

Overview
& Scrutiny



MEETING: OVERVIEW AND SCRUTINY COMMITTEE (REGENERATION AND SKILLS)

DATE: Monday 19th February, 2024

TIME: 6.30 pm

VENUE: Town Hall, Southport

Member

Councillor
Councillor Dowd (Chair)
Councillor Corcoran
Councillor Harvey
Councillor Lloyd-Johnson
Councillor Christine Maher
Councillor McKee
Councillor Catie Page
Councillor Sir Ron Watson
Councillor Webster

Substitute

Councillor
Councillor Killen
Councillor Halsall
Councillor Waterfield
Councillor Dodd
Councillor Grace
Councillor Richards
Councillor Thomas
Councillor Prendergast
Councillor Anne Thompson

COMMITTEE OFFICER: Paul Fraser
Senior Democratic Services Officer
Telephone: 0151 934 2068
E-mail: paul.fraser@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 of the Previous Meeting (Pages 3 - 16)

Minutes of the meeting held 16 January 2024

4. Adoption of Hesketh Road Conservation Area Appraisal and Management Plan (with boundary change) (Pages 17 - 110)

Report of the Chief Legal and Democratic Officer

5. North South Active Travel Route in Southport – Next Steps (Pages 111 - 210)

Report of the Chief Legal and Democratic Officer

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

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OVERVIEW AND SCRUTINY COMMITTEE (REGENERATION AND SKILLS)

MEETING HELD AT THE TOWN HALL, BOOTLE
ON TUESDAY 16TH JANUARY, 2024

PRESENT: Councillor Dowd (in the Chair)
Councillor Howard (Vice-Chair)
Councillors Harvey, Lloyd-Johnson, McKee,
Catie Page and Webster

ALSO PRESENT: Councillors Atkinson and Lappin

26. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Corcoran, Christine Maher and Sir Ron Watson.

27. DECLARATIONS OF INTEREST

In accordance with Paragraph 9 of the Council's Code of Conduct, the following declaration of personal interest was made and the Member concerned remained in the room during the consideration of the item, took no part in the consideration of the item and did not vote:

Member	Minute No.	Nature of Interest
Councillor Howard	Minute No. 35 - Sefton Hospitality Operations Limited (SHOL) - 2022 / 23 Outturn Review of Council Wholly Owned Companies	Stakeholder representative on the SHOL Board

28. MINUTES OF THE PREVIOUS MEETING

RESOLVED:

That the Minutes of the meeting held on 7 November 2023 be confirmed as a correct record.

29. UPDATE ON THE PROGRESSION OF THE LIVERPOOL CITY REGION DIGITAL INCLUSION STRATEGY

The Committee received a presentation from Andrea Watts, Executive Director of People, that updated on the Liverpool City Region Digital Inclusion Strategy (the Strategy). Ms. Watts indicated that further to the presentation made to this Committee in January 23, which set out the

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initial first steps in bringing to life the framework for LCRCA Digital Inclusion Strategy and which included an overview of Sefton's Digital strategy linked to connected Council, empowered residents and business growth; this presentation would detail the progress of Digital Inclusion from a Combined Authority perspective. Ms. Watts highlighted the following matters:

- A reminder of the key components of connectivity – barriers being availability and cost; equipment; and skills
- The developed key workstreams of Digital Inclusion Alliance Network; Digital Champions Model; and Digital Support Intervention Pilots
- In respect of the Digital Support Intervention Pilots the Digital inclusion Initiative was an industry led programme to tackle digital exclusion; and LCRCA were facilitating the roll-out of 4500 free android tablets, accompanied by 6 months of free Vodafone mobile connectivity and free in person digital skills training. Wave 1.1 was launched in August 2023 and focused on the DWP Restart Scheme and Ways to Work; and that working with the Digital Inclusion Network members the aim was to continue to support residents between now and July 2024
- Wave 1.2 would take place between November 2023 and January 2024 and would target the roll-out of 600+ devices and sims across the six LCRCA local authority areas and cohorts could include digitally excluded individuals across numerous groups
- Wave 1.3 onwards was to distribute the remaining 3900 devices and feedback would be crucial to assess what was working well with the programme and what was not
- In addition, informed by data and local authority colleagues, other areas of intervention would be explored that helped to target digital exclusion –e.g., social broadband tariffs, recycled digital kit or free mobile data for those most in need
- Other Sefton initiatives to increase the number of public access computers and other devices available to residents and organisations

Members of the Committee asked questions/commented on the following matters:

- How under-represented groups were targeted to tackle digital inclusion.
- Measures to keep residents safe online, particularly vulnerable residents.

RESOLVED:

That Andrea Watts be thanked for her informative presentation.

30. SERIOUS VIOLENCE DUTY

The Committee considered the report of the Assistant Director of People (Communities) updating on the serious violence duty which came into force in January 2023 and required specified authorities to publish a strategy by January 2024, to prevent and reduce serious violence; and which indicated that work in preparing the strategy on Merseyside had been coordinated by the Office of the Police and Crime Commissioner.

The report indicated that following public consultation in July 2019, the Government announced that it would introduce legislation relating to a serious violence duty; that this aimed to ensure that relevant services worked together to share information to target interventions, where possible through existing partnership structures, to prevent and reduce serious violence within their local communities; that the Government also announced that it would amend the Crime and Disorder Act 1998 to ensure that serious violence was an explicit priority for Community Safety Partnerships and by making sure they had a strategy in place to explicitly tackle serious violence; and that whilst the guidance did not specify a particular partnership to lead, given the categories classed as “Serious Violence” were contained within the Community Safety Strategy, it made sense that the Safer Sefton Together (SST) was the partnership lead body for Sefton.

Appendix 1 to the report provided a timeline of the work undertaken within the last year relating to the readiness assessment, which identified a need to support the relevant authorities across Merseyside to facilitate stronger co-production across existing governance structures; and the consultation exercise undertaken to understand the perception of the problem, causes and consequences.

The draft Serious Violence Strategy document was attached as Appendix 2 to the report.

The report also provided information on the local delivery plan that was more specific for Sefton’s communities; and advised that the first draft of the delivery plan was currently being developed and would be mapped against the high level strategic aims of the strategy but also cross-referenced to the priorities contained within the Safer Sefton Together Strategy 2023-26 and would be reviewed through 2024; but however, there was no additional funding for LA’s to deliver the duty and therefore the delivery plan would reflect the work already underway in preventing and reducing serious violence in our communities.

The report concluded by seeking the views of the Committee on the draft strategy and the local delivery plan.

The report would also be considered by the Overview and Scrutiny Committees (Children’s Services and Safeguarding) and (Adult Social Care and Health).

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Members of the Committee asked questions/commented on the following matters:

- The rationale, at a Merseyside strategic level, that domestic abuse would not form part of the serious violence definition for the purpose of the Duty; and the Home Office view of this decision. It was also noted that this matter could be raised at the Merseyside Police and Crime Panel
- The draft Strategy was excessively heavy with jargon and could this be amended to benefit the Strategy's target audience.
- Reasons for the poor response numbers (only 139 respondents to the universal questionnaires (adult and school)) and which was replicated across the other Merseyside LA's.
- The weekly, confidential reports submitted to Members by Merseyside Police indicated that 90-95% of crime was gang/drug related; that particular problems were experienced on Merseyside because of the influx of drugs into the area; yet no additional funding was provided to Merseyside to combat such problems; although it was noted that the Police and Crime Commissioner had made representations to the Home Office about this.
- The statistics from Merseyside Police, Emergency Departments, Merseyside Fire and Rescue Service and the North West Ambulance Service were referred to which all recorded a reduction in incidents linked to serious violence from 2021/22 to 2022/23.
- How targets and outcomes in the draft strategy would be measured and evaluated.

