient and cost-effective way.
- 5.8 The delegation of decisions and functions will be as follows:

Matter to be Dealt With	Sub-Committee	Officers
Application for a personal licence	If a Police objection	If no objection made
Application for personal licence with unspent convictions	All cases	
Application for premises licence / club premises certificate	If a relevant representation made	If no relevant representation made
Application for a provisional statement	If a relevant representation made	If no relevant representation made
Application to vary premises licence / club premises certificate	If a relevant representation made	If no relevant representation made
Application to vary designated premises supervisor	If a Police objection	All other cases
Request to be removed as designated premises supervisor		All cases

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SEFTON METROPOLITAN BOROUGH COUNCIL – LICENSING POLICY STATEMENT

Application for transfer of premises licence	If a Police objection	All other cases
Application for interim authorities	If a Police objection	All other cases
Application to review premises licence / club premises certificate	All cases	
Decision on whether a complaint is irrelevant frivolous, vexatious etc		All cases
Decision to object when local authority is a consultee and not the relevant authority considering the application	All cases	
Determination of an objection to a temporary event notice	All cases	
Determination of application to vary premises licence at community premises to include alternative licence condition	If a Police objection	All other cases
Decision whether to consult other responsible authorities on minor variation application		All cases
Application for minor variation		All cases

5.9 Applicants for grants or variations of Premises Licences / Club Premises Certificates are required by the Act to copy details of their applications to the following “responsible authorities”, who may make representations about the application or ask the Authority to review a Premises Licence / Club Premises Certificate:

- The relevant licensing authority and any other licensing authority in whose area part of the premises is situated;
- The chief officer of police;
- The local fire authority;
- The local enforcement agency for the Health and Safety at Work Etc Act 1974 (the local authority or the Health and Safety Executive as appropriate to each particular premises);
- The local authority with responsibility for environmental health;
- The local planning authority;
- The body responsible for the protection of children from harm;
- The local weights and measures authority;
- The Home Office;
- The Primary Care Trust or Local Health Board, and,
- Any other licensing authority in whose area part of the premises are situated.

5.10 The appropriate points of contact for the abovementioned responsible authorities, i.e. the person to whom copies of applications should be sent, are listed in Annex 2.

5.11 The Authority will notify those residential and business properties with curtilages abutting those premises applying for a Premises Licence or a Club Premises

Certificate, the Variation of a Premises Licence or Club Premises Certificate, or any premises subject to a review. Whilst this is not a statutory requirement, the Authority is of the belief that it is important to ensure that the community are fully aware of licensing applications made in their area and as such this will ensure that local people have a voice in licensing decisions. As part of our statutory requirements we will also advertise these applications on www.sefton.gov.uk.

- 5.12 In respect of minor variations the overall test for Officers will be to decide whether or not the proposed minor variation would impact adversely on any of the four licensing objectives.

Hearings

- 5.13 A hearing will be arranged to deal with any application which cannot be dealt with under delegated powers or resolved by agreement between applicants and other parties and/or 'responsible authorities'.

Review of licences

- 5.14 Following the grant of a Premises Licence or Club Premises Certificate a 'responsible authority' or any other party may request the Authority to review the Licence/Certificate where problems associated with the four Licensing Objectives have occurred. Similarly the Authority itself may instigate a review of the licence in a similar manner.
- 5.15 The Authority considers that other parties and 'responsible authorities' will give licence holders sufficient warning of any concerns they may have with regard to problems identified at the premises and the need for improvement. The Authority therefore expects licence holders to respond to such warnings and implement the necessary remedial action. A failure to respond to such warning could lead to a decision to request a review of the licence.
- 5.16 In all cases where a representation for a review is made it must relate to a particular premises for which a Licence/Certificate is in force and must be relevant to the promotion of the four Licensing Objectives.
- 5.17 Requests for reviews may be rejected where, in the view of the Authority, the complaint is not relevant (to the Licensing Objectives), is vexatious, frivolous or repetitious.
- 5.18 Where a review has been accepted by the Authority and where a statement from a proposed witness is served on the Authority and all other relevant parties at least 14 days prior to the date notified for the hearing of a review, that witness statement shall be taken as fact unless written notice requiring the attendance of that witness is given to the party putting forward the witness, and to the Authority, at least five working days prior to any review hearing.

6.0 LICENSING HOURS

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- 6.1 The Authority will not prescribe general licensing hours and in determining licensing hours the Authority will not limit opening hours without consideration of the circumstances and individual merits of each application.
- 6.2 Where there are objections to an application to extend the hours during which licensable activities are to be carried on and the Authority determines that this would undermine the licensing objectives, it may reject the application or grant it with appropriate conditions and/or different hours from those requested.
- 6.3 The Authority will consider in each case the evidence presented to it and in particular, where relevant and appropriate:
- a) Any evidence that longer hours may lead to public nuisance later at night, particularly where residents are affected;
 - b) Any evidence of policing difficulties late at night;
 - c) Any evidence of difficulties experienced in late night street cleaning;
 - d) Any evidence that premises licensed for longer hours are in fact closing, or likely to close, at the same hour so producing peaks of disturbance later at night;
 - e) Any evidence that those drinking longer are creating disorder later at night.
- 6.4 In general the Authority will seek to ensure that nuisance is minimised to local residents and will demand stricter conditions with regard to noise and nuisance control in areas of denser residential accommodation.
- 6.5 Shops, stores and supermarkets will generally be permitted to sell alcohol for consumption off the premises throughout the hours they intend to open unless there are good reasons, based on the licensing objectives, for restricting those hours. For example, a limitation may be appropriate following police representations in the case of some shops known to be a focus of disorder and disturbance because youths gather there.
- 6.6 Entertainment providers will be encouraged to provide a range of entertainment during their operating hours and to promote live music, dancing and theatre for the wider cultural benefit of the Community.

7.0 CHILDREN

- 7.1 The Authority can only attach conditions where an objection is upheld following a hearing. Licensing covers a wide variety of types of premises and activity. The Authority will not seek to limit access of children to any premises unless such access is specifically prohibited by the Act or it is otherwise considered necessary for the prevention of physical, moral or psychological harm. Each application and the circumstances obtaining to each application will be considered on its own merits.
- 7.2 The Authority would be most likely to take such action in relation to premises where there have been convictions for members of the current staff at the premises for serving alcohol to minors or with a reputation for underage drinking; a known association with drug taking or dealing; a strong element of gambling on

the premises; where entertainment of an adult or sexual nature is commonly provided; or where the supply of alcohol for consumption on the premises is the exclusive or primary purpose of the services provided at the premises.

7.3 Where it is considered necessary, for the prevention of physical, moral or psychological harm, to limit the access of children, the following options, or combination of options may be imposed:

- Limitations on the hours when children may be present;
- Limitations or the exclusion of the presence of children under certain ages when particular specified activities are taking place;
- Limitations on the parts of premises to which children might be given access;
- Age limitations (below 18);
- Requirements for accompanying adults; and
- Full exclusion of those people under 18 from the premises when any licensable activities are taking place.

7.4 The Authority will not impose conditions requiring the admission of children to any premises. The Authority believes that where no licensing restriction is necessary, the admission or otherwise of children to a premises should remain a matter for the discretion of the individual licensee or club.

7.5 The provision of entertainment to children will require the presence of sufficient adults to control the access, egress and safety of the children. Where regulated entertainment is provided for children, or large numbers of children may be expected, conditions may be imposed to require an appropriate ratio of adult staff to be present, to control access egress and safety of the children.

7.6 Where a licence relates to the exhibition of films, the Authority will expect that children will be restricted from viewing age-restricted films classified according to the recommendations of the British Board of Film Classification. In exceptional cases the Authority may vary the age-restriction applied to a film to be exhibited within its area.

8.0 LICENSING CONDITIONS

8.1 As indicated in Paragraph 7.1 above, the Authority can only attach conditions where an objection is upheld following a hearing. In these instances only those conditions considered appropriate to meet the Licensing Objectives will be imposed. The Authority will avoid the imposition of disproportionate and overburdensome conditions where there is no need for them.

8.2 The Authority will seek to avoid any duplication with other regulatory regimes. Licence conditions will not be imposed where other regulatory regimes provide sufficient protection to the public (for example, health and safety at work and fire safety legislation). However, the Authority will expect licencees to maintain compliance with those other regulatory regimes and would encourage licencees to adopt best practice wherever possible.

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- 8.3 To ensure consistency the Authority will maintain pools of conditions, from which appropriate and proportionate conditions, tailored to the individual style and characteristics of the premises and events to which an application relates, may be drawn when necessary in particular circumstances. Conditions will, so far as possible, reflect local crime prevention strategies.
- 8.4 When considering whether an entertainment being provided constitutes ‘the provision of regulated entertainment’ each case will be treated on its own merits. There will inevitably be a degree of judgement as to whether the provision is regulated or not and therefore organisers of events should check with the Authority if in doubt.
- 8.5 Further information on what constitutes ‘the provision of regulated entertainment’ (and in what circumstances) can be found via the Sefton Council Website at www.sefton.gov.uk.

9.0 CUMULATIVE IMPACT ASSESSMENT

- 9.1 A cumulative impact assessment (“CIA”) may be published by a licensing authority to help it to limit the number or types of licence applications granted in areas where there is evidence to show that the number or density of licensed premises in the area is having a cumulative impact and leading to problems which are undermining the licensing objectives. CIAs relate to applications for new premises licences and club premises certificates and applications to vary existing premises licences and club premises certificates in a specified area.
- 9.2 Evidence of cumulative impact on the promotion of the licensing objectives needs to relate to the relevant problems identified in the specific area to be covered by the CIA. Information which licensing authorities may be able to draw on includes:
- local crime and disorder statistics, including statistics on specific types of crime and crime hotspots;
 - statistics on local anti-social behaviour offences;
 - health-related statistics such as alcohol-related emergency attendances and hospital admissions;
 - environmental health complaints, particularly in relation to litter and noise;
 - complaints recorded by the local authority, which may include complaints raised by local residents or residents’ associations;
 - residents’ questionnaires;
 - evidence from local councillors; and
 - evidence obtained through local consultation.
- 9.3 The CIA must include a statement saying that the licensing authority considers that the number of premises licences and/or club premises certificates in one or more parts of the area described is such that it is likely that granting further licences would be inconsistent with the authority’s duty to promote the licensing objectives.
- 9.4 The Act does not stipulate how the CIA should be used once published, because the requirements for determining applications for new licences or variations are

the same in areas with a CIA as they are elsewhere. However, any CIA published by a licensing authority must be summarised in its statement of licensing policy. Under section 5(6D) a licensing authority must also have regard to any CIA it has published when determining or revising its statement of licensing policy.

- 9.5 This Authority has not published a CIA, however it should be noted that although the publication of a CIA should generally be suitable as the basis for a decision to refuse an application or impose conditions, it does not change the fundamental way that decisions are made under the Act.
- 9.6 Each decision in an area subject to a CIA would still need to be made on a case-by-case basis and with a view to what is appropriate for the promotion of the licensing objectives. It is also noted that the publication of a CIA would not remove a licensing authority's discretion to grant applications for new licences or applications to vary existing licences, where the authority considers this to be appropriate in the light of the individual circumstances of the case.

