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Sefton Council 

MEETING: LICENSING AND REGULATORY COMMITTEE
DATE: 5th September 2022
TIME: 6.30 pm
VENUE: Birkdale Room - Southport Town Hall, Lord Street, Southport, PR8 1DA

Member

Cllr. John Kelly (Chair)
Cllr. Carran Waterfield (Vice-Chair)
Cllr. Susan Bradshaw
Cllr. June Burns
Cllr. Jennifer Corcoran
Cllr. Sinclair D'Albuquerque
Cllr. Judy Hardman
Cllr. Sonya Kelly
Cllr. Gareth Lloyd-Johnson
Cllr. Mike Morris M.B.E.
Cllr. Brenda O'Brien
Cllr. Carla Thomas
Cllr. Anne Thompson
Cllr. Lynne Thompson

COMMITTEE OFFICER: Amy Dyson - Democratic Services Officer
Telephone: 0151 934 2045
E-mail: amy.dyson@sefton.gov.uk

If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.

We endeavour to provide a reasonable number of full agendas, including reports at the meeting. If you wish to ensure that you have a copy to refer to at the meeting, please can you print off your own copy of the agenda pack prior to the meeting.

AGENDA

1. Apologies for Absence

2. Declarations of Interest

Members are requested at a meeting where a disclosable pecuniary interest or personal interest arises, which is not already included in their Register of Members' Interests, to declare any interests that relate to an item on the agenda.

Where a Member discloses a Disclosable Pecuniary Interest, he/she must withdraw from the meeting room, including from the public gallery, during the whole consideration of any item of business in which he/she has an interest, except where he/she is permitted to remain as a result of a grant of a dispensation.

Where a Member discloses a personal interest he/she must seek advice from the Monitoring Officer or staff member representing the Monitoring Officer to determine whether the Member should withdraw from the meeting room, including from the public gallery, during the whole consideration of any item of business in which he/she has an interest or whether the Member can remain in the meeting or remain in the meeting and vote on the relevant decision.

3. Minutes

(Pages 5 - 8)

Minutes of the meeting held on 13 June 2022

4. Molyneux Road area, Waterloo - Consultation on proposed One way system

(Pages 9 - 20)

Report of the Head of Highways and Public Protection

5. Southport Town Deal, Market Street, King Street, Eastbank Street and Chapel Street Improvements, Southport

(Pages 21 - 32)

Report of the Assistant Director of Place (Highways and Public Protection)

6. Thornton Road, Southport - Proposed revocation of Hackney Carriage Stand

(Pages 33 - 40)

Report of the Head of Highways and Public Protection

7. Review of Topographical Knowledge Test for Hackney Carriage Drivers

(Pages 41 - 44)

Report of the Head of Highways and Public Protection

8. Review of Training Requirements for Licensed Drivers

(Pages 45 - 50)

Report of the Head of Highways and Public Protection

9. Determinations made under the Licensing Act 2003 and the Gambling Act 2005: period covering 14 May 2022 to 12 August 2022

(Pages 51 -
62)

Report of the Head of Highways and Public Protection

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THIS SET OF MINUTES IS NOT SUBJECT TO "CALL IN"

LICENSING AND REGULATORY COMMITTEE

**MEETING HELD AT THE ASSEMBLY HALL - BOOTLE TOWN HALL,
TRINITY ROAD, BOOTLE, L20 7AE
ON MONDAY 13TH JUNE, 2022**

PRESENT: Councillor John Kelly (in the Chair)
Councillors Waterfield, Bradshaw, Corcoran,
D'Albuquerque, Hardman, Sonya Kelly, Morris,
Thomas, Anne Thompson and Lynne Thompson

34. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Friel, Lloyd-Johnson and O'Brien.

35. DECLARATIONS OF INTEREST

No declarations of any disclosable pecuniary interests or personal interests were received.

36. MINUTES

RESOLVED:

That the Minutes of the meeting held on 10 January 2022 be confirmed as a correct record.

37. FERNDALE ROAD, WATERLOO - RECEIPT OF PETITION

The Committee considered the report of the Head of Highways and Public Protection regarding the receipt of a petition from residents of Ferndale Road, in which they requested the introduction of Residents Privileged Parking on Ferndale Road, Waterloo.

RESOLVED: That

- (1) the receipt of the petition be noted; and
- (2) it be agreed that officers consult with Ward Members regarding the request and then a response be made to the lead petitioner.

38. LOCAL LICENSING: PERFORMANCE REPORT 2021/22

The Committee considered the report of the Head of Highways and Public Protection which outlined the work carried out during 2021/22 by the Local Licensing Unit.

RESOLVED: That

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- (1) the report be noted; and
- (2) it be agreed that similar reports be submitted for consideration by this Committee on an annual basis.

39. ST LUKE'S CHURCH ROAD, FORMBY DEFINITIVE MAP MODIFICATION ORDER

The Committee received the report of the Head of Highways and Public Protection which reported the receipt of further correspondence regarding the Definitive Map Modification Orders, that related to several routes in the Ravenmeols area of Formby and considered the issues raised within the latest correspondence and sought authority to make a new, alternative Definitive Map Modification Order as a replacement to Order No.1 2021.

RESOLVED: That

- (1) the receipt of additional correspondence relating to the Definitive Map Modification Order No.1 – 2021 and its subsequent alternative be noted;
- (2) the making of new Modification Orders by the Chief Legal and Democratic Officer be authorised to add the following ways to the Definitive Rights of Way Map and Statement for the area:
 1. Albert Road, A-B on DC2165a – Restricted Byway,
 2. Alexandra Road, A-B on DC2166a – Restricted Byway,
 3. St. Luke's Church Road, Bushby's Lane to Alexandra Road, A-B on DC2167a – Restricted Byway,
 4. St. Luke's Church Road, Alexandra Road to Range Lane, A-B on DC2168a – Restricted Byway,
 5. St. Luke's Church Road, Range Lane to Altcar Footpath 5, A-B on DC2171 – Public Footpath,
 6. Cambridge Road, A-B on DC2169a – Restricted Byway,
 7. Range Lane, A-B on DC2170a – Restricted Byway,
 8. Two tracks connecting Albert Road to Alexandra Road, A-B on DC2126 and DC2127 – Public Footpaths,
 9. Extension of Albert Road to Shore, A-B on DC2124 – Public Footpath
 - 10.
- (3) the Chief Legal and Democratic Officer be authorised to give notice of the Authority's decision to the applicant and the landowners;
- (4) if following the making of the Orders no objections are received, the Chief Legal and Democratic Officer be authorised to confirm the Orders;
- (5) if following the making of the Orders, objections are received, a further report be submitted to the Licensing and Regulatory Committee to consider the objections raised;
- (6) in the event of authorising the making of new Definitive Map Modification Orders, the Chief Legal and Democratic Officer be authorised to refer the Definitive Map Modification Order No.1 – 2021 to the Secretary of State for the Environment, Food and Rural Affairs, alongside the new Orders, with the request to not confirm the Order;

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and

- (7) the Council's decision to adopt a neutral stance during any determination of the Orders by the Secretary of State for the Environment, Food and Rural Affairs be reaffirmed.

40. TAXI AND PRIVATE HIRE LICENSING POLICY

The Committee considered the report of the Head of Highways and Public Protection which advised Members of consultation on proposed revised taxi and private hire licensing policy.

RESOLVED: That

- (1) the contents of the report be noted; and
- (2) the start of a consultation exercise on revised policy be agreed.

41. TAXI LICENSING PERFORMANCE REPORT

The Committee considered the report of the Head of Highways and Public Protection which outlined the progress of the Taxi Licensing service during 2021/22.

RESOLVED: That

- (1) the contents of the report be noted; and
- (2) it be agreed that similar reports be submitted for consideration by this Committee on an annual basis.

42. DETERMINATIONS MADE UNDER THE LICENSING ACT 2003 AND THE GAMBLING ACT 2005: PERIOD COVERING 1 DECEMBER 2021 TO 13 MAY 2022

The Committee considered the report of the Head of Highways and Public Protection updating on applications made under the Licensing Act, 2003 and the Gambling Act, 2005 which had been determined by Licensing Officers.

The report indicated that Sefton Council's Statement of Licensing Policy (issued under the Licensing Act 2003) and the Statement of Gambling Policy (issued under the Gambling Act 2005), both followed the recommended delegation of functions contained within the Guidance, issued under Section 182 of the Licensing Act 2003 and the Guidance issued under Section 25 of the Gambling Act 2005. Where there were no relevant representations to applications, then these matters would be dealt with by Officers in order to speed matters through the system. The Guidance also recommended that where powers had been delegated, the Committee would receive regular reports on decisions made by Officers in order to maintain an overview of the general licensing situation.

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The report indicated that during the period 1 December 2021 to 13 May 2022 the Head of Highways and Public Protection had received and determined the following numbers of applications:

Under the Licensing Act 2003:

- 126 Applications made under Premise Licences
- 50 Applications made under Personal Licences
- 117 Notifications of Temporary Event Notices
- 33 Notifications of Late Temporary Event Notices

Under the Gambling Act 2005:

- 1 Application made under Licensed Premises Gaming Permits
- 3 Notifications given for Licensed Premises Automatic Gaming

RESOLVED:

That the report and the fact that further update reports would be submitted as necessary, be noted.

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Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 5 September 2022
Subject:	Molyneux Road area, Waterloo - Consultation on proposed One way system		
Report of:	Head of Highways and Public Protection	Wards Affected:	Church;
Portfolio:			
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: To report on the results of a consultation regarding the implementation of a One way traffic system in the Molyneux Road area of Waterloo

Recommendation(s):

- (1) That Licensing & Regulatory Committee note the results of the consultation;
- (2) That the One way system for the Molyneux Road area be progressed as proposed;
- (3) That Licensing & Regulatory Committee request Cabinet Member – Locality Services to authorise the progression of the necessary Traffic Regulation Orders for Milton Road, Molyneux Road, Galloway Road and Winstanley Road, Waterloo;
- (4) That residents be informed of the results of the consultation and the decision of this Committee;

Reasons for the Recommendation(s):

Authorisation to proceed with Highway schemes falls under the remit of the Licensing & Regulatory Committee.