RESOLVED: That

- (1) the report updating on the serious violence duty be noted; and
- (2) the Committee welcomes the opportunity to take part in the annual review of the strategy.

31. A CULTURAL STRATEGY FOR SEFTON

The Committee considered the report of the Executive Director of People advising that a steering group comprising Council officers, and representatives from the creative and voluntary sector, had been working towards the development of a Cultural Strategy for Sefton (the Strategy); that a draft strategy document had been prepared using the evidence base from consultation and engagement activity; that further engagement between January to March 2024 was proposed to develop an Action Plan, with objectives for delivery between 2024 and 2030 and that this would be co-produced between the Council and wider representation from cultural stakeholders; and that once the Action Plan was complete, any outstanding elements of the strategy document would be finalised, leading to the publication of a final strategy from which the activities would commence.

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The report indicated that the strategy would be a key step in Sefton's planning towards Liverpool City Region Borough of Culture celebration ; and that the purpose of the Strategy was to:

- Develop a shared vision for culture in Sefton.
- Support development of the local infrastructure for culture and creative engagement.
- Strengthen relationships between Sefton and the wider professional sector for culture and creativity.
- Reveal, celebrate and promote opportunities for cultural and creative participation across the Borough.
- Provide a strategic context in support of stakeholder bids for external funding.

The draft Culture Strategy document was attached as an appendix to the report.

Members of the Committee asked questions/commented on the following matters:

- We should celebrate the hugely diverse borough in which we live.
- The provision of alternative and complementary events at the Salt and tar venue such as opera.
- Had a swot analysis been undertaken into the gaps in performance spaces, especially for large crowds, in Sefton.
- A recognition was made of the potential for more outdoor cultural activity and opportunity on Sefton's coast but it was acknowledged that any enhancements must be designed to safeguard and preserve the delicate ecosystem of the coast.
- Positive to hear about the opportunities in respect of Sefton's cultural access and cultural education to tackle educational attainment gaps, particularly in respect of young people on leaving FE/HE and aspiring Young Creatives.
- The negative impact of austerity that had reduced youth provision across the borough.
- How the Cultural Partnership would set its vision, co-ordinate resources and plan at a strategic level and how it would make applications for funding to achieve its aims.
- Social barriers to culture were acknowledged and information was sought on how hard to reach children could be encouraged to engage in cultural activity.

RESOLVED:

That the progress towards the development of the Cultural Strategy for Sefton be noted.

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32. SOUTHPORT MARKET - 2 YEAR REVIEW

The Committee considered the report of the Executive Director of Place that outlined the year 2 performance of Southport Market (the Market), that was repurposed into a food and drink market and opened in July 2021.

The report indicated that in year 2, hospitality experts Hotel Audit undertook a Customer Experience and operational view of the Market and the report detailed their main recommendations and responses to them; detailed the financial performance of the Market in respect of Year 1 v Year 2 (Food and Drink Performance), Year 2 Food and Drink Rental Performance v Business Plan Targets, Year 2 Expenditure v Business Plan Targets, Year 2 Actual v Business Plan, and Revised Year 2 Actuals v Business Plan; detailed the continuing sector pressures and that the trading environment for the hospitality sector in year 2 saw significant changes and challenges due to the cost-of-living crisis; and provided information on the events space to the rear of the Market which continued to be a great success with multiple sell out events throughout year and that the event space was also used for free events along with large numbers of private bookings.

The report concluded that overall year 2 of the Market had been successful in achieving its business plan numbers for the food and drink offer, despite economic and sector conditions; that the events space continued to improve with income 28% up year on year, with the overall market up 38% turnover year on year; and it was recommended that the year 3 business case targets be reviewed, considering the continued utility pressures and limits on outdoor markets until Market Street and King Street public realm works were completed; and that a revised Business Plan for Southport Market would be developed and presented to the Cabinet Member – Regeneration and Skills in due course.

Members of the Committee asked questions/commented on the following matters:

- The good news in respect of the events space continuing to improve with income 28% up year on year, with the overall market up 38% turnover year on year.
- The contrast with other food and drink market operations and Southport Market's themed hall concept.
- Southport Market's dedicated website.
- The use of free events space for community groups was welcomed.
- Was there a network of operators of venues such as Southport Market to share best practice? It was noted that there was no official group; and it was acknowledged that 15 other local authorities had visited the Market to view its operation.
- The potential use of solar panels at the Market to reduce utility bills.

RESOLVED:

That the report providing a 2 Year Review of the operation of Southport Market be noted.

33. SEFTON ECONOMIC STRATEGY UPDATE

The Committee considered the report of the Assistant Director of Place (Economic Growth and Housing) that updated on, and sought comments on, progress with the Sefton Economic Strategy Action Plan (with a focus on the new Crosby Library project and the Bootle's Regeneration).

The report indicated that on 3 November 2022 Cabinet approved the final version of the Sefton Economic Strategy for publication; noted further work scheduled for 2023 on the development of an associated Action Plan and appropriate monitoring points; delegated authority to the Assistant Director of Place (Economic Growth and Housing), in consultation with the Cabinet Member for Regeneration and Skills, to approve the Action Plan and Monitoring Reports as set out under the recommendations; and that the Cabinet Member subsequently approved the proposed process and method for implementing the Action Plan in March 2023.

The report also provided information on:

- Governance and reporting processes
- Economic dashboard that provided a summary of quarter 2 (Jul-Sept 2023) economic performance against each of the four key strategic objectives and sub-sets
- Sefton Economic Strategy Action Plan-Key highlights in relation to Business Growth and Investment, business enquiries, Sefton Economic Forum /Business events and workshops, future funding via the UK Shared Prosperity Fund, and inward investment at Mersey Reach, Land North of Formby, Atlantic Park, Southport Business Park, Key Account Management and GSI Information Management
- Employment and Access to Work in relation to Sefton@work - Ways to Work continuation/interim funding, Ways to Work – UKSPF funding for 2024/25, LCR-CA Mayoral Young Persons Guarantee, Sefton@work Service Updates, Voluntary Routeway, Mental Health Awareness Raising, Digital Inclusion, New Employment opportunities, New Agreement with Citizens Advice, Client Feedback, Social Value – Sainsbury's Southport recruitment, National Recognition for Social Mobility and the Sefton Caring Business Charter Update
- Sefton Adult Community Learning Service
- NEET Reduction and Early Intervention Service
- Regenerated Places which included a range of projects being supported through Southport Town Deal and that formed part of the Southport Town Deal programme for generating economic growth; Bootle Strand Repurposing; Ainsdale Coastal Gateway - Ainsdale Beach Improvement Works; Ainsdale Toilet Refurbishment and

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Changing Places Toilets; former Sands Public House, Ainsdale; and Ainsdale Neighbourhood Centre, Sandbrook Way