10.0 ENFORCEMENT

- 10.1 Enforcement action will be taken in accordance with the Authority's Licensing Enforcement Policy, will follow the Hampton principles and will be targeted, proportionate and transparent. The inspection of premises will be undertaken, when necessary, on a risk assessment and targeted basis, ensuring that resources are concentrated on high risk and problem premises and activities and again these will recognize the Hampton principles.
- 10.2 The Authority has established protocols on enforcement issues with the local Police, to provide for a more efficient deployment of Local Authority staff and Police Officers who are commonly engaged in enforcing Licensing Law and the inspection of licensed premises. In particular, these protocols provide for the targeting of agreed problem and high-risk premises which require greater attention, while providing a lighter touch in respect of those low-risk premises that are well run.

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Licensing Policy 2023 Consultation Responses

Which best describes you? - Respondent	If you are a business or an organisation, please tell us the name of the business or organisation. - Name of business or organisation.	What is your job in the business or organisation? - Job role.	Please provide a brief description of who the business or organisation represents. - Comments about business.	Do you have any comments about the Statement of Licensing Policy or the proposed changes? - Comments	How old are you? - Age
A Sefton resident.	Not Answered	Not Answered	Not Answered	No	60 - 69

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CHANGES TO LICENSING POLICY STATEMENT

The following alterations have been made to the existing Policy:

- Paragraph 1.8 updated with latest Census figures.
- Paragraph 1.11 existing text replaced with: *Seftons profile is reflected by statistics that show over 75% of the jobs in the borough are in the service sector and an adaptable and skilled workforce, that have an acknowledged excellent labour relations record.* Existing wording was **There have been a number of studies in recent times relating to the night-time economy, particularly in relation to the “ classic” resort status of Southport, these have helped shape Seftons vision for developing a sustainable pattern of licensing, as expressed in 1.14 below.**
- Paragraph 1.13, last two sentences deleted. Those Sentences reading **Southport Business Improvement District funds two regulated Taxi Marshalls every Friday and Saturday and selected Bank Holidays and special events from midnight to 4am. The Marshalls being located at the Lord Street taxi rank.**
- Paragraphs 1.14 to 1.19 deleted. Those paragraphs having read:
 - 1.14 Councils in Cheshire and Merseyside are planning to use licensing laws to reduce crime, anti-social behaviour and poor health caused by alcohol.**
 - 1.15 The drive aims to promote a ‘healthier relationship’ with alcohol in communities and improved wellbeing through the powers available in the Act.**
 - 1.16 Evidence shows the easy availability and affordability of cheap, strong alcohol contributes to the harm experienced by those most vulnerable. We aim to support the wellbeing of these local residents and communities by using the powers of the Act to limit access to this type of alcohol.**
 - 1.17 Nine areas in Cheshire and Merseyside are working together to support local communities to identify ways of reducing alcohol-related harm, while at the same time ensuring night time economies remain safe, vibrant and popular.**
 - 1.18 To achieve this we will employ a number of practical approaches and will help both the public and industry professionals gain access to the skills necessary to participate effectively in their part of the licensing process. We will:**
 - **Work with national bodies to identify the latest advice and guidance and agree a consistent approach across Cheshire and Merseyside.**
 - **Identify best practice in licensing and look to extend successful local initiatives more widely where there is good evidence for reducing harm to vulnerable residents.**
 - **Engage and involve local retailers and communities.**
 - **Signpost the availability of evidence and provide guidance on using it in the licensing process.**
 - 1.19 This approach will be co-produced by the nine Local Authorities in Cheshire and Merseyside and will ensure local alcohol strategies are taken into account.**

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SEFTON METROPOLITAN BOROUGH COUNCIL

- Paragraph 2.2 amended to remove “*renewals*”. Previously read as **In this regard the policy covers new applications, renewals, transfers, variations and minor variations of Licences and also includes the review of Licences and Certificates, which could lead to revocation.**
- Paragraph 2.11 amended to now read: *Unless requested by the applicant, the Licence / Certificate will not be time limited. However any Premise Licence issued in respect of an application made on or after 6 April 2017 (and including the sale of alcohol and/or late night refreshment) will become invalid if the Premise Licence holder is in an individuals name and ceases to be entitled to work in the United Kingdom.* Previously read **Unless requested by the applicant, the Licence / Certificate will not be time limited. However any Premise Licence issued in respect of an application made on or after 6 April 2017 (and including the sale of alcohol and/or late night refreshment) will become invalid if the individual holder ceases to be entitled to work in the United Kingdom.**
- Paragraph 4.5, last sentence deleted. That sentence read **Working with the Sefton Cultural Strategy Group, the Authority will seek to monitor the impact of licensing on the provision of regulated entertainment, particularly live music, dance and theatre.**
- Paragraph 4.6, last sentence deleted. That sentence read **In this context the Authority commends the use of the following: “*Home Office: Selling Alcohol Responsibly: Good Practice Examples from the Alcohol Retail and Hospitality Industries*” and “*Portman Group Code of Practice on Naming, Packaging and Promotion of Alcoholic Drinks*”.**
- Paragraph 5.5, last sentence deleted. That sentence read **The Planning Committee will be kept regularly apprised of the situation regarding licensed premises within the Borough to enable the Committee to have regard to such matters when taking decisions to avoid any unnecessary overlap.**

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Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 6 November 2023
Subject:	Highway Enabling Works at The Strand Service Road - Vermont Way / Delaware Road, Bootle.		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Linacre
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

This report is to seek Committees approval for changes to the highway layout and traffic control at Vermont Way and Delaware Road in Bootle town centre. The principal change is the replacement of the existing mini roundabout layout at the Vermont Way / Delaware Rd junction with a new traffic signal junction.

In addition, modifications to enable a left turn access will be introduced from Marsh Lane into Delaware Road, with an aim to revoke the existing one-way restriction on Delaware Road and enable two-way access along the full length of Delaware Road. This will support the overall redistribution of the vehicular access in this area, and provide greater flexibility as vehicular access is currently only possible via Washington Parade and Vermont Way.

The introduction of the new traffic signal junction on Vermont Way will enable the two-way operation of The Strand service road at Vermont Way, to replace the current one-way circular arrangement, whereby service vehicles access the road from Washington Parade, and egress from Vermont Way. This is necessary to release a section of the Service Road, i.e., that parallel to the canal, to be incorporated into the emerging development proposals for Phase 1 of the Bootle New Strand Reimagining Project, which will involve the closure of the vehicular access from Washington Parade.

Recommendation(s):

It is recommended that the Assistant Director (Place) - Highways and Public Protection be authorised to implement the following modifications to the highway:

- (1) Introduction of a 4-arm signal-controlled junction to replace the existing 3-arm mini roundabout arrangement at the junction of Vermont Way and Delaware Road.

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- (2) Modifications to enable a left turn access from Marsh Lane into Delaware Road and to the multi-storey car park (MSCP) entrance, to enable the effective redistribution of traffic in the area and an alternative direct access to the New Strand MSCP.
- (3) Modifications to improve the left turn into the New Strand multi-storey car park (MSCP).

Reasons for the Recommendation(s):

Licensing and Regulatory Committee have powers to consider the outcome of consultation and the resultant proposals in respect of the making of traffic regulation orders, details of modification/improvements to highways and cycle routes and can approve the scheme as proposed or with minor amendments but otherwise must refer the scheme to the Cabinet Member.

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

During the feasibility design stage, a number of options were considered to provide an amended two-way access at Vermont Way, which included various modifications to the highway layout and access/egress arrangements. A thorough assessment of the benefits and constraints of each option was considered, in conjunction with key stakeholders (including Liverpool City Region Combined authority / Merseytravel). The two preferred options were progressed further for preliminary design, including the undertaking of an independent and professional Road Safety Audit.

The proposals set out in this report are considered to be the most appropriate to provide the safest design, within the current highway environment, to enable a two-way service road at Vermont Way to allow for the Strand Phase 1 development proposals to come forward, whilst maintaining traffic flow.

As part of the longer-term wider regeneration aspirations for The Strand and surrounding area, an enhanced design for Vermont Way may be implemented, once several existing design constraints can be removed to facilitate opportunities to improve the overall accessibility and permeability of the area.

What will it cost and how will it be financed?

(A) Revenue Costs

No revenue cost implications.

(B) Capital Costs

The capital cost for the scheme will be £323k funded from the £165k allocation within the 23-24 Transport Capital Programme (TCP), and £158k met from the funding allocated to the Strand Development budget subject to approval of a full business case by Cabinet for the Bootle Strand Re-purposing programme and formal approval of the budget in line

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with the Financial Procedure Rules. The TCP funding was allocated to the Council as part of the Year 2 of the 5 year City Region Sustainable Transport Settlement and has already been approved as part of the 2023/24 Capital Programme

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): All costs are funded from the appropriate budget line within the Transport Capital programme.								
Legal Implications: Any legal implications are incorporated in the report.								
Equality Implications: The scheme is aimed at modifying vehicular access around Bootle New Strand. The modifications will not initiate any change/ detrimental implications in terms of equality.								
Impact on Children and Young People: No								
Climate Emergency Implications: The recommendations within this report will <table border="1"><tr><td>Have a positive impact</td><td>Yes/No</td></tr><tr><td>Have a neutral impact</td><td>Yes/No</td></tr><tr><td>Have a negative impact</td><td>Yes/No</td></tr><tr><td>The Author has undertaken the Climate Emergency training for report authors</td><td>Yes/No</td></tr></table> The modifications are minor overall, but the works will have a slight negative impact in that new materials will be used and there will be a net carbon impact. However, the scheme when implemented, will improve vehicular access options through the creation of a new access point into Delaware Road from Marsh Lane. The introduction of traffic signals will also enable improved controlled traffic movements, encouraging reduced speeds and an overall safer environment for pedestrians and cyclists. This should help to reduce the carbon impact.	Have a positive impact	Yes/No	Have a neutral impact	Yes/No	Have a negative impact	Yes/No	The Author has undertaken the Climate Emergency training for report authors	Yes/No
Have a positive impact	Yes/No							
Have a neutral impact	Yes/No							
Have a negative impact	Yes/No							
The Author has undertaken the Climate Emergency training for report authors	Yes/No							

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Not applicable.

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<p>Facilitate confident and resilient communities: Through the introduction of a new access point into Delaware Road from Marsh Lane and the replacement of the mini-roundabout at Vermont Way with traffic signals, the scheme should encourage safer, efficient and better-controlled traffic flow and distribution (compared to the current uncontrolled arrangement which relies on road markings and traffic signs in a complex environment). This should encourage and improve safety for pedestrian and cyclist movements.</p>
<p>Commission, broker and provide core services: Not applicable.</p>
<p>Place – leadership and influencer: The scheme is necessary to provide the highway modifications necessary to enable the development of Phase 1 of The Strand Transformation Project, in line with the £20million 'Levelling Up Capital Project Funding' allocated to support the first phase, which will support the wider transformation of Bootle Town Centre.</p>
<p>Drivers of change and reform: Not applicable</p>
<p>Facilitate sustainable economic prosperity: The replacement of the mini-roundabout at Vermont Way with traffic signals will enable the development of Phase 1 of The Strand Transformation Project, supporting the wider transformation of Bootle Town Centre.</p> <p>The scheme will also improve overall access to the New Strand MSCP (which is currently extremely underutilised), given the addition of the access point into Delaware Road from Marsh Lane.</p>
<p>Greater income for social investment: Not applicable.</p>
<p>Cleaner Greener</p> <p>Through the introduction of a new access point at Marsh Lane / Delaware Road and the replacement of the mini-roundabout at Vermont Way with traffic signals, the scheme will encourage safer, efficient and better-controlled traffic flow and distribution. This should have an overall positive impact on the local environment. In addition, the scheme provides the initial lever in enabling the longer-term wider transformation of the Bootle area, which will facilitate opportunities for cleaner greener accessibility and permeability improvements for all.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services FD.7412/23 and the Chief Legal and Democratic Officer LD 5612/23 have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Information on the highway and access/egress modifications proposed at Vermont Way formed part of the wider consultation on the development proposals for The Strand Repurposing, which was undertaken as part of Phase 1 Demolition Planning Application. The consultation process included a Public Consultation Event held in September 2023, letters to tenants of The Strand, letters to residents of Strand House, information posted on the Council social media platforms and a dedicated page on the Council website providing further scheme details.