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

None.

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What will it cost and how will it be financed?

(A) Revenue Costs

All costs associated with the introduction of the Traffic Regulation Orders, signs and lines, amounting to £27,471 will be funded from the 2022/23 delegated budget for Church Ward.

(B) Capital Costs

Nil.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):	
Legal Implications:	
Equality Implications: There are no equality implications.	
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 report seeks to inform members on the results of a consultation which involved the proposal to implement Traffic Regulation Orders to regulate the direction of travel. It does not include any Climate Change implications, positive or negative.	

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Improvements within the environment contribute towards how safe and happy residents and visitors feel when living or visiting an area.
Facilitate confident and resilient communities: Will make people feel safer and more confident to go out or use facilities within the community.

Commission, broker and provide core services: Sefton Council has a statutory duty to take steps to reduce and prevent road traffic collisions.
Place – leadership and influencer: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Drivers of change and reform: Improvements within the local environmental quality of the Borough promote pride and ownership amongst communities therefore driving change at a local level.
Facilitate sustainable economic prosperity: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Greater income for social investment: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Cleaner Greener: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD.6914/22.) and the Chief Legal and Democratic Officer (LD.5114/22) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation with all residents living in the affected roads.

Implementation Date for the Decision

Immediately following the Committee / Council meeting.

Contact Officer:	Colin Taylor
Telephone Number:	Tel: 0151 934 4189
Email Address:	colin.taylor@sefton.gov.uk

Appendices:

There are no appendices to this report

Background Papers:

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There are no background papers available for inspection.

1.0 Introduction/Background

- 1.1 Following a consultation with residents of the Molyneux Road area of Waterloo on the subject of a potential Residents parking scheme earlier last year, many residents requested that the issue of making the roads one way be considered. There have been requests for a scheme of one way traffic in Milton, Molyneux, Galloway and Winstanley Roads for several years, but this has never been prioritised for implementation.
- 1.2 As the roads are heavily parked on both sides by residents, visitors and those working at or visiting the shops and businesses in Crosby Road North and Stuart Road it is often difficult for vehicles to pass one another, as the roads are so narrow. Drivers often need to reverse up the road for some considerable distance to find a passing place. This can often lead to confrontation when drivers refuse to move or reverse up the road.
- 1.3 As a result of the requests, Church Ward Councillors were consulted on whether they would wish to consider the introduction of a one way traffic system from Ward budgets. The costs of a potential scheme were drawn up and traffic counts were taken to establish the volume and nature of traffic conditions in each of the four roads. Ward Councillors were advised of the results of the traffic surveys and potential costs involved and subsequently agreed to officers completing a consultation with directly affected residents as to whether they wished for a one way system to be implemented.

2.0 Traffic counts

- 2.1 Traffic count data equipment was positioned at the midpoint of each of the four roads and Kingsway and collected data between Tuesday 1st and Wednesday 9th February 2022. Unfortunately, there was a problem with the data collection device in Winstanley Road and no data was collected.
- 2.2 It can be seen from the data collected in the table in Annex A that, as expected Kingsway and Back Winstanley Road carried large volumes of traffic in each direction, whilst the four roads in question carried a maximum of 10% of the total volume of Kingsway and Back Winstanley Road.
- 2.3 The maximum hourly volume in either direction was that of Milton Road, which carried a total of 27 vehicles in an eastbound direction between 8am and 9am, this equates to a vehicle every 2 minutes 13 seconds.

3.0 Estimated costs

- 3.1 The introduction of a one way system requires both signage and line markings on the carriageway. The current regulations state that all signs must be externally lit from a suitable electrical power source.

3.2 The costs for each electrical connection is approximately £1,300, this scheme will require four connections in each road, two at either end. As there are four roads, the total cost for the electrical connections alone will be approximately £20,800. In addition to the electrical connections 15 wide based posts are required (Winstanley Road has a lamp column which can be utilised for a connection on the junction with Stuart Road). The posts will cost an additional £2,820.00. The signs required for the scheme will be an additional £2,951.00 and lining will be an estimated £400. In addition to the costs for the works, there will be a cost for the legal process to implement the scheme, which is estimated at £500.

3.3 The total estimated cost for the scheme will be £27,471.

4.0 Consultation

4.1 A total of 319 consultation documents were hand delivered to every property in the area on 30th June 2022 asking for resident's views on the proposals. Copies of the consultation documents, showing a plan of the proposed scheme, covering letter, questionnaire and Frequently Asked Questions is attached as Annex B.

4.2 Out of the 319 documents delivered, 106 (33.2%) were returned, of which 79 (74.5%) were in favour and 26 (24.5%) were against.

4.3 The response rate is fairly low for a scheme which affects every resident in the street, but those residents who chose to return their question were in the vast majority in favour of the scheme. It is assumed that those who did not return the questionnaires have no strong opinion.

4.4 In order to analyse these figures, the table below shows the number of questionnaires returned from each road.

ROAD NAME	YES (%)	NO (%)	TOTAL RETURNED FROM ROAD (%)
Crosby Road North	0 (0%)	0 (0%)	0 (0%)
Galloway Road	11 (84.6%)	2 (15.4%)	13 (26%)
Hicks Road	0 (0%)	0 (0%)	0 (0%)
Milton Road	34 (87.2%)	5 (12.8%)	39 (44.8%)
Molyneux Road	26 (72.2%)	10 (27.8%)	36 (40%)
Stuart Road	1 (100%)	0 (0%)	1 (6.7%)
Winstanley Road	7 (43.8%)	9 (56.3%)	16 (32.1%)
Total	79 (75%)	26 (25%)	106 (33.2% response)

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- 4.5 It should be noted from the plan shown in Annex B, that the scheme only encompasses the 4 side roads, but property occupiers on Stuart Road and Crosby Road North were also consulted as they may also use the side roads to enter or exit the area and it was only right that they should be able to offer their views on the scheme. As it has turned out no responses were received from Crosby Road North and only one from Stuart Road before the deadline of Friday 22nd July 2022.
- 4.6 From the results, it can be seen that response rates from the four side roads, ranged from 44.8% (Milton Road) to 26% (Galloway Road).
- 4.7 Out of the 106 responses, 77 of the respondents chose to include comments. Generally, many of them related to common themes and these can be broken down into six categories, which are shown below. The number against each comment relates to the number of residents making that comment.
- Make the four roads alternate one way to reduce rat running and extra traffic on Stuart Road (21)
 - The proposal will put more traffic on an already busy and sometimes gridlocked Stuart Road (17)
 - The exit out onto Stuart Road from Winstanley Road is dangerous (7)
 - This proposal will eliminate the current 'stand-offs' when vehicles meet in opposing directions with no place to pass (5)
 - Include Stuart Road in this scheme and make it one way also (4)
 - My family member is disabled, making my road one way in an easterly direction will mean they will have to negotiate the high kerb and enter my vehicle on the roadside as compared to the passenger side of the vehicle (2)
- 4.8 If the roads were made alternate one way, it would increase the attraction of rat running to avoid the traffic signals and queuing at peak hours Kingsway and Hicks Road. If this were implemented those streets made one way in a westbound direction would see an increase in traffic volumes.
- 4.9 There was also concern that the proposals will place additional traffic onto Stuart Road. However, the traffic counts taken to establish this proposal showed that in the peak hour, a maximum of 27 vehicles travelled eastbound on Milton Road. This is equivalent to one vehicle every 2 minutes 15 seconds, which could increase if the proposal is approved. However, in the experience of the Highway Safety team, if traffic volumes increase to high levels which leads to excessive queues when exiting onto Stuart Road drivers will soon realise that they are not gaining anything by rat-running and will take an alternative route.
- 4.10 Several respondents commented upon the perceived view that the exit from Winstanley Road into Stuart Road is dangerous, due to the bend at Back Winstanley Road being only 30 metres away and so exiting drivers have very little view of oncoming traffic. It is noted that whilst respondents comment about the exit onto Stuart Road being considered dangerous, many still carry out the manoeuvre. All the roads in this area have a 20mph speed limit and whilst the exit takes some care, in the absence of any personal injury accidents at this location in

the current three year study period, there is no reason to revert the traffic flow in a westerly direction.

5.0 Recommendation

- 5.1** The results of the consultation have been shared with the three Church Ward Members and it is recommended that Licensing & Regulatory Committee support the introduction of the One-Way system and request Cabinet Member - Locality Services to authorise the advertising of the necessary Traffic Regulation Orders.