- Housing issues including the delivery of housing development targets and on Sandway Homes' developments at Hey Farm Gardens (Barton's Close, Crossens) and Sandy Brook (Meadow Lane, Ainsdale)
- Tourism activity associated with Destination Marketing, Major Events, Conferences and Sales, Salt & Tar, Seafront Operations, Southport Market, Visitor Economy Strategy and Visitor Economy led regeneration projects such as MLEC
- Planning activity in relation to the delivery of a wide range of regulatory performance indicators and that for the purposes of the economic strategy these focussed on increased employment floorspace for industrial and storage uses; social value opportunities generated from planning applications and contributions to new employment; and that there was also a shared Sefton Key Performance Indicator with housing for new net dwellings built per annum
- Social Inclusion and Access for All which included the establishment of a Corporate Equality Group to support the Council with its commitment to integrate equality and diversity throughout its services and to help secure its vision of creating stronger, more resilient communities
- Sustainable travel in respect of the Low Carbon Transport Strategy and the Maritime Corridor
- Net Zero/Low Carbon and that the Liverpool City Region Combined Authority had set a target of net zero for all parts of the economy to be net zero by 2040; and that this would require all Sefton businesses to halt the use of gas, diesel and oil and only use energy from renewable resources by 2040
- Health & Wellbeing - this was a new subset introduced to the economic strategy and reflected its importance in terms of sustaining and growing a healthy economy; and that the dashboard provided a wide range of health determinants drawn from both the Public Health performance and Child Poverty Accountability and progress frameworks
- Digital - that the Council had an existing digital strategy which had been aligned with the economic strategy demonstrating clear synergies and shared objectives

At the request of the Committee specific information was provided on:

- The Crosby New Library project – the Council had announced it was pursuing the futures of both Crosby Village and Waterloo Library as two separate schemes in August 2023; that the Council was committed to the exciting and innovative project in Crosby Village to help secure a successful and robust future for the village; that in December 2023 Cabinet considered an update report on the outline business case; and that the planning application was submitted in September for works to Crosby village car park and an

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outline planning application for the new library is awaiting determination

- Bootle Area Action Plan - the recent Bootle Area Action Plan preferred options had completed its consultation stage and would help inform the wider town centre strategy; further work was needed however to review market conditions and key sector information on demand; to identify key areas of opportunity and how these could be combined to bring forward viable investment and development propositions, including wider city region identified opportunities for growth and economic development and how this could help support Bootle's transformation programme.

The Sefton Economic Strategy Action Plan dashboard - Q2 (July-September 2023) was attached as an appendix to the report.

Members of the Committee asked questions/commented on the following issues:

- Consultation and engagement with residents of Strand House in connection with the operation of Salt and Tar.
- In respect of the inclusion of a health facility in the Crosby New Library Project, the impact on the business case for the proposal if an additional health facility opened in Crosby village prior to that in the new library project.
- Information was sought on the reasons for scaling back the number of apartments included in the Crosby New Library Project, particularly the reasons associated with amenity space.
- The current rental market and condition of office space in Bootle town centre and how this may impact on the aims of the Bootle Area Action Plan.

RESOLVED: That

- (1) the report updating on the Sefton Economic Strategy Action Plan (with a focus on the new Crosby Library project and the Bootle's Regeneration) be noted; and
- (2) future updates be submitted to the Committee on progress of the Sefton Economic Strategy Action Plan including a planned review and refresh in 2024.

34. SANDWAY HOMES - 2022 / 23 OUTTURN REVIEW OF COUNCIL WHOLLY OWNED COMPANIES

The Committee considered the report of the Assistant Director of Place (Economic Growth and Housing) the aim of which was to allow Members to carry out effective scrutiny of the Council company Sandway Homes Limited to provide a level of assurance that both the Council's interests and the services or products provided by the company to our residents, were safe and well managed and offered good value for money.

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The report provided information on the aims of the Sandway Homes Annual Report; expected outcomes; the Council's objectives for the company; the Council's governance arrangements including the governance arrangements in place for the company in 2022/23; the key objectives for the Company as per the Business Plan in 2022/23; a review of performance for 2022/23; key areas of risk during the year; evaluation of performance in 2022/23 compared to Council objectives for setting up the company and the approved Business Plan for the year; and the Delivery and Improvement Plans for 2023/24.

The Committee was requested to:

- provide feedback on key issues arising from the report and to advise on further information that would support the scrutiny review in future years
- provide feedback on current performance (operational and financial) and how this supported the Council's strategic aims and ambitions and aligned with the objectives and reasons for setting up the companies; and
- seek clarification or additional information from officers in order to carry out the scrutiny function

Councillor Lappin was in attendance at the meeting in hr capacity as shareholder representative of Sandway Homes Limited Board and Sandway (ACS) Holding Company Ltd (Sefton Housing Development Company).

Members of the Committee asked questions/commented on the following issues:

- the high demand for bungalows and their availability within Sandway Homes' portfolio
- the revision in the shareholder dividend down to £300,888 in July 2023 was referred to and information was sought about adequate plans being put in place in respect of future downgradings.
- Affordable and social housing within Sandway schemes.

RESOLVED: That

- (1) the report on Sandway Homes Limited - 2022/23 Outturn Review of Council Wholly Owned Companies be noted; and
- (2) Councillor Lappin be thanked for her attendance at the meeting.

35. SEFTON HOSPITALITY OPERATIONS LIMITED (SHOL) - 2022 / 23 OUTTURN REVIEW OF COUNCIL WHOLLY OWNED COMPANIES

The Committee considered the report of the Executive Director of Place, the aim of which was to allow Members to carry out effective scrutiny of the Council company Sefton Hospitality Operations Limited (SHOL) to provide a level of assurance that both the Council's interests and the

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services or products provided by the company to our residents, were safe and well managed and offered good value for money.

The report provided information on the aims of the SHOL Annual Report; expected outcomes; the Council's objectives for the company; the Council's governance arrangements including the governance arrangements in place for the company in 2022/23; the key objectives for the Company as per the Business Plan in 2022/23; a review of performance for 2022/23; financial performance for 2022/23; key areas of risk during the year; evaluation of performance in 2022/23 compared to Council objectives for setting up the company and the approved Business Plan for the year; and the Delivery and Improvement Plans for 2023/24.

The Committee was requested to:

- provide feedback on key issues arising from the report and to advise on further information that would support the scrutiny review in future years
- provide feedback on current performance (operational and financial) and how this supported the Council's strategic aims and ambitions and aligned with the objectives and reasons for setting up the companies; and
- seek clarification or additional information from officers in order to carry out the scrutiny function

Members of the Committee asked questions/commented on the following issues:

- Further to the introduction of additional lighting on the Crosby coastal park, the potential to provide an improved physical link between the Lake House and the retail/leisure establishments on South Road.
- The introduction of new lighting at Crosby coastal park was greatly welcomed as it enhanced the access to the Lake House and increased safety in the area overall; and that improvements to the pathways leading to the venue would be also welcomed.
- Reference was made to the statistic that 49% of Lake House and White House employees were Sefton residents; and whilst acknowledging the need to comply with employment law, what measures could be put in place to increase the numbers of Sefton residents employed at the venues. It was noted that Sefton@Work could play a role in this matter; and it was welcomed that opportunities were provided for Sefton's older looked-after children and care leavers.
- The previous business plan anticipation for the repayment of the shareholder loan, and any dividends, commencing from year 6 of the business (financial year 2026-27 onwards).