Implementation Date for the Decision

Immediately following the Committee meeting.

Contact Officer:	
Telephone Number:	07866 176195
Email Address:	Andrew.Dunsmore@sefton.gov.uk

Appendices:

Appendix A – Concept plans showing the existing and proposed changes at Vermont Way.

Appendix B – Detailed Plans showing proposed changes at Vermont Way.

Background Papers:

There are no background papers available for inspection.

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1.0 Introduction/ Background

General

- 1.1 In March 2023, Sefton Council was allocated £20million in grant funding by the Department for Levelling Up Housing and Communities, to support the first phase of repurposing Bootle Strand shopping centre, which will support the wider transformation of Bootle Town Centre. Following this, to support the Strand Phase 1 works, and the initial Demolition Phase Planning Application, the need for alterations to the current servicing strategy for The Strand was identified.
- 1.2 The Service Road is an adopted highway that acts as a service yard for The Strand. Currently service vehicles access the Service Road from Washington Parade and following a one-way circular arrangement before exiting via the mini roundabout at Vermont Way. Vehicles are prohibited accessing the Service Road from Vermont Way.
- 1.3 The current one-way circular arrangement will require modification to release a section of the Service Road, i.e., that parallel to the canal, to be incorporated into the emerging demolition and development proposals. The incorporating of a section of the Service one-way circular route means service vehicles will not be able to gain access beneath The Strand from Washington Parade. The required modifications will require service vehicles to both access and egress The Strand from Vermont Way only. This will involve the closure of the vehicular access from Washington Parade, and a new two-way vehicular system at the Service Road / Vermont Way junction.
- 1.4 As such, the project team (lead by Sefton's Regeneration team with support from the various consultants (including the Council's Framework Transport Consultants, WSP)) have worked to develop a strategy to enable modifications to the highway network that facilitate a two-way servicing strategy at Vermont Way, to replace the existing exit-only servicing access for The Strand at this location.
- 1.5 To allow the Phase 1 works to commence, a planning application for the demolition works was submitted in September 2023. The necessary changes to the servicing strategy at the current access point via Washington Parade will be determined via the current Planning Application for the Demolition Phase of The Strand Phase 1 proposals. As such, this report is concerned only with request for the approval of modification the Vermont Way end of the proposals, i.e., to facilitate the changes to the highway network to enable the demolition programme to commence on schedule (once determined by Planning Committee). The Regeneration team, leading the programme on behalf of Sefton council, with support from various consultants, currently envisage that a demolition contractor will be appointed by December 2023 and works will start on site in March 2024. A timely approach to the Vermont Way enabling works is therefore necessary to support the programme for this major regeneration project.

Vermont Way Current Arrangements

- 1.6 Vermont Way currently operates with a one-way restriction between Washington Parade and Stanley Road with access to several private properties, the bus station, the bus layover, and the two multi-storey car parks (MSCPs).

Approximately 100m along Vermont Way is the Delaware Road / Vermont Way / Strand Service Road junction which is served by a mini roundabout, which allows access between the Strand Service Road and Delaware Road.

- 1.7 The service road on the approach to Vermont Way currently operates as a one-way restriction towards Vermont Way, with traffic able to turn right towards Stanley Road or ahead towards Delaware Road. The Service Road is the vehicular route to egress from the Strand basement, but also from the Strand MSCP.
- 1.8 Access to all properties by Delaware Road is only possible via Vermont Way eastbound or from the Service Road. This results in a conflict point in a very convoluted environment that is only controlled by road markings and traffic signs.
- 1.9 **Appendix A** includes a schematic plan of the existing highway arrangements at Vermont Way.

Vermont Way Proposed Arrangements

- 1.10 The feasibility design stage considered a number of different options for modifications to the highway and access/egress arrangements to provide a two-way access arrangement at Vermont Way. A thorough assessment of the benefits and constraints of each option was considered, in conjunction with key stakeholders (including Liverpool City Region Combined authority / Merseytravel).
- 1.11 The reasoning for the elimination of several potential options included factors such as inappropriate waiting areas for HGVs, the potential for significant conflicts from necessary HGVs manoeuvres, negative impacts on the existing bus stop area and potential queuing blocking access points etc.
- 1.12 The two preferred options were progressed further for preliminary design, including the undertaking of an independent and professional Road Safety Audit.
- 1.13 The majority of the Service Road beneath the Strand is sufficiently wide to accommodate two-way simultaneous vehicular movements. However, there are several locations along the existing one-way service route that prevent two-way simultaneous vehicular movements. These are as follows:
 - A narrowing of the Service Road approach to the Strand MSCP exit into the Service Road; and
 - The Triad fire exit staircase landing at the eastern corner of Vermont Way/Service Road junction, restricting the width of the Service Road onto the existing mini roundabout.
- 1.14 For this reason, a phased approach to the revised Strand servicing strategy is proposed. The proposed design, i.e., the Preferred Option enabling works presented in this report, will provide all the necessary works to allow for the Strand Phase 1 development proposals to come forward. In particular, these works will be completed in advance of the demolition for which planning consent is being sought.

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1.15 The Preferred Option set out in this report is considered to be the most appropriate to provide the safest design to enable a two-way service road at Vermont Way to allow for the Strand Phase 1 development proposals to come forward, whilst maintaining traffic flow. The proposals include the following:

- One-way vehicular access along Vermont Way will be retained.
- The entry to the Strand multi-storey car park will be retained on Vermont Way.
- The service road exit by Vermont Way, which is also the exit for the Strand MSCP, will also be retained. However the existing one-way restriction on the Service Road will be revoked allowing access to beneath the Strand from the north. This additional manoeuvre will be controlled by a new signal junction to replace the existing mini roundabout layout (*as below*).
- The introduction of a new four-arm signalised junction (Delaware Road, Vermont Way, Strand MSCP exit, and Service Road exit at basement level) to replace the existing 3-arm mini-roundabout. The additional arm is via the inclusion of the Strand MSCP exit within the signal control. This will result in:
 - An improved environment for pedestrians as it will reduce the traffic volumes on Vermont Way;
 - Safer controlled traffic movements via each approach road (rather than uncontrolled road markings and traffic signs);
 - Reduced vehicle speeds due to the introduction of the traffic signals.

The traffic signals for the Preferred Option will operate on demand only. This means that the Strand MSCP will constantly be in green to maximises the highest vehicular movements of the junction, and the other three approaches only will show a green light when there is a vehicle approaching that traffic light.

- The introduction of a new left turn into Delaware Road from Marsh Lane, providing an additional route to the New Strand Car Park. This will support efficient traffic flow and distribution for the vehicular access points and reduce the potential for increased queuing on Vermont Way.

1.16 **Appendix A** includes a schematic plan of the proposed highway arrangements at Vermont Way.

1.17 A more detailed overview plan of the Vermont Way proposals is included at **Appendix B**, which indicates the required highways layout, road markings, traffic signs and traffic signals.

1.18 After professional assessment and consideration, the Preferred Option access/egress and highway modification works provide an optimum solution in a fairly restricted environment.

1.19 All necessary changes to Traffic Regulation Orders at Vermont Way, Service Road and Delaware Road as a result of the proposed highway and access/egress

arrangements are proposed to be introduced ahead of the demolition works as Temporary TROs.

- 1.20 In the longer term, as part of the ongoing regeneration of the wider Bootle Town Centre, and in alignment with the emerging Bootle Area Action Plan, an enhanced 'Permanent Design' for Vermont Way may be implemented, once several existing design constraints can be resolved to improve the overall accessibility and permeability of the area. This will include mitigating current constraints to improve the highway environment for all road users, including factors such as the relocation of the Triad staircase, relocation of the Strand MSCP directly into Vermont Way rather than the service road and overall junction improvements at Vermont Way/Delaware Road and Marsh Lane / Delaware Road.

2.0 Feedback from Consultation

Consultation – Who did we consult?

- 2.1 The consultation focussed on the benefits and detail of the overall Strand Repurposing scheme. However, schematic concept plans and narrative for the existing and proposed highway arrangements at Vermont Way were included within the available consultation materials.

Consultation – what did we get back – what were the main issues?

- 2.2 Overall, the highway proposals (as identified above/within Appendix A) were considered to be well received, as the dedicated public session resulted in very limited queries on transport and highways.
- 2.3 The limited transport-related comments/queries that were received related to impacts on car parking and bus access as a result of the overall Strand Reimaging proposals, hence were not directly relevant to the Vermont Road highway modification proposals which are the subject of this report.

Response to consultation comments – is there anything we are modifying or agreeing to monitor?

- 2.4 Given there were no specific comments relating to the proposed highway modifications at Vermont Way, there was no requirement to consider any amendments to the proposed Vermont Way enabling works, following the consultation.

3. Scheme Proposals and Funding

- 3.1 It is proposed to deliver the replacement of the mini roundabout with a signalised junction and complete the associated modification to the junction at Marsh Lane / Delaware Road and access into the New Strand MSCP as part of a single package of works in advance of the Phase 1 demolition. These proposals are identified in Appendix A and Appendix B.

Agenda Item 6

- 3.2 Acknowledging that the scheme is lead via Regeneration, particularly in light if the associated £20million Levelling Up Capital Funding, the funding has been allocation via a combination of Transport Capital Funding £165K and The capital cost for the scheme will be funded from the £165k allocation within the 23-24 Transport Capital Programme, and £... met from the funding allocated to the Strand Development budget.. subject to approval of a full business case by Cabinet for the Bootle Strand Re-purposing programme and formal approval of the budget in line with the Financial Procedure Rules.
- 3.3 The detailed design is now complete, and a Road Safety Audit has been undertaken. A further Audit will be completed prior to construction. Consideration has been given to the sequence of construction with a view to the works commencing in the Winter 2023, subject to approval.

4. Recommendation

- 4.1 It is recommended that the Assistant Director (Place) - Highways and Public Protection be authorised to implement the following modifications to the highway:
- (1) Introduction of a signal controlled junction to replace the existing mini roundabout arrangement at the junction of Vermont Way and Delaware Road.
 - (2) Modifications to enable a left turn access from Marsh Lane into Delaware Road, to enable the effective redistribution of traffic in the area and an alternative direct access to the New Strand multi-storey car park (MSCP).
 - (3) Modifications to improve the left turn into the New Strand multi-storey car park (MSCP).