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ANNEX A

WATERLOO TRAFFIC STUDY

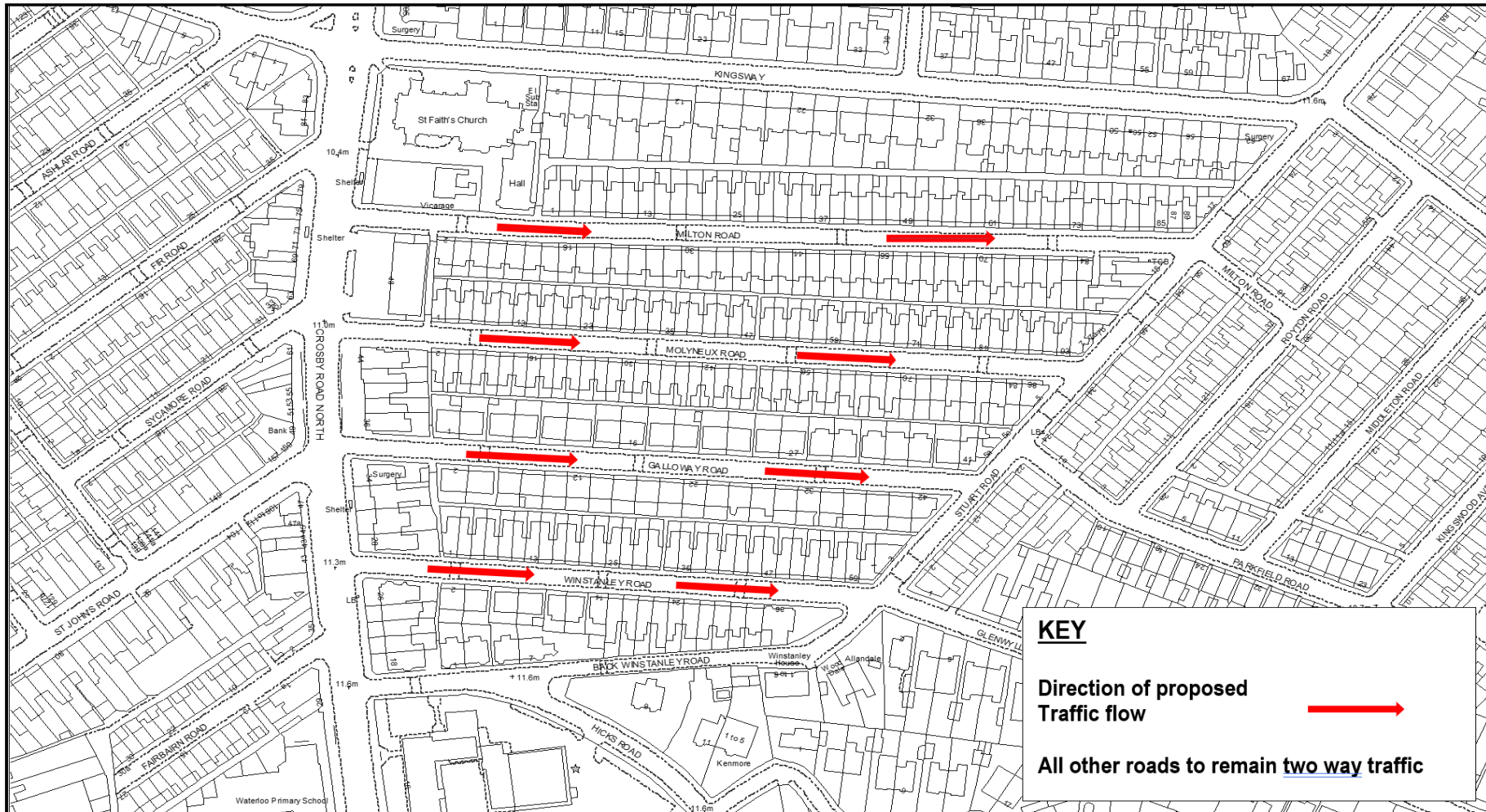
As part of the Residents parking consultation for roads between Milton Road and Back Winstanley Road inclusive, a significant number of residents requested that the roads be made one way for traffic.

As a consequence, the Highway Safety team commissioned traffic surveys at the midpoint of each affected road to establish the volume of traffic in each direction and the justification for the introduction of a one way system.


The survey equipment was located on site and recorded data between Tuesday 1st and Wednesday 9th February 2022.

RESULTS


ROADNAME	Direction of flow	AM Peak	PM Peak	Average Mon-Fri	24Hr Flow
Kingsway	Eastbound	8am-9am		182	2190
	Eastbound		5pm-6pm	199	
	Westbound	8am-9am		218	2093
	Westbound		3pm-4pm	188	
Back Winstanley Road	Eastbound	8am-9am		199	2009
	Eastbound		5pm-6pm	236	
	Westbound	8am-9am		542	3537
	Westbound		3pm-4pm	332	
Galloway Road	Eastbound	8am-9am		13	132
	Eastbound		6pm-7pm	13	
	Westbound	8am-9am		14	77
	Westbound		7pm-8pm	6	
Milton Road	Eastbound	8am-9am		27	236
	Eastbound		6pm-7pm	24	
	Westbound	8am-9am		18	163
	Westbound		6pm-7pm	16	
Molyneux Road	Eastbound	11am-12am		16	241
	Eastbound		3pm-4pm	26	
	Westbound	8am-9am		14	93
	Westbound		3pm-4pm	12	
Winstanley Road	NO DATA				



KEY

Direction of proposed Traffic flow 

All other roads to remain two way traffic

<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Peter Moore</p> <p>Head of Highways and Public Protection</p>	<p>Title</p> <p>Molyneux Road area, Waterloo</p> <p>Proposed One way traffic system</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>CT</p> <p>NTS</p> <p>June '22</p>	
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Agenda Item 4

Residents' Permit Parking Scheme Molyneux Road area, Waterloo

RESULTS OF CONSULTATION

Following a request by your Ward Councillors you will recall that last Autumn we consulted you on a proposal for the introduction of a Residents Privileged Parking Scheme in your road. The consultation took place during October with all responses required to be received in our office by 30th October 2021.

The results of the consultation are shown in the table below;

ROAD NAME	YES (%)	NO (%)	TOTAL RESPONSES RETURNED FROM ROAD (%)
Crosby Road North	2 (33.3%)	4 (66.6%)	6 (35.3%)
Galloway Road	16 (66.7%)	8 (33.3%)	24 (48%)
Hicks Road	4 (80%)	1 (20%)	5 (71.4%)
Milton Road	23 (59%)	16 (41%)	39 (44.8%)
Molyneux Road	12 (54.5%)	10 (45.5%)	22 (24.8%)
Stuart Road	0 (0%)	4 (100%)	4 (26.7%)
Winstanley Road	12 (70.6%)	5 (29.4%)	17 (32.1%)
Total	69	48	117 (36.7% response)

When conducting consultations on parking measures, where the availability of parking for residents is being improved, previous return rates has usually been in the region of 66%. From the above results, response rates from the five side roads, where residents would mostly be affected, ranged from a high of 71.4% (Hicks Road) to a low of 24.8% (Molyneux Road). The total response rate overall was less than 37%. Given the concern that approximately two thirds of residents chose not to respond and was not therefore justified, it was approved by Licensing and Regulatory Committee at its meeting of 10th January 2022 that the scheme not be progressed with the exception of Hicks Road. The designs and legal procedures to introduce Residents Privileged parking in Hicks Road are ongoing.

cont'd overleaf....

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However, during the consultation, residents offered many comments, but the outstanding comment received was a request to make the roads one way to avoid confrontations due to the narrowness of the roads and due to parking both sides it is often difficult for opposing vehicles to pass one another.

With the authority of your Ward Councillors, traffic counts were taken in Milton, Molyneux, Galloway and Winstanley Roads earlier this year to establish the volume and predominant direction of the traffic flow. The results established that there was a significant greater flow in the eastbound direction in all four roads, particularly during the evening peak hours.

The results of the traffic surveys have been discussed with your Ward Councillors, together with the potential costs for the introduction of one way streets for all four residential roads. In principle they have agreed to the scheme and we are now consulting you on the proposal as it stands.

A plan showing the proposed one way working of Milton Road, Molyneux Road, Galloway Road and Winstanley Road is attached with this letter.

The purpose of this consultation is to seek your views on the proposals. Included with this letter is a plan showing the proposals and a questionnaire. Please take the time to fill in the questionnaire and return it in the pre-paid envelope provided, to reach us no later than **Friday 22nd July 2022**.

The results of the consultation will be taken to the Licensing and Regulatory Committee where Councillors will review all of your comments or objections and decide whether the scheme is taken forward. The next meeting of the Committee will be on Monday 5th September 2022 at 6.30 p.m. at Southport Town Hall, Lord Street, Southport. You are welcome to come along to that meeting, providing Covid-19 restrictions in force at the time allow. Anyone wishing to attend should check with officers nearer the time.

If you require any further information before completing your questionnaire please read the attached 'Frequently Asked Questions' sheet, or phone our Contact Centre on 0345 140 0845 and leave a message for Colin Taylor. Colin will get back to you as soon as possible. Please let Colin know if you require this information in large print, or any other format. Calls cost 2p per minute plus your phone company's access charge.

Alternatively, you can contact Colin by e-mail on traffic.management@sefton.gov.uk

**Many Thanks,
Peter Moore
Head of Highways and Public Protection**

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Frequently Asked Questions

Will the One-Way system apply to the whole length of my street?

Yes, for road safety reasons we cannot have any part of the street operating for two way traffic it just is not safe to do so in this situation. If a majority of respondents agree to the one-way system a recommendation will be submitted to Licensing and Regulatory Committee that this be implemented.

I live towards the Stuart Road end of the street, in the high property numbers, will I have to drive all the way round to Crosby Road North to enter my road?

Yes – if you enter the street from the wrong direction whether in a forwards or reverse gear eg towards the direction of traffic or you reverse into the street from Stuart Road you will have passed the no entry signs to be provided and will be committing a traffic offence and liable to prosecution.

Who will enforce the scheme?

Merseyside Police currently enforce all traffic movements.

Will I be able to receive deliveries and have trades people at my property?

Yes – Any vehicle will be able to enter the street in the correct manner from the correct direction.

What will be the hours of operation?

If the scheme is approved that your street is made one way, it will operate on a 24 hours a day, 7 days a week basis.

What happens after the end of the consultation?

The results will be collated and presented to show the number of votes, for and against the scheme. Councillors on the Licensing and Regulatory Committee will use this information to decide whether to proceed with the scheme as shown on the enclosed plan.

Agenda Item 5

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 5 September 2022
Subject:	Southport Town Deal, Market Street, King Street, Eastbank Street and Chapel Street Improvements, Southport		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Dukes;
Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To seek Members' approval for the implementation of the proposed improvements on Market Street, King Street, Eastbank Street and Chapel Street and to advise Members of proposed changes to Traffic Regulation Orders (TROs) associated with the improvements.