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RESOLVED:

That the report on Sefton Hospitality Operations Limited - 2022/23 Outturn Review of Council Wholly Owned Companies be noted.

36. WORK PROGRAMME 2023/24, SCRUTINY REVIEW TOPICS AND KEY DECISION FORWARD PLAN

The Committee considered the report of the Chief Legal and Democratic Officer that sought views on the Work Programme for 2023/24; the identification of potential topics for scrutiny reviews to be undertaken by informal meetings of the Committee; the identification of any items for pre-scrutiny by the Committee from the Key Decision Forward Plan; and updated on the Liverpool City Region Combined Authority Overview and Scrutiny Committee.

RESOLVED: That

- (1) the Work Programme for 2023/24, as set out in Appendix 1 to the report, be noted;
- (2) approval be given to the inclusion in next year's Work Programme of an invitation being made to the Liverpool City Region Strategic Waste Partnership Manager to attend the Committee to provide details about the changes in waste legislation and what that will mean due to the statutory requirement for the collection of food waste in 2026;
- (3) the request for the Committee to select a topic for review at an informal meeting be noted;
- (4) the Key Decision Forward Plan as set out in Appendix 3 to the report be noted; and
- (5) the update on the Liverpool City Region Combined Authority Overview and Scrutiny Committee be noted.

37. CABINET MEMBER REPORTS - NOVEMBER 2023 TO JANUARY 2024

The Committee considered the report of the Chief Legal and Democratic Officer that included the most recent reports from the Cabinet Members for Communities and Housing; Health and Wellbeing (Green Sefton element); Locality Services; Planning and Building Control; and Regeneration and Skills.

RESOLVED: That

- (1) the Cabinet Member - Communities and Housing; Locality Services; Health and Wellbeing (Green Sefton element); Planning and Building Control; and Regeneration and Skills reports relating to the

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remit of the Overview and Scrutiny Committee be noted; and

- (2) Councillor Atkinson be thanked for her attendance at the Committee.

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Report to:	Special Meeting of Overview and Scrutiny Committee (Regeneration and Skills)	Date of Meeting:	19 February 2024
Subject:	Item Called In - Adoption of Hesketh Road Conservation Area Appraisal and Management Plan (with boundary change)		
Report of:	Chief Legal and Democratic Officer	Wards Affected:	Cambridge
Portfolio:	Cabinet Member – Planning and Building Control		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

- (1) To advise the Overview and Scrutiny Committee of the relevant aspects of the Constitution and the reasons for the call-in of the decision of the Cabinet Member Planning and Building Control on the above item, as set out in paragraph 2.3 to this report.
- (2) To seek the views of the Overview and Scrutiny Committee.
- (3) In the event of the Committee being concerned about the decision, the Overview and Scrutiny Committee must decide which of the following courses of action is to be taken in relation to this matter:
 - a) referral of the matter to the Cabinet Member – Planning and Building Control for re-consideration, setting out the nature of the Overview and Scrutiny Committee’s concerns; or
 - b) referral of the matter to Council for the Council to decide whether it wishes to object to the decision (subject to the guidance set out in paragraph 2.5).
- (4) In the event of the Committee being satisfied with the decision, the decision can proceed for implementation immediately following the meeting.

Recommendation(s):

- (1) That the Committee considers the reasons set out in the extract of the Constitution (see paragraph 2.3) and the requisition for call-in (see paragraph 2.2) and determines its jurisdiction accordingly;
- (2) That the Committee determines whether it is concerned about the decision made by the Cabinet Member – Planning and Building Control; and

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- (3) If the Committee is concerned about the decision, that the Committee indicates which of the two options set out in paragraph (3) of the summary set out above, it wishes to pursue.

Reasons for the Recommendations:

The decision of the Cabinet Member – Planning and Building Control has been called in. The Overview and Scrutiny Committee is required to consider the concerns raised by Councillors.

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

Not applicable. The Council's Constitution requires the Overview and Scrutiny Committee to consider called in items.

What will it cost and how will it be financed?

(A) Revenue Costs

There are no direct revenue costs associated with this report detailing the call-in of the item. Furthermore, the original report to Cabinet Member – Planning and Building Control indicated that:

“Any costs associated with this report will be met from the existing local planning budget.”

(B) Capital Costs

There are no direct capital costs associated with this report detailing the call-in of the item.

Implications of the Proposals:

The Implications of the Proposals are set out within the attached Cabinet Member report, as follows:

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

Any implications associated with the consultation will be met from within existing resources.

Legal Implications:

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires review, and protection of Conservation Areas.

The Conservation Area Appraisal and Management Plan outlines the way in which the Council will seek to preserve or enhance the conservation area and how it will monitor this.

To redraw / amend the red line boundary will bring more properties within the Conservation Area and result in those properties becoming subject to the additional powers available to the Local Planning Authority to limit and control changes to buildings that would otherwise (usually be) allowed without planning permission in other locations

Equality Implications: There are no equality implications.
Impact on Children and Young People: No
Climate Emergency Implications: There are no climate emergency implications.

Contribution to the Council’s Core Purpose:

The original report to Cabinet Member indicated the following contributions to the Council’s core purpose:

Protect the most vulnerable: Not applicable
Facilitate confident and resilient communities: Effective physical regeneration significantly contributes to promoting community resilience through improved associations between people and place.
Commission, broker and provide core services: Not applicable
Place – leadership and influencer: Heritage conservation work and associated built assets helps create a restored sense of Place.
Drivers of change and reform: Physical built regeneration provides a significant contribution to system change, assets often being the catalyst for reform.
Facilitate sustainable economic prosperity: Inward investment to heritage assets contributes to the local economy in both the short and longer term.
Greater income for social investment: Creating a greater sense of place stimulates social investment and contributes towards behaviour change.
Cleaner Greener: An improved physical environment means that our spaces that are occupied are cleaner.

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 has no comments on this report. (FD7507/24/24)

The Chief Legal and Democratic Officer is the author of this report. (LD5607/24)

(B) External Consultations

Not applicable

Implementation Date for the Decision

To be determined by the decision of the Overview and Scrutiny Committee.

Contact Officer:	Paul Fraser
Telephone Number:	Tel: 0151 934 2068

Agenda Item 4

Email Address:	paul.fraser@sefton.gov.uk
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Appendices:

The following appendix is attached to this report:

- Report to Cabinet Member – Planning and Building Control dated 14 December 2023 - Appendix 1
- Hesketh Road Conservation Area Appraisal & Management Plan Adopted December 2023
- Call-in procedure to be adopted at the meeting – Appendix 2

Background Papers:

All relevant papers in relation to the Cabinet Member decision are attached to the report.

1. Introduction/Background

1.1 Cabinet Member Decision

1.2 The report attached as Appendix 1 to this report was considered by the Cabinet Member – Planning and Building Control on 14 December 2023.

1.3 The decision of the Cabinet Member – Planning and Building Control, taken on 22 December 2023, is set out below:

Decision Made: That

- (1) the adoption of the Hesketh Road Conservation Area Appraisal and Management Plan as a background planning document where there contents will be a material consideration in the determination of planning applications, be approved; and
- (2) the proposed amendments to Hesketh Road Conservation Area shown on the plan appended as Annex 2, under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, be approved.