Appendix A – Schematic Plans showing the Existing and Proposed Access Arrangements Vermont Way

Figure 1 – Vermont Way (Existing Diagram)

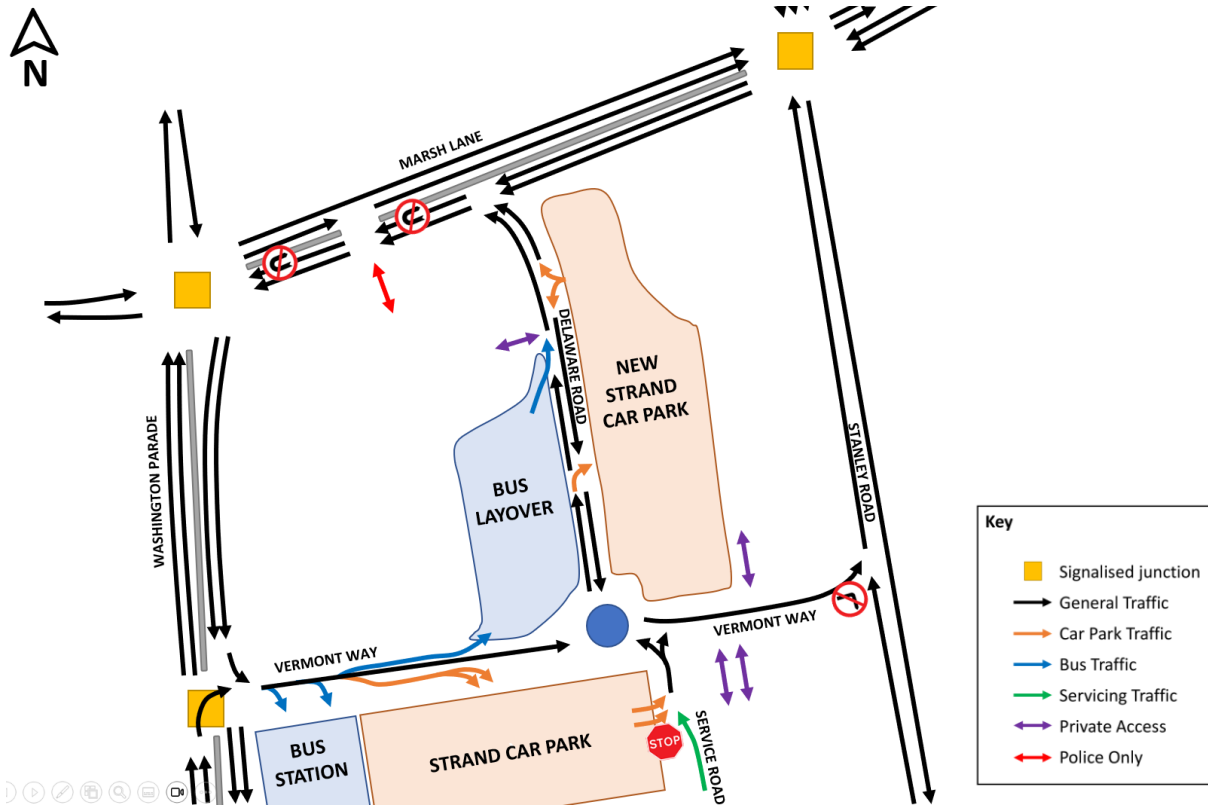
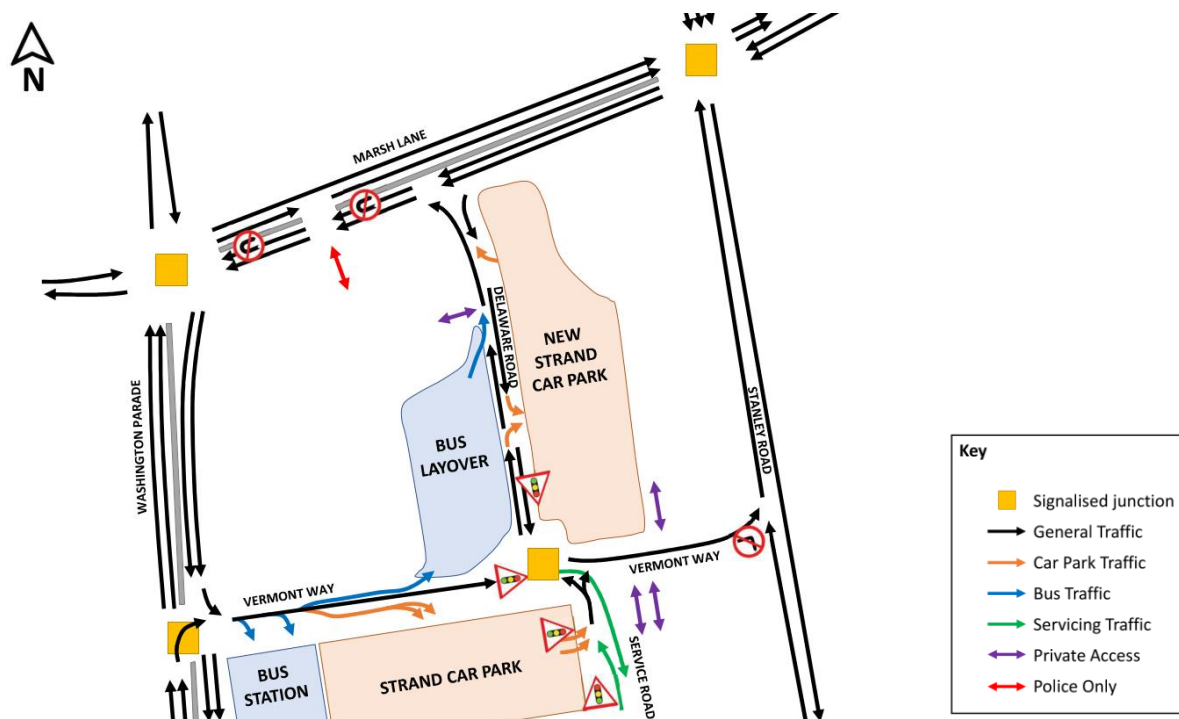
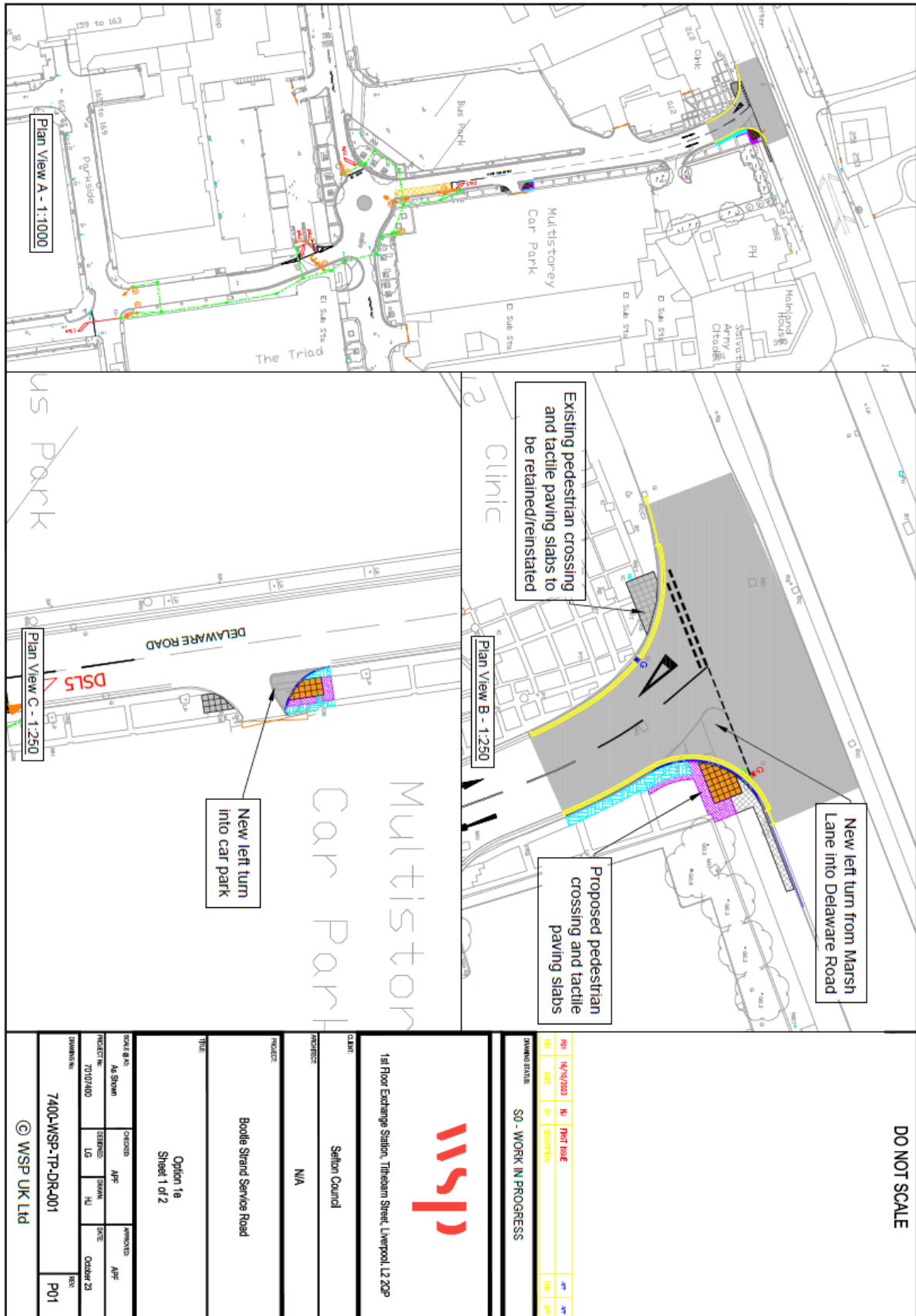


Figure 2 – Vermont Way (Proposed Diagram)