Recommendation(s):

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

- (1) Installation of new, high quality paving, new lighting, seating, planting and improvements to street furniture on Market Street
- (2) Widening of the footway and installation of high quality paving, lighting, planting and improvements to street furniture on King Street
- (3) Installation of improved pedestrian crossing facilities, widening of a section of the footway and installation of high quality paving, planting and improvements to street furniture on Eastbank Street
- (4) Removal of 'street clutter' and improvements to street furniture on Chapel Street

It is recommended that the Committee note that authorisation to advertise the required changes to the TROs will be sought from Cabinet Member – Locality Services once detailed plans have been finalised. Any objections arising from this process will be brought back to L&R Committee for consideration.

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Reasons for the Recommendation(s):

Licensing and Regulatory Committee have powers to consider the details of improvements to highways 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)

The measures proposed form key elements of Phase 1 of the *Les Transformations de Southport* scheme, which is part of the Southport Town Deal proposals. The first phase of the project will be funded through the Town Deal. Different parts of the town centre and the connections to the Marine Lake area were included in the overall Town Deal project. This area was identified as the first phase of the project because of the need to enhance Chapel Street and the links with the refurbished market and the proposed Enterprise Arcade (another of the Town Deal projects). The other areas of the town within the *Les Transformations* project will be brought forward but the resources available and the timescales of other developments in the town favoured this area being delivered as the first phase of the project.

Alternative layout options were considered as part of the design process. The proposals presented in this report were considered to provide the best layout and were provided as part of the public consultation in February/March 2022. Options for a paving only or for including ornamental planting on Market Street were presented as part of the consultation and people were invited to comment on the options.

What will it cost and how will it be financed?

(A) Revenue Costs

There are no additional direct revenue costs associated with the recommendations within this report.

(B) Capital Costs

The cost of the proposals will be met from the Southport Town Deal funding allocation for the *Les Transformations de Southport* scheme (£2.5m), together with a contribution of £0.25m from the Council's annual transportation capital programme, in line with the business case approved by Cabinet in March 2022.

Implications of the Proposals:

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

The capital cost of the proposals will be met from the Southport Town Deal funding together with a contribution from the Council's annual transportation capital programme.

There are no additional direct revenue costs associated with the recommendations within this report.			
Legal Implications: None			
Equality Implications: An equalities assessment was carried out as part of the business case process, using the template provided for Town Deal projects. Overall, there is expected to be a net positive impact on equalities resulting from the changes to the street environment that will improve conditions for people with mobility difficulties.			
Climate Emergency Implications: The recommendations within this report will			
	Have a positive impact	Y	
	Have a neutral impact	N	
	Have a negative impact	N	
	The Author has undertaken the Climate Emergency training for report authors	Y	
<p>The proposed improvements are intended to support sustainable travel modes, particularly walking, and to provide a high quality pedestrian facilities in Market Street, King Street and Eastbank Street. Providing suitable infrastructure and public spaces that enable people to travel on foot or by bicycle help to reduce emissions from vehicular travel and contribute to the Council’s climate emergency commitments.</p> <p>The new lighting will be more energy efficient than the existing lighting arrangements.</p> <p>There are emissions associated with the sourcing of paving materials for the improvements, but it is expected that the longer term benefit of providing an enhanced pedestrian environment will outweigh the short term impacts of sourcing the new paving materials.</p>			

Contribution to the Council’s Core Purpose:

Protect the most vulnerable: Not applicable
Facilitate confident and resilient communities: Improves conditions for pedestrians in Southport and supports town centre businesses.
Commission, broker and provide core services: Not applicable

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Place – leadership and influencer: Enhances the local environment by providing high quality public spaces and promoting alternative modes of travel.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: The route improves the pedestrian links around the refurbished Southport Market and the connections to the proposed Enterprise Arcade on Eastbank Street and the railway station on Chapel Street.
Greater income for social investment: Not applicable
Cleaner Greener : Supports sustainable travel, particularly walking.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD.6909/22.) and the Chief Legal and Democratic Officer (LD 5109/22) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on the *Les Transformations de Southport* proposals was carried out in February and March 2022. An on-line questionnaire was available on the Your Sefton Your Say website as part of the Future Southport platform. The consultation was publicised through the Council's website and social media. In addition, letters were sent to businesses and residents likely to be affected by the proposals to advise them of the consultation. Specific engagement was carried out with representative groups such as Southport BID, Marketing Southport and Southport Access for Everyone. Schools were also invited to take part in the consultation and a school resource pack and feedback form was distributed through the Southport Learning Trust.

Once the details have been confirmed, the proposed changes to the TROs will be subject to consultation and this will be reported to L&R Committee if any objections are received.

Implementation Date for the Decision

Immediately following the Committee meeting.

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Appendices:

There are no appendices to this report

Background Papers:

Report to Cabinet, Transformations de Southport - Business Case, 10 March 2022.

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1.0 Introduction / Background

- 1.1 Following the successful submission of Southport's Town Investment Plan (TIP), under the government's Town Deal funding programme, Southport was allocated £37.5m for a range of projects. All the project funding allocations through the Town Deal have been developed with the agreement and support of the Town Deal Board and in line with the Town Deal Programme Heads of Terms.
- 1.2 One of the projects included in the TIP was *Les Transformations de Southport*. The provision of infrastructure to underpin economic growth was one of the three themes of the Town Investment Plan for Southport and this project provides the transport and public realm infrastructure needed to support the ambition of the Town Fund and the changing patterns of travel demand and movement around the town. The overall project is expected to cost approximately £12.75m and £2.5m of funding has been allocated from the Town Deal to enable the delivery of the first phase of the project. Additional funding will be sought for the further stages of the project.
- 1.3 The project aims to improve the atmosphere, prosperity and health of the town by providing better access and connections across the town centre, linking all the Town Deal projects and making it easier, safer and more enjoyable for people to get about the town. This means that all the parts of the town are better connected with each other, that people enjoy the town more and stay longer and that the town's businesses are able to grow and develop and attract new investment into the town.
- 1.4 In practice, the project will consist of access, connectivity and public realm improvements on key routes connecting the major development proposals (Marine Lake Events Centre, Enterprise Arcade and Southport Market) with the railway station, together with a new comprehensive signing and wayfinding system.
- 1.5 The business case for the Council's delivery of the project was approved by Cabinet in March 2022. The business case sets out the rationale for the whole project and provides more detail about the planned delivery of the first phase of the project that will be funded through Town Deal. The business case was submitted to the Government (Department for Levelling Up, Housing and Communities). DLUHC confirmed acceptance of the business case in June 2022, which will enable the release of the £2.5m Town Deal funding for the first phase of the project.
- 1.6 The next steps in the *Les Transformations de Southport* project are the delivery of the Phase 1 proposals and the development of the concept designs for the further phases of the project. This report focusses on the changes to Market Street, King Street, Eastbank Street and Chapel Street proposed in Phase 1 of the *Les Transformations de Southport* project.

2.0 Project Overview

2.1 The vision for the *Les Transformations* project is to create accessible and well-connected high quality public spaces, providing priority for people walking and cycling and those with limited mobility in support of clean growth. This will support businesses in attracting and retaining customers, improve the health and wellbeing of communities, encourage people to stay longer or return more frequently and thereby reinforce the vision for the town.

2.2 Key objectives of the project are:

- Define a consistent and high quality look and feel for street design in Southport
- Develop a framework street design that will deliver natural wayfinding between key destinations within the town centre
- Support the natural wayfinding with a high quality, effective and modern physical and digital wayfinding system
- Redress the balance between place and movement on key streets to reduce traffic domination and create the conditions across the town centre where walking and cycling is safe, simple and attractive
- Improve the accessibility of the town for everyone by reducing or removing barriers and severance, especially for people with limited mobility
- Improve pedestrian and cycling routes both in the town centre and waterfront and between the town centre and the waterfront
- Create a town centre environment that promotes enhanced public health and wellbeing
- Increase footfall, dwell time and expenditure within the town centre

2.3 The first phase of the project will focus on Market Street, King Street, Eastbank Street and Chapel Street. The reasoning for the choice of these areas as the first phase is provided below.

- Evidence of need: The condition and appearance of Chapel Street and the railway station entrance is regularly raised by the public and their representatives as needing attention and improvement. More than 4 million entries and exits take place at the station every year so the station serves as a key gateway to the town and the existing look and feel of the station entrance create a disappointing impression of the town. A volunteer led Station Improvement Group has been formed specifically to seek improvements to the station. The existing direction signs across the town are variable in form and quality and the totem signs with direction maps on are in poor condition and require updating.
- Recommendation from previous studies: The Southport Investment Framework (2016) recommended improvements to the Market area and included a specific recommendation, "Public realm improvements to King Street and Market Street will enable activities associated with the Market Hall to utilise this outdoor space for large scale outdoor markets, events and other uses associated with a revitalised market hall." This idea was also identified in the Town Centre Access and Connectivity study (2018) which proposed that "King Street and Market Street are upgraded from Local Streets to Destination

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Streets. To achieve this transformation some interventions will be required to help improve the ‘place’ function whilst maintaining the existing ‘movement’ function on these streets.”

- Building on success: The refurbishment of Southport Market in 2020, using advance funding from the Town Deal has proved very successful, with tens of thousands of customers, more than 600,000 products sold and turnover of more than £2.7m in its first twelve months. There have also been very successful Sunday markets, with more than 50 stalls, held inside and alongside the Market. Three new businesses on Market Street and two on King Street have opened since the Market re-opened.
- Support for Town Deal priorities and investments: One of the other Town Deal projects that is being planned for early delivery in the Town Deal process is the Enterprise Arcade, located on Eastbank Street. This will provide a new business incubator premises, focussing on the arts, creative and digital businesses emerging in the town. Its location on Eastbank Street means that it is ideally located for access to the railway station and is linked with the growing Market quarter.