Reason for Decision:

That Cabinet Member approves the documents to fulfil the Councils statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Alternative Options Considered and Rejected:

The alternative options are:

-That no Conservation Area Appraisal nor Management Plan are carried out which would not be in the best interests of preserving and enhancing Hesketh Road Conservation Area.

-That the proposed boundary extension is not approved which means that the current boundary will be retained as it is.

2. Details of the Call-In of the Cabinet Member Decision

2.1 The following Members of the Council (who are not Members of the Cabinet) signed the requisition for the call-in, in relation to, the Adoption of Hesketh Road Conservation Area Appraisal and Management Plan (with boundary change), in accordance with the provisions of the Overview and Scrutiny Committee Procedure Rules in Chapter 6 of the Council's Constitution:

- Councillor Lloyd-Johnson
- Councillor Keith
- Councillor Pugh

2.2 In the requisition for the call-in, the following reasons were given by all the above Members:

- “(1) Bearing in mind the significant legal complications and consequences of this decision we seek a gain better understanding of the decision and its implications.
- (2) We wish to question the manifestly weak and unsubstantiated reasoning. We therefore wish to question the soundness of the decision based on facts taken or not taken into account.
- (3) We believe an unnecessary outcome has been arrived at without adequate scrutiny and therefore conflicts with existing frameworks and policies and prompting us to question whether the decision conforms with agreed policies”.

2.3 The Constitution sets out the following requirements with respect to call-in:

“All requisitions for call-in shall refer to a specific decision and provide a reason. A decision may only be the subject of one call-in. A decision may only be called-in for the following purposes:

- (a) to seek more understanding of the decision and its implications;
- (b) to question the soundness of the decision based on facts taken or not taken into account;
- (c) to identify the need for Council policies to guide decisions;
- (d) to make recommendations to the Cabinet and/or Council;
- (e) to question whether the decision conforms with agreed policies”.

2.4 Members are asked to consider the requisition cited above (in paragraph 2.2) and determine which ground or grounds apply to the requisitions, if any. If the Committee determines that the requisitions fall within one of the grounds, then it can proceed to consider whether it is concerned with the decision.

2.5 The Secretary of State in his guidance recommends that the Overview and Scrutiny Committees should only use the power to refer matters to the full

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Council if they consider that the decision is contrary to the policy framework or contrary or not wholly in accordance with the budget.

APPENDIX 1

Report to:	Cabinet Member - Planning and Building Control	Date of Issue:	14 December 2023
		Date of Decision:	22 December 2023
Subject:	Adoption of Hesketh Road Conservation Area Appraisal and Management Plan (with boundary change)		
Report of:	Chief Planning Officer	Wards Affected:	Cambridge
Portfolio:	Planning and Building Control		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

The purpose of this report is to seek the Cabinet Member's approval for the adoption of Hesketh Road Conservation Area Appraisal and Management Plan and extension of the boundary as proposed.

Recommendation(s):

That Cabinet Member:

- (1) Approves the adoption of the Hesketh Road Conservation Area Appraisal and Management Plan (appendix 1) as a background planning document where their contents will be a material consideration in the determination of planning applications.
- (2) Approves the proposed amendments to Hesketh Road Conservation Area shown on the plan appended as Annex 2, under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Following the approval from Cabinet Member, this will be published on the council's website.

Reasons for the Recommendation(s):

That Cabinet Member approves the documents to fulfil the Councils statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

The alternative options are:

-That no Conservation Area Appraisal nor Management Plan are carried out which would not be in the best interests of preserving and enhancing Hesketh Road Conservation Area.

-That the proposed boundary extension is not approved which means that the current boundary will be retained as it is.

What will it cost and how will it be financed?

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APPENDIX 1

(A) Revenue Costs

Any costs associated with this report will be met from the existing local planning budget.

(B) Capital Costs

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

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): Any implications associated with the consultation will be met from within existing resources.
Legal Implications: The Planning (Listed Buildings and Conservation Areas) Act 1990 requires review, and protection of Conservation Areas. The Conservation Area Appraisal and Management Plan outlines the way in which the Council will seek to preserve or enhance the conservation area and how it will monitor this. To redraw / amend the red line boundary will bring more properties within the Conservation Area and result in those properties becoming subject to the additional powers available to the Local Planning Authority to limit and control changes to buildings that would otherwise (usually be) allowed without planning permission in other locations.
Equality Implications: There are no equality implications.
Impact on Children and Young People: No.
Climate Emergency Implications: There are no climate emergency implications.

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Not applicable.
Facilitate confident and resilient communities: Effective physical regeneration significantly contributes to promoting community resilience through improved associations between people and place.
Commission, broker and provide core services: Not applicable.

APPENDIX 1

<p>Place – leadership and influencer:</p> <p>Heritage conservation work and associated built assets helps create a restored sense of Place.</p>
<p>Drivers of change and reform:</p> <p>Physical built regeneration provides a significant contribution to system change, assets often being the catalyst for reform.</p>
<p>Facilitate sustainable economic prosperity:</p> <p>Inward investment to heritage assets contributes to the local economy in both the short and longer term.</p>
<p>Greater income for social investment:</p> <p>Creating a greater sense of place stimulates social investment and contributes towards behaviour change.</p>
<p>Cleaner Greener</p> <p>An improved physical environment means that our spaces that are occupied are cleaner.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD7446/23/23) has been consulted and notes that any costs associated with this report will be met from the existing local planning budget as with the normal process of public consultation and Chief Legal & Democratic Officer (LD 5546/23) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

The 6 week public consultation period for Hesketh Road Conservation Area Appraisal and Management Plan ran from Thursday 20th July 2023 to Monday 4th September 2023. The Council received a total of 13 responses comprising of 11 online responses ('Your Sefton Your Say') and 2 email responses.

Within this six-week consultation period, a drop-in event session was held on 3rd August 2023 at Argyle Tennis Club, inviting residents, local business and stakeholders to come and have their say on the document. A series of display boards highlighting the essential character and special interest of the Conservation Area provided a summary of the content of the document, including pictorial and historical map information showing how the area had developed and evolved over time and including the proposed boundary change to include Hesketh Golf Club.

6 people attended the drop-in session. An additional meeting was held with the board of directors of the Hesketh Golf Club at the clubhouse the 14th of August 2023.

All public comments were included in the 'schedule of amendments' on the appendixes.

Implementation Date for the Decision

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APPENDIX 1

Following the expiry of the “call-in” period for the Minutes of the Cabinet Meeting.

Contact Officer:	Daniel Byron
Telephone Number:	0345 140 0845 (option 8)
Email Address:	daniel.byron@sefton.gov.uk

Appendices:

Annex 1 Final draft Hesketh Road Conservation Area Appraisal and Management Plan.
Annex 2 Hesketh Road Conservation Area proposed new boundary extension.

Background Papers:

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on local planning authorities to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if so, designate those parts accordingly.

Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on local planning authorities to prepare proposals for the preservation and enhancement for any conservation areas that they designate.

In recognition of the above duties the draft of Hesketh Road Conservation Area Appraisal and Management Plan has now been produced and undergone public consultation. The format and scope of the appraisals is derived from the guidance provided by Historic England. It also follows the format of the appraisals adopted previously.

Boundary changes are proposed, this can be viewed in Annex 2.