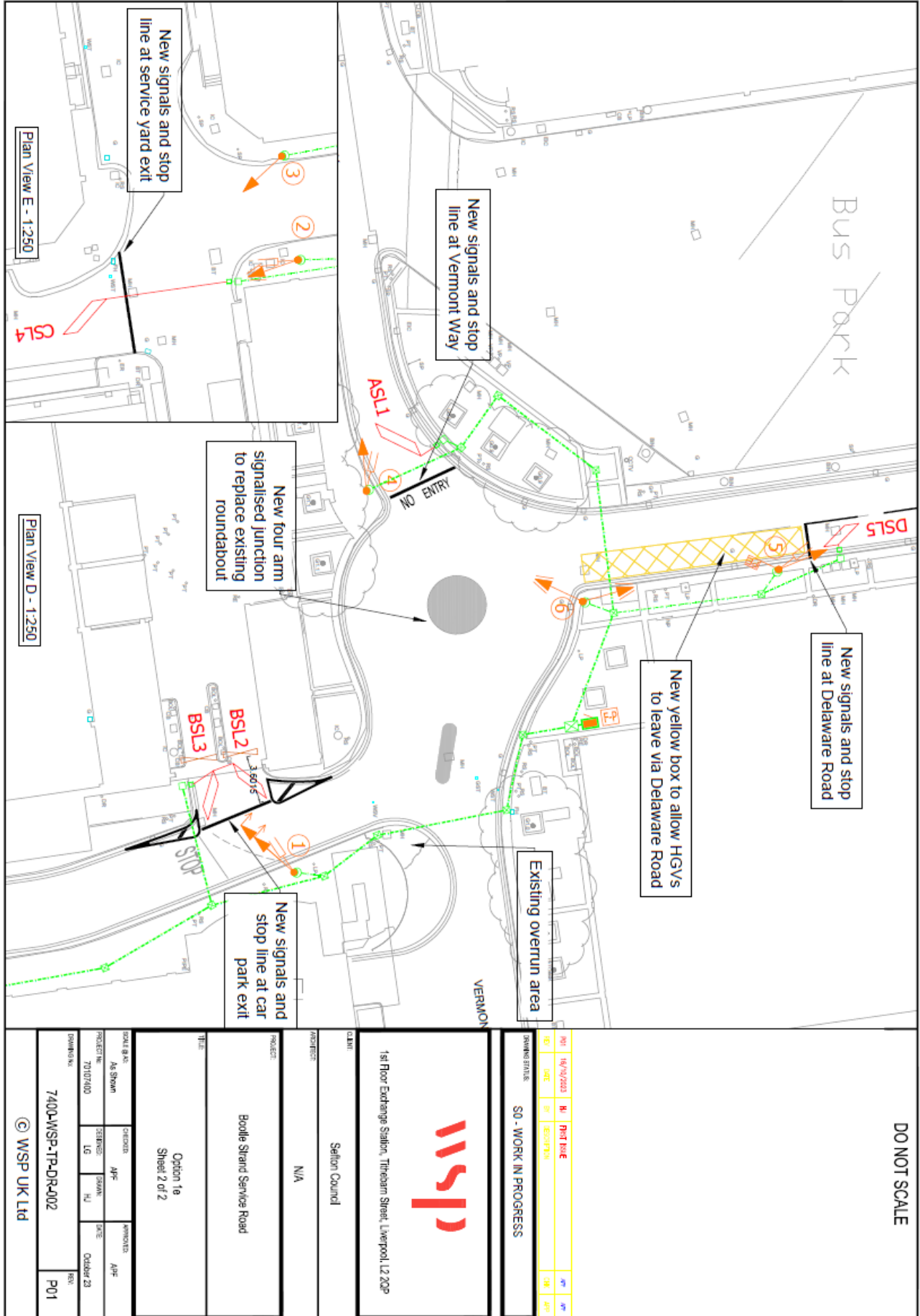


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Appendix B – Detailed Plans showing Proposed Access Arrangements Vermont Way



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DO NOT SCALE

NO	DATE	BY	DESCRIPTION	CHKD	APPD
01	16/09/2023	HP	Print Issue	HP	HP
02	04/10/2023	HP	Revised	HP	HP

SO - WORK IN PROGRESS



1st Floor Exchange Station, Tream Street, Liverpool, L2 2QP

CLIENT: Sefton Council

PROJECT: N/A

PROJECT: Bottle Strand Service Road

TITLE: Option 1a
Sheet 2 of 2

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
02/08/23	HP	APP	02/08/23	HP	APP
02/08/23	HP	CHKD	02/08/23	HP	CHKD
02/08/23	HP	DESIGN	02/08/23	HP	DESIGN
02/08/23	HP	DRAW	02/08/23	HP	DRAW
02/08/23	HP	LG	02/08/23	HP	LG
02/08/23	HP	APP	02/08/23	HP	APP

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Agenda Item 7

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 6 November 2023
Subject:	Hawthorne Road Traffic Calming, Bootle		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Derby;
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: This report seeks Committee approval to implement a traffic calming scheme on Hawthorne Road from Balliol Road to the borough boundary with Liverpool, near the junction with Olivia Street, to reduce vehicle speeds making the road safer for all users.

Recommendation(s):

It is recommended that, subject to the confirmation of the Cabinet Member decision, the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway;

- (1) The introduction of traffic calming scheme on Hawthorne Road between Balliol Road and Olivia Street in Bootle.

Reasons for the Recommendation(s):

Licensing and Regulatory Committee have powers to consider the outcome of consultation and the resultant proposals in respect of the making of traffic regulation orders, details of improvements to highways and cycle routes and can approve the scheme as proposed or with minor amendments but otherwise must refer the scheme to the Cabinet Member.

Funding is secured within the City Region Sustainable Transport Settlement for 2023-24 to fund Local Safety Schemes. This is expected to be expended before March 2024.

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

A number of potential safety options were considered. A series of speed cushions were considered the most effective way of reducing speeds

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What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The installation costs will be funded from within the Transport Capital Programme where an allocation of £157k has been identified for local safety schemes.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):

The management of the contract will be overseen by staff in Transportation Planning and Highway Development team.
The staff costs will be funded from the allocation within the Transport Capital Programme for 23-24.

Legal Implications:

None

Equality Implications:

There are no direct equality implications. However the scheme will provide new controlled crossing facilities

Impact on Cared for Children and Care Experienced Young People: No

Climate Emergency Implications:

The recommendations within this report will

Have a positive impact	Y/N
Have a neutral impact	Y/N
Have a negative impact	Y/N
The Author has undertaken the Climate Emergency training for report authors	Y/N

This report relates to the Procurement exercise which by its nature will have negligible impact. The construction process will have negative impact in that new materials will be used and there will be an anticipated net carbon increase.

However, the scheme when implemented, will improve accessibility and should encourage people to walk, cycle or access public transport which could result in smaller number of short car journeys, including trips to and from school. This should reduce the carbon impact.

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Not applicable.
Facilitate confident and resilient communities: The scheme should improve pedestrian safety.
Commission, broker and provide core services: Council has a statutory duty to take steps to reduce and prevent road traffic collisions and assist road users.
Place – leadership and influencer: Not applicable.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: Not applicable
Greater income for social investment: Not applicable.
Cleaner Greener The scheme should improve walking and cycling in the local area by making Northern Road easier to cross.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD 7400/23) and the Chief Legal and Democratic Officer (LD 5600/23) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on the proposals have been completed with 126 letters sent out to residents likely to be impacted upon by the proposals.

Implementation Date for the Decision

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Following the expiry of the “call-in” period for the Cabinet Member decision.

Contact Officer:	Andrew Dunsmore
Telephone Number:	0151-934-2766
Email Address:	Andrew.Dunsmore@sefton.gov.uk

Appendices:

Appendix A – General Arrangement Plan

Appendix B – Consultation Letters

Background Papers:

2023/2024 Local Safety Scheme Programme

1.0 Introduction/ Background

- 1.1 The Transport Capital Programme includes funding set aside for the delivery for local safety schemes aimed at improving road safety.
- 1.2 The Local Safety Scheme Programme is established each year by investigating the known accident records for the whole of Sefton's network over the past 3-year period. A number of sites were investigated, including Hawthorne Road (Balliol Rd to Borough Boundary)
- 1.3 The accident details for all sites were reviewed and investigated to look at patterns and trends to determine if specific sites would benefit from additional physical engineering measures to address the accident causation factors and reduce the volume of road traffic collisions and ultimately, personal injury occurring.
- 1.4 Due to due to a number of factors including financial, land ownership, ongoing traffic studies and delivery timescales, Hawthorne Road was deemed as one of two viable options that could be completed this financial year.

2.0 Scheme Proposals

- 2.1 Following some investigation of traffic patterns in the area, a proposal has been developed To implement highway improvement measures on Hawthorne Road Bootle from Balliol Road to Borough Boundary. The proposal is shown in Appendix A.
- 2.2 The scheme involves the introduction of speed cushions, signs and lines. The positions have been identified with the aim of ensuring that vehicle speeds are reduced without causing significant inconvenience to residents.
- 2.3 If approved, the scheme will be implemented before the end of March 2024

3.0 Consultation

- 3.1 A letter was posted to residents of Hawthorne Road requesting comments for the traffic calming proposals. The letter was issued to a distribution company on 2nd October to be posted first class. The letter had a return date for comments of 18th October.
- 3.2 126 letters were posted to those residents of Hawthorne Road, Bootle located between Balliol Road and Antonio Street. The letter is included in Appendix B.
- 3.3 No responses have been received.

4.0 Recommendations

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4.1 It is recommended that, subject to the confirmation of the Cabinet Member decision, the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway;

- (1) The introduction of traffic calming scheme on Hawthorne Road between Balliol Road and Olivia Street in Bootle.

Appendix A – General Arrangement Plan



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Appendix B – Consultation Letters



Transportation, Planning and
Highway Development
Magdalen House
Trinity Road
Bootle
L20 3NJ

To the homeowner

Date: October 2023

Dear Sir / Madam

I am writing to you regarding a proposed highway scheme to introduce traffic calming along Hawthorne Road. As part of the Council's ongoing Local Scheme Safety Review, Hawthorne Road, from Balliol Rd to the borough boundary near to Antonio Street and Olivia Street was identified. After further investigations it has been established that this road would benefit from further action to reduce vehicle speeds making it safer for all vulnerable road users.

The works will involve the introduction of several sets of speed cushions along the length of Hawthorne Road. I have included a plan on the reverse of this letter showing the location of the proposed cushions.

The intention will be to take the scheme to the Council's Licensing and Regulatory Committee meeting in November for approval, with a view to being on site in the early part of 2024.

If you have any objections to this proposal, may I ask you to submit this to the Council by **WEDNESDAY 18th October**.

Any objections received will be reported to the Licensing and Regulatory Committee meeting for consideration.

Objections can be sent to the Council in writing to the address below.

Traffic Safety Team
2nd Floor Magdalen House
Trinity Road
Bootle,
L20 3NJ

Or via e-mail to Traffic.Management@sefton.gov.uk

Kind Regards,

Andy Evans
Principal Highway Engineer

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Agenda Item 9

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 6 November 2023
Subject:	Maritime Corridor Highway Improvements Phase 1		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Litherland; Netherton and Orrell;
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: This report seeks Committee approval to changes to the highway to deliver improvements in the 'Maritime Corridor' which defines an area includes on the A59, Northway between the A5036(T) and A59 and A5038, Netherton Way. These improvement will be delivered on a phased approach, with Phase 1 to be completed by March 2025 to meet funding requirements. Phase 1 will include the introduction of a left turn lane on A5036(T) to Atlantic Park, new cycleway infrastructure on the A5036, Netherton Way and Bridle Road, to link with other routes and improvements to the junction of Netherton Way and Bridle Road,

Recommendation(s):

It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the Highway pending confirmation of funding from the Liverpool City Region Combined Authority;

- (1) Introduction of new cycle route on Netherton on Way linking the A5036 and Bridle Road
- (2) Modification of the junction of A5058, Netherton Way and Bridle Road incorporating pedestrian and cycle crossings.
- (3) With agreement with National Highways, introduction of a left turn lane from A5036, Dunnings Bridge Road, into Atlantic Park

Reasons for the Recommendation(s):

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Licensing and Regulatory Committee have powers to consider the outcome of consultation and the resultant proposals in respect of the making of traffic regulation orders, details of improvements to highways and cycle routes and can approve the scheme as proposed or with minor amendments but otherwise must refer the scheme to the Cabinet Member.