2.4 It is proposed to deliver the first phase of the *Les Transformations* project with the £2.5m allocation from the Town Deal, together with a contribution of £0.25m from the Council’s annual transportation capital programme. While that element of the project is being delivered, the business case will be used to make the case for further funding to deliver the later phases of the project.

3.0 Market Street

3.1 The proposals for Market Street are shown in Figure 1 below. This plan was used for the public consultation and provides an indicative layout of the street. These initial designs will be developed further as part of the detailed design stage of the project.

3.2 The refurbishment of Southport Market has proved very successful and many people are enjoying the new facilities there. This project proposes changes to the streets around the Market, providing more public space and restricting traffic, so that more people can enjoy the market and its surroundings, creating opportunities for new and existing businesses to develop and expand in that area. These proposals were included in the public consultation carried out in February/March 2022 and were generally well supported by people responding to the consultation.

3.3 It is proposed to create a traffic free section on Market Street alongside the market, providing a new street environment that will provide additional space for pedestrians. The traffic free section will also provide space for businesses to make use of the street environment throughout the year and scope for events to be held there. This will require converting the existing carriageway to a new paved surface that will provide level access for pedestrians across the full width of the street but which can still be used for service and delivery vehicles at certain times.

3.4 Visualisations of the street were prepared for the public consultation. The preferred option was one that included some formal planting and this is included

as Figure 2. In addition to the formal planting, it is proposed to provide some new tree planting and seating along the street and both these elements were strongly supported in the public consultation. New street lighting will be provided and the existing drainage along that section of Market Street will also be assessed and improvements incorporated if required.

- 3.5 The traffic free section is proposed to extend from the junction of King Street alongside the Market, as far as the service access to the Market. The section of the Street from the Market service entrance to the junction with Princes Street will remain open to traffic. However, Market Street is currently one-way towards Princes Street. It is proposed to change the section of Market Street between the Market service access and Princes Street to two way traffic to provide access to the Market and to properties along that section. This will require the removal of up to 6 parking spaces to provide sufficient width for two way traffic. These will form part of the proposed changes to TROs.

4.0 King Street

- 4.1 The proposals for King Street are shown in Figure 3 below. This plan was used for the public consultation and provides an indicative layout of the street. These initial designs will be developed further as part of the detailed design stage of the project.
- 4.2 It is proposed to introduce a new one way traffic flow arrangement on King Street, between Eastbank Street and Market Street (with traffic permitted to travel from Eastbank Street). The road is relatively narrow in this section so a one way arrangement would improve safety and also provide an opportunity to widen the pavement alongside the Market, providing an improved environment for pedestrians.
- 4.3 A new, wider paved surface will be provided along the eastern side of King Street, connecting to the traffic free section of Market Street and providing a high quality pedestrian route between the Market and Eastbank Street. Widening the pavement will require the removal of eight pay and display parking spaces on the eastern side of the street. The existing loading bay and disabled parking provision on the western side of the street will be retained.
- 4.4 In addition it is proposed to provide some new tree planting and seating on the section of widened pavement. New street lighting will be provided and the existing drainage along that section of King Street will also be assessed and improvements incorporated if required.

5.0 Eastbank Street

- 5.1 The proposals for Eastbank Street are shown in Figure 4 below. This plan was used for the public consultation and provides an indicative layout of the street. These initial designs will be developed further as part of the detailed design of the

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project. They are focused on providing better facilities for pedestrians and improving safety.

- 5.2 Eastbank Street is a key gateway and arrival point for people entering the town centre from the east. It is an important route for vehicles, including public transport, but is also a very busy pedestrian route. To enhance the sense of arrival it is proposed to install a new gateway feature, including appropriate signage, on the approach to the railway bridge from the east. This location is not included in the area covered in Figure 4. In addition, to improve the safety of all road users it is proposed to introduce a 20mph speed limit on Eastbank Street, from the roundabout junction with St James Street and Virginia Street to the junction with Lord Street.
- 5.3 It is proposed to provide additional and enhanced pedestrian crossing facilities on Eastbank Street to improve the connections between the Market area and the Enterprise Arcade and Chapel Street. It is proposed to re-position the existing signalised pedestrian crossing slightly towards King Street to reflect pedestrian desire lines between Chapel Street and King Street and improve the link towards the Market area. Two additional uncontrolled pedestrian crossing locations on raised tables on Eastbank Street are also proposed to improve the connections between the Market area and the Enterprise Arcade and Chapel Street. To ensure the safety of those using the new crossings, it is also proposed to install pre-formed speed cushions on the approach to each of the two new raised tables to reduce traffic speeds approaching the crossing points. The position of one of the proposed crossing points requires the relocation of one bus stop (by a few metres only) on the northern side of the street.
- 5.4 It is proposed to provide a new, wider paved surface along a section of the southern side of Eastbank Street, from the existing disabled parking bays to the junction with King Street. It is also proposed to provide a new, wider paved surface along a section of the northern side of Eastbank Street. The wider pavement on both sides of Eastbank Street will be linked with the pedestrian crossing facilities and provide a high quality pedestrian route along that section of Eastbank Street.
- 5.5 The existing disabled parking provision on the southern side of the street will be retained but slightly relocated to accommodate one of the pedestrian crossing points. The section of Eastbank Street alongside the Atkinson appears to be regularly used by blue badge holders who park on the double yellow line section. It is proposed to investigate whether this parking can be formalised by the provision of parking bays for the use of blue badge holders in this section.
- 5.6 Raised planters are proposed, which will enhance the street environment and also direct pedestrians to the new crossing points. Some new planting is also proposed on the section of widened pavement to enhance the street environment.

6.0 Chapel Street

- 6.1 The proposals for Chapel Street do not include any modifications to the public highway, but will include potential changes to the street furniture. Where redundant street furniture exists, it will be removed. Modifications to the existing

benches will be considered to make them more comfortable and to prevent litter accumulating under them. Some of the existing street furniture close to the station entrance may be removed, so that there is more open space around the station entrance, creating a plaza style effect. Opportunities to improve the lighting will also be investigated.

- 6.2 Separate discussions are ongoing with the owners of the station entrance about potential improvements to their property, with the aim of creating a more attractive and welcoming environment around the station.

7.0 Traffic Regulation Orders

- 7.1 The proposals for Market Street, King Street and Eastbank Street will require changes to the existing Traffic Regulation Orders (TROs). Each road in the Borough has one TRO relating to all of the parking restrictions along the full length of that particular road. For the improvements proposed in Phase 1 of the *Les Transformations* project, the existing TROs for Market Street, King Street and Eastbank Street will need to be revoked and new TROs made.
- 7.2 For one-way arrangements, there is a single TRO covering the whole Borough, identifying all the one-way streets in the Borough and this will need to be updated to include King Street. For the proposed traffic free section on Market Street, a 'Prohibition of Driving' TRO, incorporating 'No Waiting between certain times' will be required. A TRO will also be required to introduce the 20mph speed limit on Eastbank Street.
- 7.3 Authorisation to advertise all of the required changes to the TROs will be sought from Cabinet Member – Locality Services once detailed plans have been finalised. The proposed changes to the TROs will be advertised and any objections arising from this process will be brought back to L&R Committee for consideration.

8.0 Next Steps

- 8.1 Engagement with the owners and occupiers on Market Street, King Street, Eastbank Street and Chapel Street will be carried out in autumn/winter 2022. For the properties on Market Street and King Street, the requirements for deliveries and servicing will be identified so that provisions can be made within the design of the scheme and incorporated into the TROs.
- 8.2 The scheme design for each of the streets in Phase 1 of the project will be finalised and the contract procurement process, will take place in the autumn/winter 2022. This will include identifying whether there is a requirement for the diversion of statutory undertakers' equipment. The need for stats diversions would significantly affect the delivery programme. Subject to the decision of L&R Committee and the completion of the design, works will be commissioned before the end of 2022 or early in 2023. A detailed programme of works will be developed with the aim of minimising disruption to businesses and avoiding the main summer season. It may be possible to carry out some elements of the works early in 2023 (such as stats diversions) and then complete the main works in the autumn of 2023 after the summer season.

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8.3 Details of the changes to TROs will be prepared and the proposed changes are expected to be advertised in the autumn/winter 2022.

9.0 Recommendation(s):

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

- (a) Installation of new, high quality paving, new lighting, seating, planting and improvements to street furniture on Market Street
- (b) Widening of the footway and installation of high quality paving, lighting, planting and improvements to street furniture on King Street
- (c) Installation of improved pedestrian crossing facilities, widening of a section of the footway and installation of high quality paving, planting and improvements to street furniture on Eastbank Street
- (d) Removal of 'street clutter' and improvements to street furniture on Chapel Street

9.2 It is recommended that the Committee note that authorisation to advertise all of the required changes to the TROs will be sought from Cabinet Member – Locality Services once detailed plans have been finalised. Any objections arising from this process will be brought back to L&R Committee for consideration.

Agenda Item 6

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 5 September 2022
Subject:	Thornton Road, Southport - Proposed revocation of Hackney Carriage Stand		
Report of:	Head of Highways and Public Protection	Wards Affected:	Norwood;
Portfolio:			
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To report on the results of a consultation with Hackney and Private Hire Trade Members over the proposal to revoke the existing Hackney Carriage Stand on Thornton Road, Southport.

Recommendation(s):

- (1) the results of the consultation are noted;
- (2) Licensing & Regulatory Committee support the proposal to revoke the existing two cab Stand on Thornton Road and replace it with a Disabled Parking Place for two blue badged vehicles;
- (3) Licensing & Regulatory Committee request Cabinet Member – Locality Services to authorise advertising of the proposal.

Reasons for the Recommendation(s):

The Council has the power to revoke a Traffic Regulation Order (Part IV of Schedule 9 to the Road Traffic Regulation Act 1984) as well as the power to make a new Traffic Regulation Order (Section 1 of that Act). Authorisation to advertise new Traffic Regulation Orders falls under the remit of Cabinet Member Locality Services.