Public Consultation

During the six-week consultation period running from Thursday 20th July 2023 to Monday 4th September 2023 regarding the Hesketh Road Conservation Area Appraisal and Management Plan, the Council received a total of 13 responses comprising of 11 online responses ('Your Sefton Your Say') and 2 email responses.

Within this six-week consultation period, a drop-in event session was held on 3rd August 2023 at Argyle Tennis Club, inviting residents, local business and stakeholders to come and have their say on the appraisal. A series of display boards highlighting the essential character and special interest of the Conservation Area provided a summary of the content of the appraisal, including pictorial and historical map information showing how the area had developed and evolved over time.

6 people attended the drop-in session. An additional meeting was held with the board of directors of the Hesketh Golf Club at the clubhouse the 14th of August 2023.

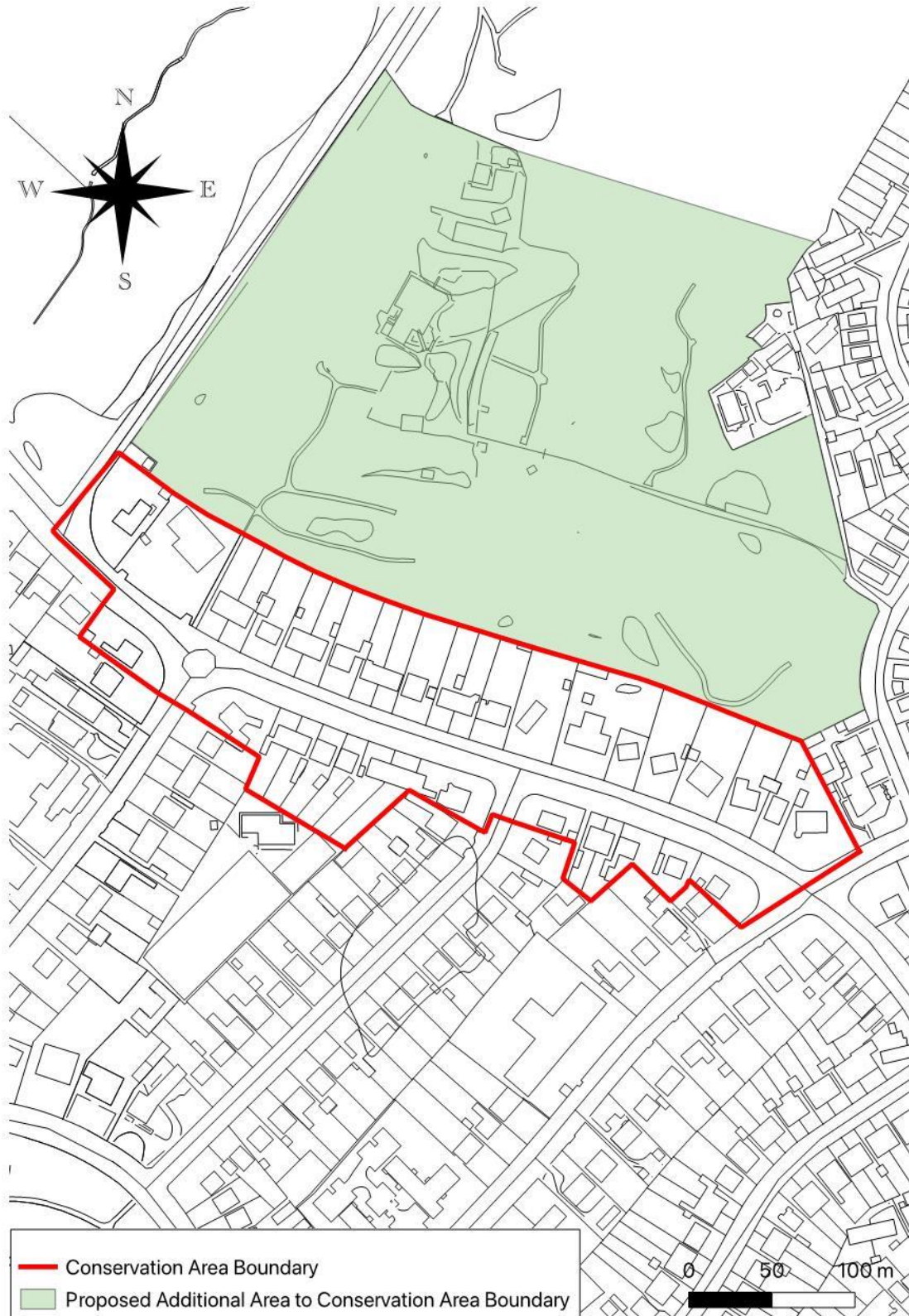
A summary of the main points raised are as follows:

- Most people agreed that the remains of Little Ireland should be considered a Non-designated Heritage Asset. This will be taken on board and the proper procedures will be taken for its designation as a Non-designated Heritage Asset.
- A comment mentioning that the report was highly critical on No. 12 and 10a Hesketh Road was received. These are modern developments which are not considered a positive contribution to the character of the conservation area. For the purpose of this report, it was felt that no amendments were necessary regarding this issue.

APPENDIX 1

- Clarification was received in several public comments regarding the access to the footpath in the golf course. The footpath is only for golfers. This was amended in the report.
- Further information of the golf clubhouse was received during the public consultation and was added into the report.
- A comment was received regarding the 'conservation style' high quality UPVC windows. The windows were already mentioned in the report under section 7.4 However it was acknowledged that its inclusion in section 6.4 would be beneficial. The report was amended accordingly.
- Further information was received during the public consultation regarding the Southport Paviers. This was added into the report.
- Further information of Hesketh Golf Club current legal and statutory framework under which the golf course is controlled was received and added to the appraisal.
- From the 13 comments received, 8 were against the proposed extension to the conservation area boundary, the remaining comments did not provide an opinion regarding this issue. One of the comments against the extension was from Hesketh Golf Club. They state in their comments that an additional layer of statutory control will impede the operation, management and advancement of the golf club, as it would imply to request planning approval for any tree works that fall under the proposed extension. After proper consideration, it was decided to include the proposed extension within the Conservation Area boundary. The current legal and statutory framework under which the golf course is controlled protects the natural heritage and the land for future developments. The Sefton Local Plan identifies the golf course as a Site of Special Scientific Interest (SSSI). It is also identified as an Urban Golf Course by planning policy NH6 and also protected under NH2 'Nature', which designates the land as a Local Wildlife Site. Although the policies protect the natural heritage, they fail to protect the built environment. The policies mentioned above have some control over future developments, so the 'views from the golf course' (which is one of the reasons for the extension) are considered under these policies. However, these policies do not protect the built environment (golf club and Little Ireland remains). As mentioned in the report, those buildings are of great importance and value. Their designation as Non-designated Heritage Assets gives them some sort of protection from inappropriate alterations. However, it does not protect them from unjustified demolition. Non-Designated Heritage Assets carry no weight in the determination of demolition. To protect the building from demolition through permitted development rights, it would need to be included within the Conservation Area or alternatively be listed.
- One respondent objected to the use of an Article 4 direction. An Article 4 direction would not be adopted as part of this plan.
- After consultation with Sefton Tree Officer, it was advised to include a tree section in the action plan for future works of trees in the golf course.
- Demolition or other alteration of a non-designated heritage asset does not require Planning Permission, so is outside the Council's control. This can lead to serious or total harm to the significance of such a heritage asset. An Article 4(1) Direction can be used to remove those permitted development rights, the result of which means that Planning Permission is then required for the types of works specified. However, as government advice is undetailed regarding Article 4 directions regarding Non-designated heritage assets it was decided that the proposed boundary extension would be more efficient for the protection of those assets which we would like to protect.