The Liverpool City Region Combined Authority (LCRCA) have received funding from the Levelling Up Fund (LUF) to deliver a number of linked transport projects throughout the City Region including elements of the Maritime Corridor Phase 1. This funding is conditional on all the funds being expended by March 2025. Approval is sought to ensure that sufficient time is allowed for delivery of the scheme within the funding window.

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

A number of options for improvements have been considered for improvements to the junctions. These were appraised during the development of the Outline Business Case. The designs chosen delivered the best outcomes in predicted capacity and safety improvements as well as contributing to the creation of a comprehensive scheme for active travel proposals. It is acknowledged that any scheme receiving funding from either the Active Travel Fund or CRSTS allocation must be delivered in accordance with the design advice and guidance. The arrangements proposed have been agreed in principle with Active Travel England who ensure compliance with the advice.

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The Construction and any ancillary costs, following award of the main contract, will be funded from the Levelling Up Fund and CRSTS programme. An indicated budget of £12.5m has been allocated to these proposals. The Council will receive a Grant Funding Offer (GFO) setting out the terms and conditions of the Capital Funding. These will be reviewed and subject to Council approval incorporated into the Capital Programme before any construction and ancillary work on the scheme commences.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):
--

The management of the contract will be overseen by staff in Transportation Planning and Highway Development team. The contract administration and supervision will be undertaken by a team from the existing Transport Technical Services Supply Framework. The intention being that this team will administer and supervise several larger capital schemes which are programmed for delivery at the same time.

The staff costs incurred prior to the award of the Contract will be funded from the allocation within the Transport Capital Programme for 23-24 and from Development Funding which will be allocated to the project by the LCRCA following a successful 'Gateway 3 submission'.

Legal Implications:

As determined by the Council's Contract Procedure Rules, the contract for the works will need to be sealed.

Equality Implications:

There are no direct equality implications. However the scheme will provide new controlled crossing facilities at the junction of Netherton Way with Bridle Road for mobility impaired residents.

Impact on Cared for Children and Care Experienced Young People: No

Climate Emergency Implications:

The recommendations within this report will

Have a positive impact	Y/N
Have a neutral impact	Y/N
Have a negative impact	Y/N
The Author has undertaken the Climate Emergency training for report authors	Y/N

The construction process will have negative impact in that new materials will be used and there will be an anticipated net carbon increase.

However, the scheme when implemented, could improve accessibility and should encourage people to walk, particularly to school, which could result in smaller number of short car journeys. This should reduce the carbon impact.

This is one of the projects where a carbon assessment is being completed as part of a process of evaluation the Carbon footprint of the Transport Capital Programme.

Contribution to the Council's Core Purpose:

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Protect the most vulnerable: Not applicable.
Facilitate confident and resilient communities: The scheme should improve walking and cycling in the local area by making employment areas easier to access.
Commission, broker and provide core services: Not applicable.
Place – leadership and influencer: The scheme should help improve access to places of employment in the south of the borough.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: The scheme should help improve access to existing and proposed development on Atlantic park and other areas in the Corridor..
Greater income for social investment: Not applicable.
Cleaner Greener The scheme should improve walking and cycling in the local area by joining cycle infrastructure and making areas of employment easier to access on foot.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD 7402/23) and the Chief Legal and Democratic Officer (LD 5602/23) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on all the proposals identified in the Outline Business Case was completed in 2021. This consultation was completed in accordance with the proposals approved by the Public Consultation and Engagement Panel.

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Recognising that further detailed consultation was necessary in order to ensure that all stakeholders, including residents and businesses received full understanding of the proposals, further engagement has been completed during September and October 2023.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Cabinet Member decision.

Contact Officer:	Andrew Dunsmore
Telephone Number:	0151-934-2766
Email Address:	Andrew.Dunsmore@sefton.gov.uk

Appendices:

Appendix A – General Arrangement Plans

Appendix B – Consultation Letters

Appendix C – Summary of Consultation Responses.

Background Papers:

Report to Public Consultation and Engagement Panel.

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1.0 Introduction/ Background

- 1.1 The Liverpool City Region Combined Authority (LCRCA) approved the Outline Business Case for the Maritime Corridor Scheme. This was a series of improvements centred around the A5036 and the A59 and the largely industrial land in between. The proposals were intended to reduce congestion, improve safety and provide easier access to employment sites in the south of the borough. In the development of the proposals further consideration was given to how people walking or cycling could better access employment sites and hence the scope of the scheme was increased.
- 1.2 The Council were invited to develop and submit a Full Business Case on the understanding that all costs incurred would be funded from a Development Fund administered by the LCRCA. A condition of this funding was that the scheme we developed to detailed design stage prior to the FBC submission. It was believed that this would improve cost certainty.
- 1.3 An allowance of funding has been made with the City Region Sustainable Transport Settlement (CRSTS) to fund all the works within the Maritime Corridor. This has to be expended before March 2027.
- 1.4 The LCRCA explored the opportunity of securing Levelling Up Funding (LUF) for a series of transport related improvements in Liverpool, Wirral and Sefton. As such elements of the Maritime Corridor work were included in the LUF Business Case.
- 1.5 The Department for Levelling Up, Housing & Communities has asked the LCRCA to reprofile the LUF Business Case to clarify the scope of the work that can be delivered before the deadline for expenditure of March 2025. In turn the LCRCA have asked the three contributing local authorities to critically examine their programme and cost profile.
- 1.6 In response to this request, the Council have identified works which will form Phase 1 of the Improvements and thus could be delivered by March 25 and hence can be funded from the LUF contribution. The LCRCA have allocated £12.5m toward these Phase 1 works. This allocation is made up of LUF and some funding from the CRSTS. The total funding allocated to Maritime Corridor Proposals is £21.2m, to be expended by March 2027.

2.0 Scheme Proposals

- 2.1 In determining the scope of works to be included in Phase 1, each element of the project has been reviewed to identify those elements where land take is minimal and where a significant positive impact can be made. As such the works on the A5036 providing a new left turn lane to Atlantic Park, on Netherpton way and the junction with Bridle Road have been identified.

- 2.2 The general arrangement plans are contained with Appendix A. These have been appraised by the LCRCA and Active Travel England. National Highways(NH) (formerly Highways England) have also commented on those elements which form part of the trunk road network and for which NH are the highway authority. It should be noted that the trunk road proposals will be subject to a further formal approval process before the works can be delivered.
- 2.3 The proposals on the A5036 include the installation of a left turn lane into the Atlantic Park site and the creation of a segregated cycle route beginning to the west of the Park lane junction and providing a continuous route to Netherton Way. The layby on Netherton Way which accommodate school buses will be retained.
- 2.4 The proposed improvements to the junction of Netherton Way and Bridle Road aimed to improve capacity and accommodate improved crossing facilities for pedestrians and cyclists across the two main legs of the junction. The new layout enables a link to cycle routes on the west of Netherton Way enable push button crossing facilities .
- 2.5 A new cycle route is proposed for Bridle Road. It is proposed that Phase 1 of the proposals will continue to the junction with George Masters Way, but may continue on Bridle Road should funding allow.
- 2.6 The proposals re shown on the general Arrangement Plans set out in Appendix A.
- 2.6 The LCRCA have confirmed that the Phase 1 works will still form part of the Full Business Case(FBC) which, if approved, will release the CRSTS allocation to fund the other elements of the Maritime Corridor scheme. However it should be noted that delivery of the Phase 1 scheme isn't dependant on approval of the FBC for the whole scheme. As the LUF funding has been approved, the works can be delivered as soon as the Council has formally applied for the funding through the formal Gateway Process which should lead to the generation of a Grant Funding Agreement. This should confirm the allocation and any conditions attached.

3.0 Consultation

- 3.1 Noting that the improvements for Maritime Corridor will be delivered via a phased approach, it was considered that the whole scheme needed to be presented for consultation. No specific timings were given for delivery or details as to the phasing of the improvements, to avoid future confusion or expectations by the public.
- 3.2 Noting the previous in-depth consultation at the Outline Business Case stage in 2021, this consultation process was more to inform key stakeholders, those with a land interest and the general public about the design of the scheme

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and its objectives. Engagement was undertaken to secure comments and feedback which may then inform the remaining part of the design process.

- 3.3 There have been two stages of consultation completed for the whole of the Maritime Corridor Improvements scheme.
- 3.4 Stage 1, which began in August 23, focused on key stakeholders identified by the Council; and those who have an interest in the land on which the scheme will be delivered, either through a freehold, leasehold or statutory undertaking. This list was identified by the Land Referencing Company and confirmed by the Land Agent, commissioned to support the Council on this scheme. In total 35 letters were sent out to a private survey link on Your Sefton Your Say.
- 3.5 Stage 2 was the wider Public engagement and - ran from September to the end of October. This stage consulted the wider public area including residents, schools, colleges and businesses. All addresses which were adjacent to the improvements were identified via the Council's internal Mapping system and 608 letters were distributed to these addresses inviting them to complete the consultation. In addition, a Social Media campaign was launched on the Council's platforms as well as Press Release being released onto the Council's website. All Protected Characteristics Groups / organisations and region / nation cycling and walking organisations and charities were also invited directly by email to take part in the survey.
- 3.6 The letters are appended in Appendix B.
- 3.7 Comments were received which covered the proposals within Phase 1, for which approval is now sought and for the wider proposals. As approval is now sought for Phase 1 of the proposals, specific consideration has been given to those comments relating specifically to this phase..
- 3.8 During Stage 1 of the consultation, only one response was received online relating to Phase 1; response from a key stakeholder. During Stage 2, which included the public consultation, 39 responses have been received. In addition there has been 2 emails directly into the transport planning inbox asking for further clarity on elements of the consultation. These have been answered directly.
- 3.8 The main issues identified are set out in Appendix B along with some comments on how the issues are being considered further.
- 3.9 All feedback is being recorded and assessed and direct response to emails have been made. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.
- 3.10 Responses for the whole engagement including all elements have been logged on the Engagement Log, including comments for both Phase 1 and Phase 2 of the scheme. Some more monitoring on elements of Heysham Road and Park Lane potential public realm works will be taking place as part

of the phase 2 process and will be identified once proposals for Phase 2 and any further Phases are brought to L&R Committee.

- 3.11 In direct relation to Phase 1 comments the designs for the removal of the bus layby on Netherton Way have been reviewed and reconsidered and the layby has been reinstated to ease congestion on the carriageway and create a safer stopping point for the bus operators. The lay-by should have been identified on the consultation plans .
- 3.12 In terms of side crossings for pedestrians and cyclist the scheme has been refined already to give as much priority as possible and has in principle been approved by Active Travel England; however any final tweaks or refinements will be considered in the final detailed design process as all comments have been provided to the scheme designers.

4.0 Scheme Progress

- 4.1 Subject to approval to a procurement route, the Council will work with a contractor on Early Contractor Involvement to determine a formal Target Cost and Programme for the scheme. Some feasibility work has already been completed to agree an overall approach.
- 4.2 Discussions are ongoing with National Highways over proposals on the A5036 where NH are the highway authority. A formal legal agreement will need to be completed between the parties and NH will grant formal approval to the changes.
- 4.3 The detailed design is progressing and should be completed at the end of 2023. A final review of the proposals will be undertaken prior to the construction stage. This will take on board the comments received during the consultation and findings of the Road Safety Audit.
- 4.4 Subject to approval of the proposals, the Procurement route, receipt of a Grant Funding Agreement setting out the contribution and Council approval of the additional funding, the scheme is programmed to be on site in spring 2024. The Council will not commit to any capital expenditure until budget approval has been completed and a supplementary estimate added to the capital programme.