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

None

What will it cost and how will it be financed?

(A) Revenue Costs

The cost of all legal and administrative procedures and signing and lining, amounting to £1250 will be funded from the 2022/23 Traffic Management Revenue budget.

(B) Capital Costs

None

Implications of the Proposals:

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

All costs associated with the introduction of the Traffic Regulation Order will be funded from the 2022/23 Traffic Management Revenue budget.

Legal Implications:

There are no legal implications.

Equality Implications:

There are no equality implications

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 report seeks authorisation to implement a Traffic Regulation Order to control the safe movement of traffic. It does not include any Climate Change implications, positive or negative.

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Improvements within the environment contribute towards how safe and happy residents and visitors feel when living or visiting an area.
Facilitate confident and resilient communities: Will make people feel safer and more confident to go out or use facilities within the community
Commission, broker and provide core services: Sefton Council has a statutory duty to take steps to reduce and prevent road traffic collisions and assist road users
Place – leadership and influencer: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Drivers of change and reform: Improvements within the local environmental quality of the Borough promote pride and ownership amongst communities therefore driving change at a local level.
Facilitate sustainable economic prosperity: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Greater income for social investment: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Cleaner Greener: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD.6915/22) and the Chief Legal and Democratic Officer (LD.5115/22) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation has taken place with all registered Hackney Carriage and Private Hire associations.

Implementation Date for the Decision

Immediately following the Committee / Council meeting.

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Appendices:

There are no appendices to this report

Background Papers:

There are no background papers available for inspection.

1. Introduction/Background

- 1.1 A suggestion has been made by a local Ward Councillor for the revocation of the existing two cab Hackney Carriage rank on Thornton Road and replacement with a Disabled Parking Place for blue badge holders. A plan showing the location of the rank is attached as Annex A.
- 1.2 Historically, the rank was used as a 'radio rank', where Hackney drivers would park up whilst waiting to be directed by their radio control room to jobs in the general area. The rank has never been classed as a 'walk up' rank for patrons of local shops or attractions, as is the case in most of the other Hackney ranks within the Borough.
- 1.3 The request is to use the space adjacent to the shops as a convenient parking space for blue badge holders, rather than leaving the two car spaces empty and preventing members of the public from using the space.
- 1.4 Anecdotally, the Ward Member and officers say that in recent years they have never seen a cab ranking at this location.
- 1.5 As per the Council's policy on changes to Hackney Ranks, the proposal has been forwarded to representatives from all of the Hackney Carriage and Private Hire associations in Sefton, seeking their views.

2.0 Consultation

- 2.1 As discussed, the proposal was sent to representatives of the 15 Hackney Carriage and Private Hire associations registered within Sefton, detailing the background to the proposal and requesting comments about the current use of the rank and the suggestion to replace it with parking for blue badge holders.
- 2.2 The associations were given 3 weeks to respond.
- 2.3 One response has been received from the North Sefton Hackney Carriage Association (NSHCA), which is copied verbatim below:-

North Sefton Hackney Carriage Association.

Here are our reasons for objecting to the proposal changing the High Park Rank into disabled parking bays.

If there is demand for disabled bays in the Bispham Road area they can be positioned anywhere without interfering with the taxi trade rank locations.

The taxi rank in Thornton Road is well established. You will know when it was originally requested and then was moved to its present location which is convenient for customers who have dropped off from the town centre bus

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stops and then, after shopping, come if they see a Hackney on the rank and can hire immediately instead of having to carry their shopping back home.

Taxi trade has been affected dramatically by the lockdowns, private hire and hackney drivers suddenly had to find employment elsewhere e.g. Amazon and other delivery companies.

A lot of private hire drivers that made these moves have not come back to the trade because the licences of ran out of date, Sefton Hackney Department's decision not to issue new driving licences for both hackney or private hire this close down of service to the trade was activated for months.

This has had a knock-on effect for the public - a shortage of drivers has caused the Private Hire Companies to accept Hackney carriages on the fleets to make up for the depletion of private hire drivers.

I have observed on my regular visits into Southport town centre that e.g.

The Sainsbury's taxi rank has empty spaces on the taxi rank because far less cars trying to get on to the rank.

The station taxis don't require to use the National Car Park on the east side in London Street.

The station taxis - a lot of them are now on the White Cabs fleet, My son has his Hackney carriage which has a station pass now working on white cabs fleet.

If you contact the Hackney Office and enquire which of the Hackney Carriages are using Private Hire Companies to keep themselves busy Mark Toohey should have the details of the changes compared with the period before the pandemic. Mark will have the details of any Hackney carriage proprietors that have placed the plate temporarily back in the office.

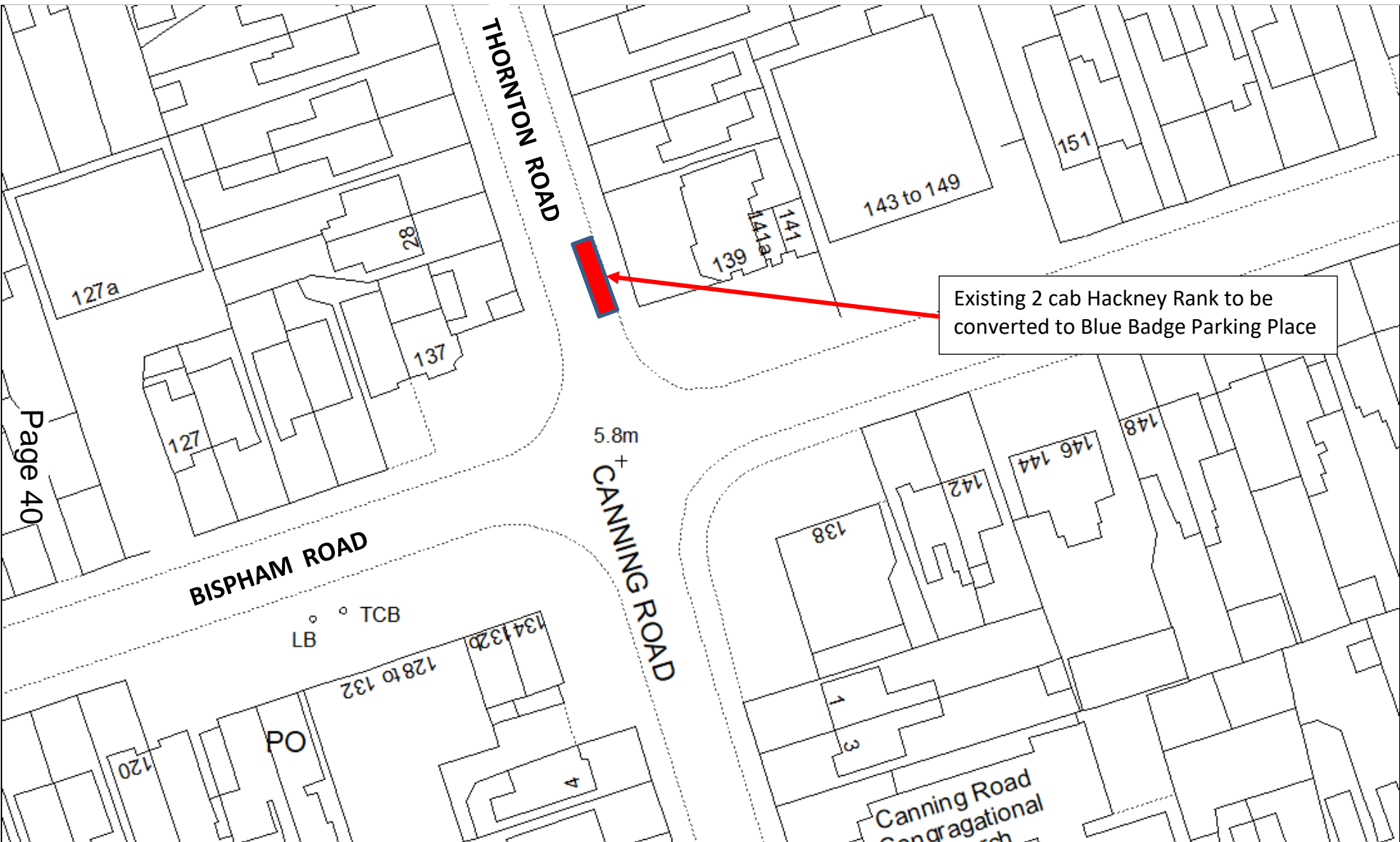
2.4 As can be seen from the comments above, the North Sefton Hackney Carriage Association representative effectively makes three points:-

- ***If there is a demand for Disabled Parking Places (DPPs) in the area, there is plenty of space on Bispham Road to accommodate them.*** Whilst it is accepted that there is space on Bispham Road to create DPPs, this would take away parking spaces for other able-bodied shoppers or residents and visitors to residential properties. If the Hackney Carriage Stand is no longer being used, surely it is better to utilise the available carriageway space which no-one else can use?
- ***The Hackney Rank is well used.*** Anecdotal evidence suggests that this is not true and neither the NSHCA nor any of the other Hackney Association representatives have provided any kind of evidence to this effect. None of the other 14 trade associations have felt the need to respond to this consultation.

- ***Covid has had a dramatic effect on the trade.*** By his own admission, many Hackney drivers have moved to Private Hire or other occupations, with Sainsbury's rank and the station rank having far fewer Hackney cabs ranking up. Surely this admission that there are fewer Hackney cabs in Southport would suggest that drivers are more likely to use the half empty ranks by Sainsbury's or the station where they can expect some kind of custom, rather than use this obscure 2 cab rank far away from any major passenger generator?

3.0 Recommendation

- 3.1 In order to maximise the use of the public highway, and given that the Hackney Trade have failed to give any credible reason for retaining the rank, it is proposed that the existing Hackney Carriage Rank on Thornton Road be revoked and replaced with a two car DPP.