Annex 2



Hesketh Road

Conservation Area Appraisal &
Management Plan
Adopted December 2023



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This conservation area appraisal was prepared by Sefton Council in November 2021.



Hesketh Road Conservation Area Appraisal & Management Plan

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PREFACE

Legislative Background

Since the 1967 Civic Amenities Act local authorities have been empowered to designate as Conservation Areas those areas within their districts which were considered 'special'. The subsequent Planning (Listed Buildings and Conservation Areas) Act of 1990 consolidated those powers and defined Conservation Areas as:

"(..)areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance"

Such areas are diverse. They may be large or small; residential or commercial; civic or industrial; old or relatively modern. They may represent social ideals or civic pride. They may be specifically designed or speculatively produced; modest or grand. They may contain Listed Buildings of architectural or historic interest or may simply have local historic association. However, common to all will be an identifiable environmental quality which should be protected from unsympathetic redevelopment or alteration.

Sefton Council has declared 25 Conservation Areas throughout the Borough reflecting the variety of building styles and environments exhibited within its borders.

Policy Framework

The content of the Planning (Listed Buildings and Conservation Areas) Act 1990 is supported by the National Planning Policy Framework (NPPF), the National Planning Policy Guidance (NPPG) and Historic England 'Advice Note 1'. The principles within the NPPF, the NPPG and 'Advice Note 1' are further supported by Sefton Council's Heritage policies contained within its Local Plan. This legislation and policy framework enables the authority to exercise greater control over development within Conservation Areas and, where appropriate, this may be supplemented by the use of 'Article 4 Directions' to remove permitted development rights. In this way, minor changes, which may be cumulatively detrimental, can be more closely controlled.

Historic England have also produced a suite of documents that expand on the NPPF and provide further advice on all different aspects of the historic environment, particularly "Guidance on the Management of Conservation Areas", "Conservation Area Appraisals", "Streets for All" and "Valuing Places". Local Authorities have a duty to review, from time to time, their areas to ensure that places of special architectural or historic interest are being protected. The boundaries of existing Conservation Areas may be revised, new areas may be designated and those areas which have been eroded to the extent that their special character has been lost, may be de-designated.

NPPF

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

NPPG

<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#designated-heritage-assets>

Historic England 'Advice Note 1'

<https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>

How status affects Planning decisions

Whilst the Council recognises that, for Conservation Areas to remain 'live' and responsive to a changing society, changes must and will occur, it nevertheless undertakes to ensure that all changes make a positive contribution to the character and appearance of its Conservation Areas and do not result in any serious loss of character or features.

Planning legislation supports the authority by increasing its control over developments, in addition to normal permitted developments. It does this in the following ways:

- Buildings and structures may not be demolished without Planning Permission.
- Trees of a minimum 75mm diameter trunk at 1.5 metres above ground) are protected and all work to them requires consent from the Council.
- New development is expected to reflect the quality of design and construction of the surrounding area and should make a positive contribution to the area's character.

Local planning authorities may, if necessary, exercise even greater control by removing the basic permitted development rights of householders. Under section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has a legal obligation to ensure that "special attention shall be paid to the desirability of preserving or enhancing the character or appearance" of the area when deciding planning applications.

Need for an appraisal

The first step to protecting the inherent qualities of a Conservation Area is having a thorough understanding of its character. This should then underpin local policies for the area's protection. Such a definition requires a thorough appraisal of the area to assess the contribution of each element (e.g., buildings, boundaries, trees, surfaces, etc.) to the area's overall character. Whilst this appraisal aims to identify the essential elements which give this Conservation Area its character, it is not intended as a detailed evaluation of each building and feature. Therefore, any buildings, features and details may still have importance even though not specifically referred to in the document and any omissions do not indicate lack of merit or interest.

Conservation Area designation may result in implications for property owners through increased statutory controls which carefully manage development, however designation can also enhance economic and social wellbeing and provide a sense of continuity. The most effective conservation work can act as a catalyst for further regeneration and improvements to the public realm. Conservation Area Appraisals allow the public to offer comment on the observations and recommendations made within and the justification of, designation as a whole.

1.0 Introduction

1.1 Background

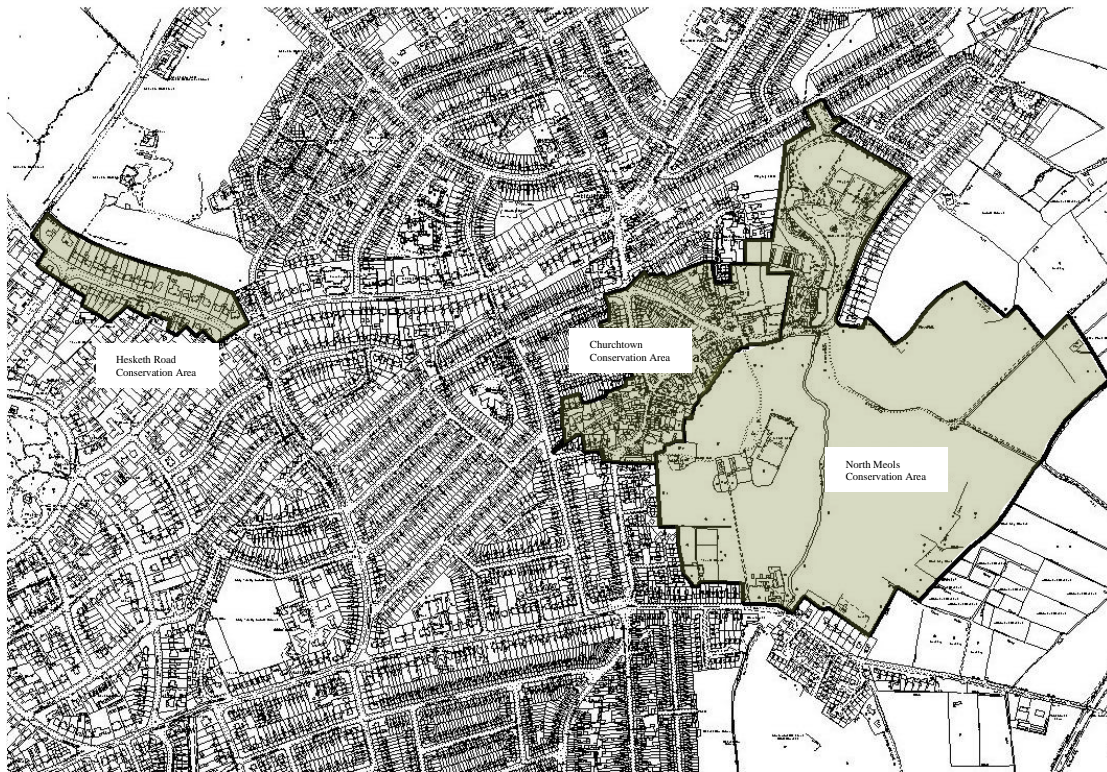
This appraisal has been prepared by the Conservation Team of the Planning Department from Economic Growth and Housing of Sefton Metropolitan Borough Council. The purpose of the Appraisal is to clarify the designation of Hesketh Road Conservation Area. This designation gives the Local Planning Authority additional powers and control with which to protect and enhance the areas characteristics.