5.0 Recommendations

- 5.1 Recommendation(s):

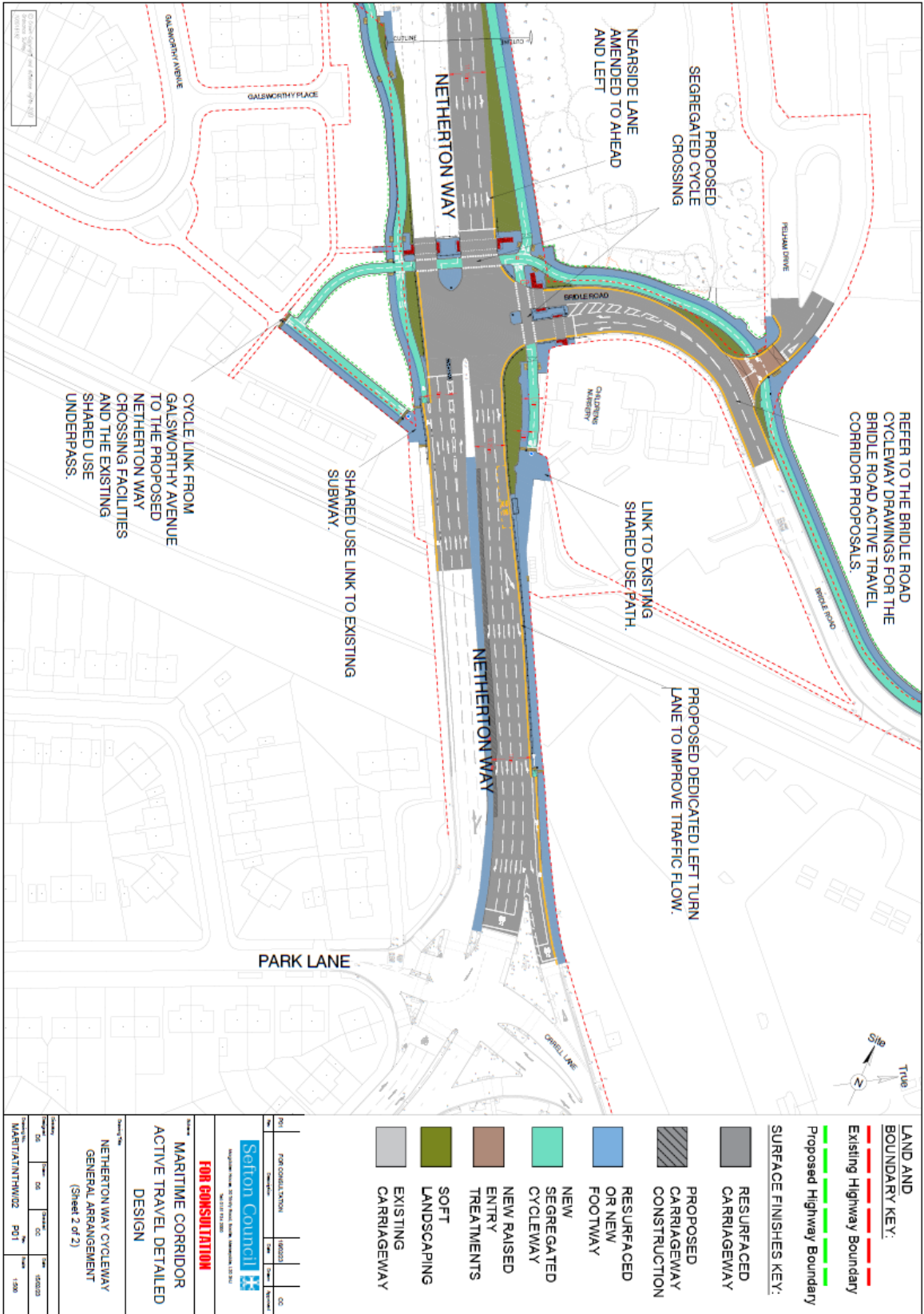
It is recommended that the Assistant Director Place (Highways and Public Protection) be authorised to implement the following modifications to the

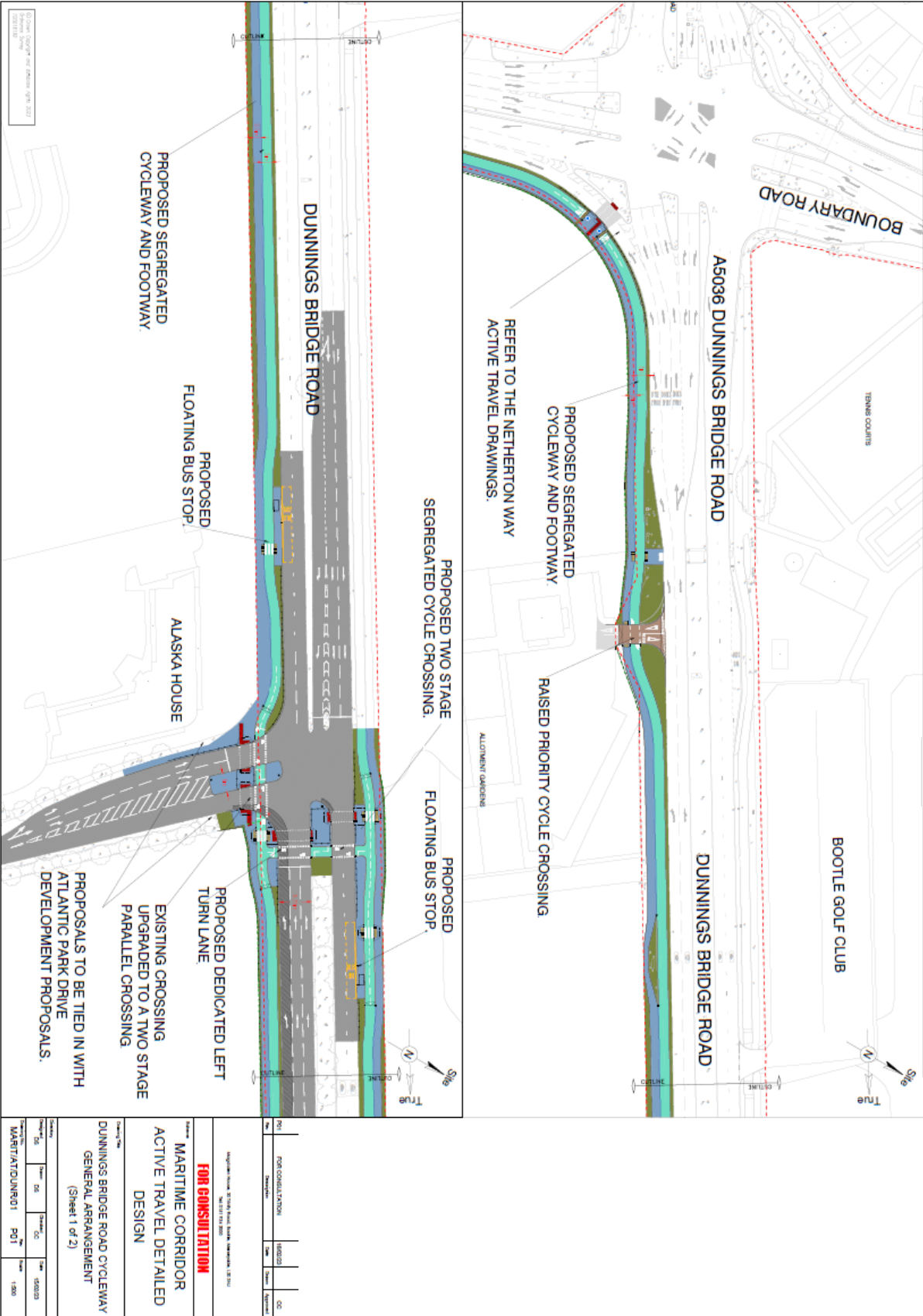
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Highway pending confirmation of funding from the Liverpool City Region Combined Authority;

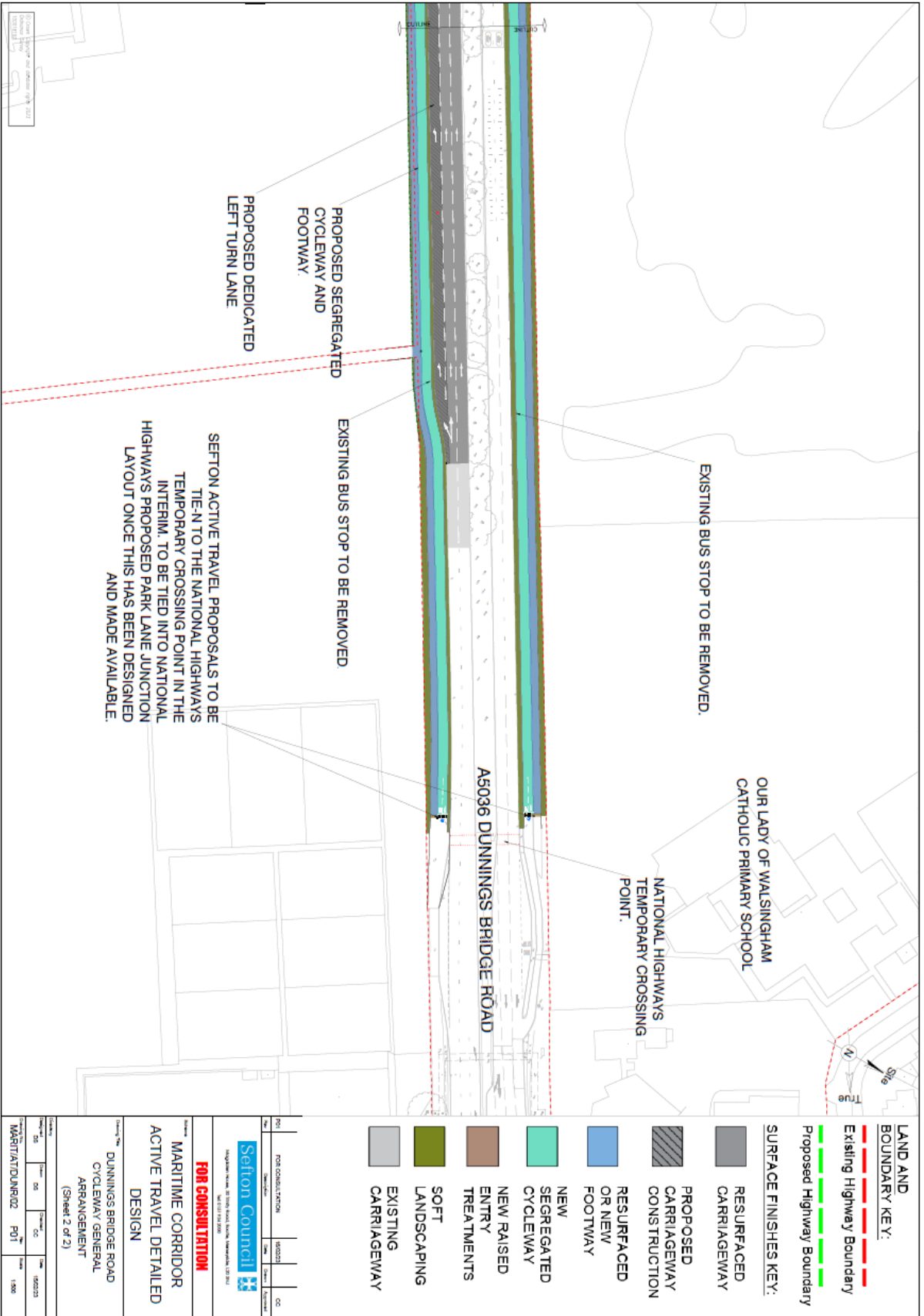
- (1) Introduction of new cycle route on Netherton on Way linking the A5036 and Bridle Road.
- (2) Modification of the junction of A5058, Netherton Way and Bridle Road incorporating pedestrian and cycle crossings.
- (3) With agreement with National Highways, introduction of a left turn lane from A5036, Dunnings Bridge Road, into Atlantic Park