<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Peter Moore</p> <p>Head of Highways and Public Protection</p>	<p>Title</p> <p>Thornton Road, Southport</p> <p>Proposal to convert Hackney Carriage Rank into Blue Badge parking place</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>SJ</p> <p>NTS</p> <p>Jul 2022</p>	
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Agenda Item 7

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 5 September 2022
Subject:	Review of Topographical Knowledge Test for Hackney Carriage Drivers		
Report of:	Head of 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 request the removal of the requirement for new Hackney Carriage drivers to undertake the topographical street knowledge type test and bring them in line with private hire drivers.

Recommendation(s):

- (1) Remove the requirement for new hackney carriage drivers to undertake the additional street knowledge test.
- (2) All new driver applications will still be required to pass the test on conditions

Reasons for the Recommendation(s):

The numbers of hackney carriage drivers have reduced in the last few years and the requirement to undertake an additional test appears to be a barrier for new applicants. There are a number of hackney carriage vehicles that are not currently being used including wheelchair accessible vehicles.

Hackney carriage owners and trade representatives have asked that the Council remove the additional test requirement and align with the private hire applicants who have to undertake a knowledge of conditions test only.

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

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None

What will it cost and how will it be financed?

(A) Revenue Costs

The cost of the consultation will be met from within existing budgets for the service.

(B) Capital Costs

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

Implications of the Proposals:

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

The cost of the service is wholly recovered from the ring-fenced Taxi Licensing Trade Account (Revenue Budget BD12).

Legal Implications:

The Town Police Clauses Act 1847 and The Local Government (Miscellaneous Provisions) Act 1976 provide that a district council may set out criteria when undertaking their taxi and private hire licensing functions and may attach to the grant of a licence such conditions as they may consider reasonably necessary.

Equality Implications:

There are no equality implications.

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

Contribution to the Council's Core Purpose:

Protect the most vulnerable:

Facilitate confident and resilient communities:

Commission, broker and provide core services: Support effective running of a taxi fleet.
Place – leadership and influencer:
Drivers of change and reform:
Facilitate sustainable economic prosperity: Improvement of
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 (FD6918/22) and the Chief Legal and Democratic Officer (LD5118/22) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Trade representatives and fleet owners.

Contact Officer:	Mark Toohey
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Appendices:

There are no appendices to this report

Background Papers:

There are no background papers available for inspection.

Agenda Item 7

1. Introduction/Background

- 1.1 In 2015 and 2017, the Licensing and Regulatory Committee considered the use of the street knowledge test as part of the fit and proper assessment for all drivers.
- 1.2 In 2017, the requirement for a street knowledge test was removed for private hire drivers but retained for new hackney carriage drivers at the request of the trade.

2. Current Situation

- 2.1 Sefton licences 271 hackney carriage vehicles with 123 of these vehicles being wheelchair accessible.
- 2.2 In March 2022, the Council licensed 328 hackney carriage drivers. As of 1 August 2022, this number has decreased to 275.
- 2.3 The Council licences 271 hackney carriage vehicles with 255 currently in use.

3. Trade Request

- 3.1 Hackney carriage trade representatives and fleet owners have stated that new applicants are discouraged by the extra street knowledge test required compared to private hire driver licences. This has led to issues finding drivers for vehicles and an impact on fulfilling school contracts and the number of vehicles generally available within Sefton.

4. Conclusion

- 4.1 The Council has not conducted any new tests for hackney carriage drivers since March 2020 and no new applications have been received. Advancements in mobile phone mapping technology have potentially removed the need for detailed local street knowledge.
- 4.2 The numbers of available drivers seem to have been affected by the pandemic as many drivers did not renew their licences. There also appears to be a barrier to new applicants being received due to the test. It is therefore suggested that the test on conditions should be applied as the only test for all types of drivers in order to encourage applicants to consider hackney carriage licences.

Agenda Item 8

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 5 September 2022
Subject:	Review of Training Requirements for Licensed Drivers		
Report of:	Head of Highways and Public Protection	Wards Affected:	(All Wards);
Portfolio:	Regulatory, Compliance and Corporate Services		
Is this a Key Decision:	N	Included in Forward Plan:	No
Exempt / Confidential Report:	N		

Summary:

To consider removal of the requirement for all new licensed drivers to have completed the VRQ (Introduction to the Role of the Professional Taxi and Private Hire Driver) and replace it with a new redesigned training course.

Recommendation(s):

- (1) Remove the requirement for new drivers to complete the VRQ training programme
- (2) Authorise the creation of a new redesigned training course requirement
- (3) Once established, make the new training course a mandatory requirement for all drivers.

Reasons for the Recommendation(s):

The current Accredited Training provider was unsuccessful in obtaining continuing funding from Liverpool City Region (LCR) therefore the VRQ will no longer be provided to new applicants free of charge. This has led to the closure of the training provider's local facility.

The Government has indicated in its published statutory standards that it expects local authorities to provide safeguarding awareness training that focuses on exploitation and county lines issues.

The reason for the recommendations is to redesign and modernise the training provided to bring it up to date and more in line with the new national standards and bolster safeguarding awareness along with training relating to Sefton's policies and procedures.

Agenda Item 8

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

None

What will it cost and how will it be financed?

(A) Revenue Costs

The cost of the training will be met by new applicants on a cost recovery basis.

(B) Capital Costs

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

Implications of the Proposals:

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

The cost of the service is wholly recovered from the ring-fenced Taxi Licensing Trade Account (Revenue Budget BD12).

Legal Implications:

The Town Police Clauses Act 1847 and The Local Government (Miscellaneous Provisions) Act 1976 provide that a district council may set out criteria when undertaking their taxi and private hire licensing functions and may attach to the grant of a licence such conditions as they may consider reasonably necessary.

Equality Implications:

The Statutory Taxis and Private Hire Vehicle Standards have been set directly to address the safeguarding of the public and the potential impact of failings in this area. The adoption of recommendations made in this document will therefore have a positive impact on equality and diversity specifically for vulnerable individuals and children.

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

It is anticipated that a change in the training provided to new applicants will have a neutral impact.

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Contribution to the Council's Core Purpose:

Protect the most vulnerable: Increased safeguarding awareness to help protect the most vulnerable.
Facilitate confident and resilient communities:
Commission, broker and provide core services: Updating taxi licensing service provision.
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 (FD.6917/22.....) and the Chief Legal and Democratic Officer (LD5117/22.....) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Immediately following the Committee meeting.

Contact Officer:	Mark Toohey
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Appendices:

There are no appendices to this report

Background Papers:

There are no background papers available for inspection.

Agenda Item 8

1. Introduction/Background

- 1.1 Following a report to the Licensing & Regulatory Committee in 2009, all new and existing drivers were required to obtain the VRQ or NVQ in 'Introduction to the Role of the Professional Taxi and Private Hire Driver'. At that time, there were at least 10 training providers delivering the VRQ.
- 1.2 Members may recall a report to the committee on 6 January 2020 in relation to issues around fake training certificates and the establishment of an accredited training provider programme.
- 1.3 Since 2009, one training provider received accreditation (Antrec).
- 1.4 In July 2022, the funding from LCR for this training came to an end and Antrec's local facility has now closed.

2. New Training Proposals

- 2.1 Some elements of the VRQ had become outdated and new elements were unable to be added.
- 2.2 The Council now has the opportunity to develop a new training programme that addresses the need for more safeguarding awareness as well as educating drivers on current policies and procedures.
- 2.3 The following is an excerpt from the 2020 Government national standards policy;

"Licensing authorities should consider the role that those in the taxi and private hire vehicle industry can play in spotting and reporting the abuse, exploitation or neglect of children and vulnerable adults. As with any group of people, it is overwhelmingly the case that those within the industry can be an asset in the detection and prevention of abuse or neglect of children and vulnerable adults. However, this is only the case if they are aware of and alert to the signs of potential abuse and know where to turn to if they suspect that a child or vulnerable adult is at risk of harm or is in immediate danger.

All licensing authorities should provide safeguarding advice and guidance to the trade and should require taxi and private hire vehicle drivers to undertake safeguarding training. This is often produced in conjunction with the police and other agencies. These programmes have been developed to help drivers and operators:

- provide a safe and suitable service to vulnerable passengers of all ages;*
- recognise what makes a person vulnerable; and*
- understand how to respond, including how to report safeguarding concerns and where to get advice."*

Agenda Item 8

- 2.4 The training would also cover an overview of existing policies and procedures relating to licensed drivers.
- 2.5 If approved, it is proposed to start a course of consultation with interested groups with a view to a procurement exercise to create and deliver the training. Once established, the Council would also look at making it a requirement for all existing drivers to attend the revised training at some point.
- 2.6 The exact content of the training is yet to be developed but there are well established training courses already available that cover these subject areas which will be explored.
- 2.7 It is envisaged that any driver that has been licensed without the VRQ qualification would be priority for the training with all existing drivers eventually completing the course at some point in time.
- 2.8 Further reports will be provided concerning the content and delivery of the training with suggested dates for completion of the training for all drivers.
- 2.9 The training will likely be a one or two day course with the costs being met by the applicants and drivers.

3 Conclusion

- 3.1 Members are requested to consider the recommendations with further reports to be presented to the committee.

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Agenda Item 9

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 5 September 2022
Subject:	Determinations made under the Licensing Act 2003 and the Gambling Act 2005: period covering 14 May 2022 to 12 August 2022		
Report of:	Head of Highways and Public Protection	Wards Affected:	(All Wards);
Portfolio:			
Is this a Key Decision:	N	Included in Forward Plan:	N
Exempt / Confidential Report:	N		

Summary:

To update Members regarding those applications, made under the Licensing Act 2003 and the Gambling Act 2005, that have been determined by Officers.

Recommendation(s):

That Members:

- i) note this Report and its contents;
- ii) note that further Reports will be brought forward to up date Members as and when necessary.

Reasons for the Recommendation(s):

The Openness of Local Government Bodies Regulations 2014 requires that a written record of delegated decisions that would otherwise be made by a committee be published to the Council's website. The publication of this report satisfies that requirement for the delegated decisions made in relation to the administration of the Licensing Act 2003 and the Gambling Act 2005.

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

None

What will it cost and how will it be financed?

(A) Revenue Costs

There are no financial costs associated with the proposals in this report

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(B) Capital Costs

There are no financial costs 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.	
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. (FD6900 /22).

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 5100/22).

(B) External Consultations

None.

Implementation Date for the Decision

Immediately following the Committee meeting.

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Appendices:

Annex 1: Numbers determined – Licensing Act 2003

Annex 2: Numbers determined – Gambling Act 2005

Background Papers:

There are no background papers available for inspection.

1. Background

- 1.1 Members will recall that the Statement of Licensing Policy (issued under the Licensing Act 2003) and the Statement of Gambling Licensing Policy (issued under the Gambling Act 2005) both follow the recommended delegation of functions contained within the Guidance issued under Section 182 of the Licensing Act 2003 and the Guidance issued under Section 25 of the Gambling Act 2005.
- 1.2 In effect this means that where there are no relevant representations to applications then these matters are dealt with by Officers. This ensures that decisions and functions, particularly for non-contentious applications and purely administrative functions, are taken or carried out in a speedy, efficient and cost-effective way.
- 1.3 The Openness of Local Government Bodies Regulations 2014 requires that a written record of delegated decisions that would otherwise be made by a committee be published to the Council's website. The publication of this report

Agenda Item 9

satisfies that requirement for the delegated decisions made in relation to the administration of the Licensing Act 2003 and the Gambling Act 2005.

2. Numbers determined – Licensing Act 2003

2.1 During the period covering 14 May 2022 to 12 August 2022 the following number of applications have been determined under this Act:

- Applications made under Premise Licences **78**
- Applications made under Personal Licences **22**
- Notification of Temporary Event Notices **53**
- Notification of Late Temporary Event Notices **34**

2.2. Details of determinations made under Premise Licences are attached within Annex 1 to this Report.

3. Numbers determined – Gambling Act 2005

3.1 During the period 14 May 2022 to 12 August 2022 the following number of applications have been determined under this Act:

- Applications made under Family Entertainment Permits **1**
- Applications made under Licensed Premises Gaming Permits **1**
- Notifications given for Licensed Premises Automatic Gaming **1**

3.2. Details of determinations made under the above are attached within Annex 2 to this Report.

ANNEX 1

name	address2	address3	action	closeddate
Bargain Booze	187 Altway	Aintree	Variation of DPS	17/05/2022
The Waterfront	6 The Waterfront, Promenade	Southport	Variation of DPS	18/05/2022
McColls	10 Weld Parade	Birkdale	Transfer	24/05/2022
The Old Bank Inn	43 South Road	Waterloo	Variation	24/05/2022
Asda Stores Ltd	Ormskirk Road	Aintree	Minor Variation	25/05/2022
McColls	191 - 193 Altway	Aintree	Transfer	25/05/2022
Morrisons Daily	146 Portland Street	Southport	Transfer	25/05/2022
Morrisons Daily	83/89 Queens Road	Southport	Transfer	25/05/2022
Rileys Corner	60 South Road	Waterloo	Transfer	25/05/2022
Spitroast Ltd	104 South Road	Waterloo	Variation of DPS	25/05/2022
McColls	185 Sussex Road	Southport	Transfer	26/05/2022
McColls	19-21 Liverpool Road	Crosby	Transfer	26/05/2022
McColls	113 Waddicar Lane	Melling	Transfer	26/05/2022
Morrisons Daily	115 Marshside Road	Southport	Transfer	26/05/2022
Morrisons Daily	1-3 St James Place	St James Street	Transfer	26/05/2022
Blue Anchor Inn	32 School Lane	Aintree	Variation of DPS	27/05/2022
The Cheese Wheel	158 College Road	Crosby	Change of Name and/or Address	27/05/2022
Le Bistrot Pierre	385 Lord Street	Southport	Variation of DPS	27/05/2022
Martin McColl	36 Fernhill Road	Bootle	Transfer	27/05/2022

Rileys Corner	60 South Road	Waterloo	Variation of DPS	30/05/2022
Pheasant Inn	20 Moss Lane	Hightown	Variation of DPS	31/05/2022
Tesco Stores	Town Lane Kew	Southport	Variation of DPS	31/05/2022
Tesco Stores	42-46 Eastbank Street	Southport	Change of Name and/or Address	06/06/2022
Great Himalayas Nepalese Restaurant and Bar	665 Lord Street	Southport	Transfer	07/06/2022
The Saltbox	83 Linacre Road	Litherland	Transfer	07/06/2022
Duman Turkish Mediterranean Grill Bar	97 Ormskirk Road	Aintree	Transfer	08/06/2022
Rileys Corner	60 South Road	Waterloo	Minor Variation	08/06/2022
Nags Head Hotel	Green Lane	Thornton	Variation of DPS	09/06/2022
Home Bargains	163 New Strand Mariners Way	Bootle	Variation of DPS	10/06/2022
The Potting Shed	137-141 Lord Street	Southport	Variation of DPS	10/06/2022
Bakers Dozen	Dunnings Bridge Road	Netherton	Variation of DPS	13/06/2022
Grapes Hotel	Green Lane	Formby	Variation of DPS	13/06/2022
Maggie Fu	126-128 South Road	Waterloo	Grant	13/06/2022
Oscars	Bechers Business Park	Heysham Road	Grant	14/06/2022
Pinewoods	2A Wicks Green	Formby	Variation of DPS	14/06/2022
Enchanted Drinks Co Ltd	Rent a Space Office 10, 9 Dunnings Bridge Road	Netherton	Variation	15/06/2022

The Potting Shed	137-141 Lord Street	Southport	Change of Name and/or Address	15/06/2022
Corner Post	25 Bridge Road	Crosby	Transfer	16/06/2022
Meadows Hotel	89A Liverpool Road South	Maghull	Variation of DPS	16/06/2022
McDonalds Restaurants	Unit 2 Old Meadow Road	Maghull	Grant	17/06/2022
Premier Waterloo	80-82 South Road	Waterloo	Grant	20/06/2022
Crosby Lakeside Adventure Centre	Cambridge Road	Waterloo	Grant	23/06/2022
Eden Vale Hotel	58 Glovers Lane	Netherton	Grant	23/06/2022
Jolly's	280 Marsh Lane	Bootle	Grant	23/06/2022
Spar Store & Petrol Forecourt	6-16 Roe Lane	Southport	Variation of DPS	23/06/2022
Lounge	367 Lord Street	Southport	Grant	24/06/2022
Lux 37	41 Chapel Lane	Formby	Grant	24/06/2022
Fox And Goose	8 Cable Street	Southport	Minor Variation	27/06/2022
One Stop	128-130 Bispham Road	Southport	Variation of DPS	27/06/2022
Addison Arms	Podium Level Units 1-3 Triad Buildings	Stanley Road, Bootle	Variation of DPS	28/06/2022
Pear Tree	Prescot Road	Melling	Variation of DPS	29/06/2022
The Sparrowhawk	Southport Old Road	Formby	Change of Name and/or Address	30/06/2022
West Lancs Golf Club	Hall Road West	Blundellsands	Variation of DPS	30/06/2022

Leo's Bar	46 Nevill Street	Southport	Transfer	02/07/2022
Spitroast Ltd	104 South Road	Waterloo	Minor Variation	05/07/2022
BBS Bar	20 Nevill Street	Southport	Grant	06/07/2022
Coach & Horses	166 Liverpool Road North	Maghull	Variation of DPS	07/07/2022
The Saltbox	83 Linacre Road	Litherland	Minor Variation	07/07/2022
Bailey's Wine Bar	54 Lord Street	Southport	Grant	13/07/2022
Cock & Rabbit	69 Manchester Road	Southport	Variation of DPS	14/07/2022
The Grand	182 Lord Street	Southport	Minor Variation	14/07/2022
Flip Out	Unit V6 Topham Drive	Aintree	Grant	18/07/2022
One Five Six	156-158a College Road	Crosby	Grant	18/07/2022
The Victoria	42 Stanley Terrace	Promenade	Transfer	18/07/2022
VIP HQ	51b Weld Road	Birkdale	Grant	18/07/2022
1 Central	1 Central Square	Maghull	Grant	20/07/2022
Home Bargains	73 Linacre Road	Litherland	Variation of DPS	20/07/2022
The Irish Way	40 South Road	Waterloo	Variation	20/07/2022
Neptune Brewery Ltd	23/25 Liverpool Road North	Maghull	Grant	28/07/2022
Sainsbury's	143-149 Bispham Road	Southport	Variation of DPS	28/07/2022
Aldi Store	Park Lane West	Netherton	Variation of DPS	02/08/2022
St John Stone Social Club	Sandbrook Way	Ainsdale	Variation of DPS	05/08/2022

Volare	613-619 Lord Street	Southport	Variation	05/08/2022
Cheshire Lines	81 King Street	Southport	Variation of DPS	08/08/2022
Weld Blundell	226 Southport Road	Lydiate	Licence Holder Transfer & Variation of DPS	09/08/2022
BS General Store	20A Bold Street	Southport	Licence Holder Transfer & Variation of DPS	10/08/2022
Sainsburys	Lord Street	Southport	Variation of DPS	10/08/2022
Sainsbury's	43-47 Liverpool Road	Birkdale	Variation of DPS	10/08/2022

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ANNEX 2

name	address2	address3	action	closeddate	activity
New Pleasureland	Marine Drive	Southport	Grant	31/05/2022	FEC Gaming Machine Permit
The Saltbox	83 Linacre Road	Litherland	Grant	28/06/2022	Licensed Premises Gaming Permit
Weld Blundell	226 Southport Road	Lydiate	Grant	27/07/2022	Licensed Premises Automatic Gaming

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