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Appendix B – Consultation Letter



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29th September 2023

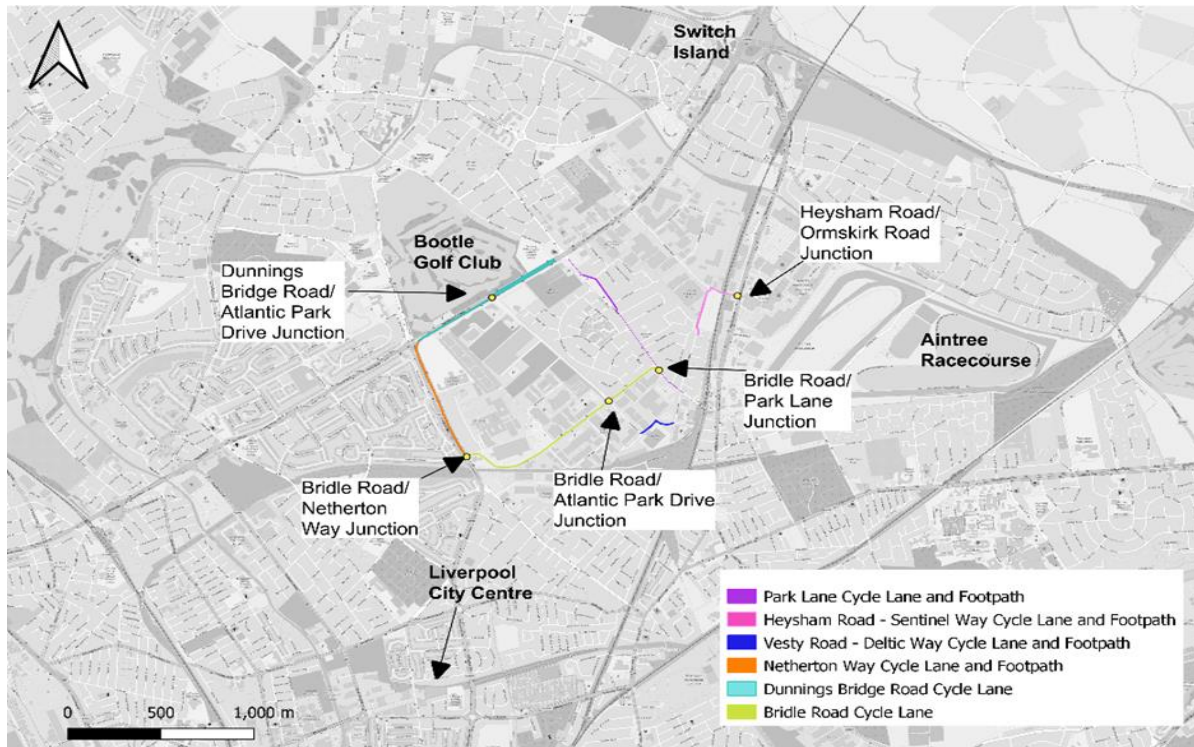
Ref: Maritime Corridor Imp

Dear Sir/Madam

Maritime Corridor Improvement Scheme

I am writing to you as you have been identified as a being located near to our proposed Maritime Corridor Improvement Scheme. The proposals are to introduce new and upgraded junctions and active travel (walking and cycling) routes along Dunnings Bridge Road, Nethernton Way, Bridle Road, Heysham Road, Park Lane and Atlantic Park Drive. These areas have been found to experience high levels of congestion and long wait times at the junctions.

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It is highlighted that our proposals for Maritime Corridor Improvements are separate from, and not connected to, National Highways (formerly Highways England) proposals for replacing the former footbridge across Dunning's Bridge Road near to Park Lane; or the National Highways proposals for the Port of Liverpool Access scheme. The Council is responsible for the Maritime Corridor Improvements project but is not responsible for the other projects.

Our Maritime Corridor Improvement Scheme aims to improve overall traffic conditions, enhancing access to the strategic road network, improving the accessibility for all users and enhancing the walking and cycling network which will help reduce congestion, improve the local air quality, improve the health and wellbeing of residents and visitors while attracting investment and promoting growth.

An early engagement exercise for the Maritime Corridor Improvements was carried out in Spring 2021 during the initial stages of the scheme. Following this engagement and conversations with key land interests / stakeholder and Active Travel England, we are now working with the Liverpool City Region Combined Authority to try to secure funding via the Government's Levelling Up Fund and City Region Sustainable Transport Settlements Fund.

We are therefore very keen to hear your feedback on the designs and improvements and have launched a public engagement, which will be open until midnight on **Thursday October 26th, 2023.**

The Link or QR code below will show you the scheme plans and allow you to provide feedback on the design.

<https://yourseftonyoursay.sefton.gov.uk/investment-programmes-and-infrastructure/mc-scheme>



Yours sincerely,

A handwritten signature in black ink, appearing to read "Andrew Dunsmore". The signature is written in a cursive style and is positioned below the "Yours sincerely," text.

Andrew Dunsmore

Strategic Transport Planning and Investment Team

Appendix C – Consultation Responses

Table 1: Summary of the responses

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
1	✓			<p>Dunnings Bridge Road</p> <p>Stated that the plans look well thought out and highlighted the initial concerns that roads would be reduced to fewer lanes but it does not seem the case.</p>	All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
2			✓	<p>Dunnings Bridge Road</p> <p>Air quality issues –the scheme needs to coincide with the new Rimrose Valley Road to divert traffic away from this area and help with the air quality</p>	All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
3		✓		<p>Dunnings Bridge Road</p> <p>Traffic congestion will not improve with the plans - reducing the road space will cause more congestion for</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>Modelling previously completes for Outline Business Case shows improvements to traffic conditions; and ongoing modelling will form part of the Full Business Case Process.</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				motorists, widening the road space for motorists should be considered	
4			✓	<p>Dunnings Bridge Road</p> <p>Generally, in favour of this but the traffic light timings need reviewing</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>Crossing timings to be considered .</p>
5			✓	<p>Dunnings Bridge Road</p> <p>There are currently cycle paths and footpaths already present which only need resurfacing</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>The aim is to link existing provision to new provision to give a continuity of routes along DBR for pedestrians and cyclists.</p>
6			✓	<p>Dunnings Bridge Road</p> <p>The new crossings are supported but are off the desire line</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>If necessary, a review of the crossing points will be undertaken, but designs are based on creating continued routes / desire lines.</p>
7			✓	<p>Dunnings Bridge Road</p> <p>Concerns over the abrupt stop of the cycle lane on the eastern end of</p>	<p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>Consideration to be given to the continuation of the cycle lane on Dunnings Bridge Road.</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				Dunnings Bridge Road	
8			✓	<p>Dunnings Bridge Road</p> <p>Clear road signs of the road layout are needed</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response. If necessary, a review of the road signs will be undertaken.</p>
9			✓	<p>Dunnings Bridge Road</p> <p>Crossings should give priority to pedestrians and cyclists</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.</p> <p>In terms of side crossings for pedestrians and cyclist the scheme has been refined already to give as much priority as possible and has in principle been approved by Active Travel England; however, any further refinements will be considered in the final detailed design process as all comments have been provided to the scheme designers.</p>
10		✓		<p>Netherton Way</p> <p>Concerns regarding the removal of the bus lay-by on Netherton Way which</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				may cause more collisions and congestion	<p>feedback the main concerns raised and the Council's response.</p> <p>The designs for the removal of the bus layby on Netherton Way have been reviewed and reconsidered and the layby has been reinstated the bus layby to ease congestion on the carriageway and create a safer stopping point for the bus operators.</p>
11	✓			<p>Netherton Way</p> <p>This seems a good idea. No major objections with this one</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p>
12			✓	<p>Netherton Way</p> <p>Looks useful but stated that the designs look slightly confusing and busy</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p> <p>If necessary, the designs will be reviewed Comment appears more about the engagement drawings / materials – which are being trialled in that style so any feedback will be reviewed.</p>
13	✓			<p>Netherton Way</p> <p>Largely excellent, however, concerns were raised about the junction with</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				<p>the road heading towards the Ford garage and Asda as that junction and the road is poor for cycling.</p> <p>Overall thought that the intentions were great but expect a lot of backlash from drivers about this scheme.</p>	<p>feedback the main concerns raised and the Council's response.</p> <p>Noted the potential responses will be different for cyclist and drivers.</p>
14	✓			<p>Netherton Way</p> <p>Support proposed designs at junctions and wider area.</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p>
15		✓		<p>Netherton Way</p> <p>We have also received feedback from our Neighbourhoods team who raised concerns regarding the removal of the bus layby on Netherton Way, by the school.</p>	<p>Comment reported to L&R committee and the resident will be advised of the L&R decision.</p> <p>All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council's response.</p> <p>The designs for the removal of the bus layby on Netherton Way have been reviewed and reconsidered and the layby has been reinstated the bus layby to ease congestion on the carriageway and create a safer stopping point for the bus operators.</p>
17	✓			<p>Bridle Road</p>	<p>Comment reported to L&R committee and the resident will be</p>

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				Support proposed designs, its pivotal raised tables are installed at side roads to reinforce priority is with pedestrians.	advised of the L&R decision. All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
18			✓	Bridle Road Pinch points are not alleviated and creates issues for HGV’s	Comment reported to L&R committee and the resident will be advised of the L&R decision. All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.
19			✓	Bridle Road The side junctions do not create a continuous cycle path which is what we should be aiming for and raised tables should be installed to ensure priority is given to cyclists and pedestrians	Comment reported to L&R committee and the resident will be advised of the L&R decision. All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response. In terms of side crossings for pedestrians and cyclist the scheme has been refined already to give as much priority as possible and has in principle been approved by Active Travel England; however any final tweaks or refinements will be considered in the final detailed design process as all comments have been provided to the scheme designers.
21			✓	Bridle Road	Comment reported to L&R committee and the resident will be advised of the L&R decision.

Ref	In Favour of the scheme	Objection to the scheme	In Favour of the scheme but objection to elements	Summary of comment	Sefton Council Action
				Too much traffic on this road	All feedback is being recorded and assessed. A final feedback report will be placed on the Council web site and on YSYS – summarising feedback the main concerns raised and the Council’s response.