1.2 Scope and Structure of the Study

The scope of this appraisal is based on '*Guidance on conservation area appraisals*', a document published by Historic England. In accordance with the guidelines, the following framework has been used as the basis for this analysis:

- Location and context
- Historic development
- Landscapes and vistas
- Townscape and focal buildings
- Architecture materials and details
- Negative factors and opportunities for enhancement

The appraisal has been structured in accordance with this document, focusing on specific areas that have been highlighted within the document. Along with written documentation, visual material has also been included, encompassing plans (both historical and current) and photographs. The appraisal concludes with a management plan and recommendations for amendments to the Conservation Area boundary. It is the aim of this appraisal to identify and examine those elements which individually and collectively define the essential character of the area.



Plan 3- Conservation context of the Conservation Area.

2.5 Study Area Boundary

The Conservation Area Boundary is approximately rectangular shaped. To the North the Conservation Area is adjacent to Hesketh Golf Course. To the West the boundary is where Hesketh Road meets Fleetwood Road and to the East the boundary is where Hesketh Road meets Cambridge Road. The South side of the Conservation Area is adjacent to houses on Argyle and Brocklebank Road. The majority of the buildings within Hesketh Road Conservation Area are addressed and physically on Hesketh Road itself, with the exception of 27 Brocklebank Road, 24 and 27 Argyle Road which are on the corner of the intersecting roads.

The area studied for this appraisal extended on the Conservation Area adjacent boundaries and took into account any external views into the area.

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Plan 4 - Conservation Area Boundary.

3.0 Historic Development

3.1 Early History and Origins

Before any types of developments in the area, the land to the North of Southport belonged to the Hesketh family. It consisted of the original village of Churchtown and the cottages of scattered fishing and farming communities set in a sea of largely unproductive sand dunes. Historical plans pre-dating the building of the houses show that most of the area was previously marshland, known then as '*Marshside Hills*'.

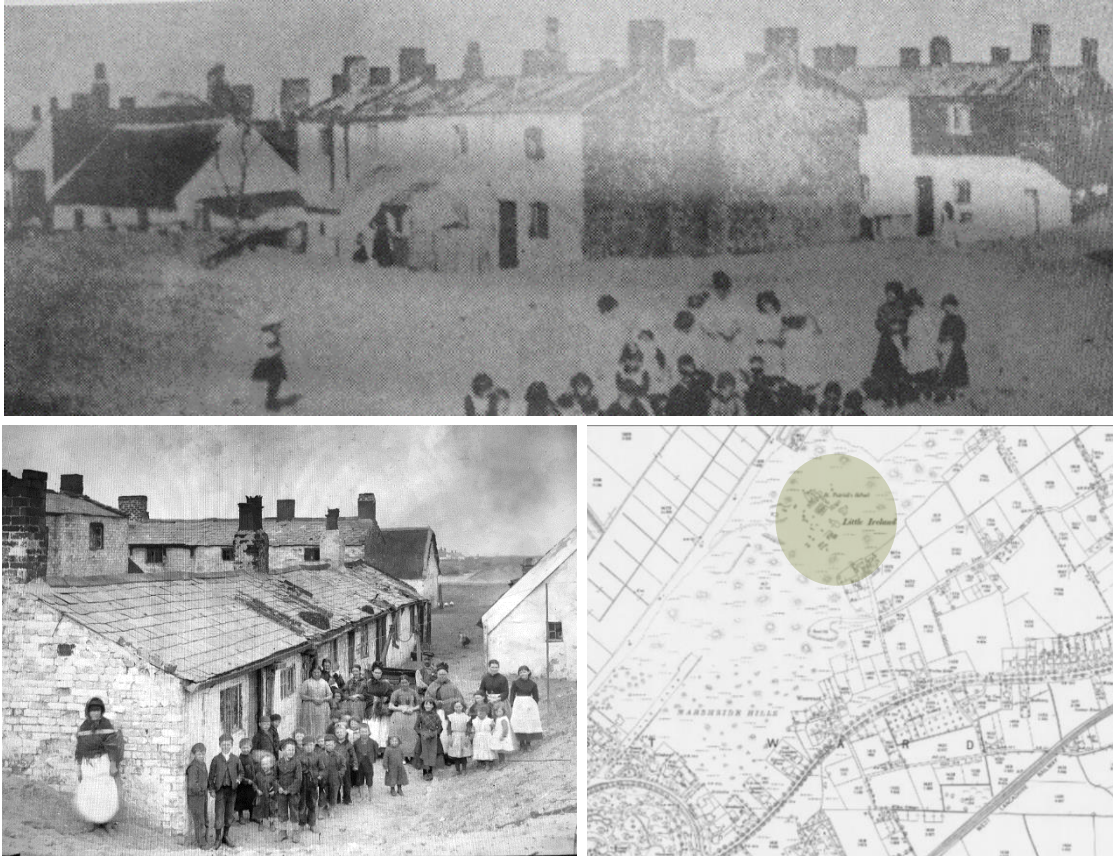
The area around what today is Hesketh Road was originally known as Westward situated in '*Marshside Hills*'. It consisted of mainly fisherman's dwellings similar to those still found around Marshside. The population in 1841 was approximately of 8,000. In 1851 one of the occupants was listed in the census as Richard Rimmer, a badger (shrimp wholesaler). This huddle of cottages was an older development than Marshside itself.

Isolated in the wilderness of the '*Marshside Hills*', well removed from the town, the *Little Ireland* community had sprung up in the 1840's. Such settlements were a common feature on the fringes of our 19th century towns and cities. Living conditions for the population were the poorest in the district with large numbers crowded into unsanitary conditions. There were twelve to fourteen people living in a cottage designed for four or at the most six. Every child in *Little Ireland*, with hardly an exception, was sick with whooping cough, most of these children died of this disease and several more were not expected to recover. Only three or four of the houses at *Little Ireland* were provided with privies with lock and key attached to the door.

Little Ireland was mentioned in the Southport directory of 1876 as consisting of 47 households and a school. Most of the residents were descendants of families driven out of Ireland by the potato famine of the 1840's, who had originally arrived looking for work in the local cockle-picking industry on Marshside. They had settled at the top end of Fleetwood Road on what is now the golf course of Hesketh Golf Club. The school that was referred to in the OS map of 1894 was a small cottage used for the handful of children - and apparently called 'St. Patrick's School'. The inhabitants of this squalid collection of houses, who were mainly of Irish descent, gained their living as charwomen (a woman whose job is to clean and tidy an office or a private house), cocklers (man who collects cockles), donkey drivers and rag and bone gatherers. Over 100 people lived there, amidst a cluster of pig farms, hen cotes, and stables. *Little Ireland* gained itself an unsavoury reputation as a rural slum, infamous for drinking and fighting. The address figures prominently in accounts of court cases. Serious assaults and woundings were regular occurrences.

St. Marie-on-the-Sands was built in 1875, in the town centre, the settlers of *Little Ireland* walked on Sundays all the way there for Mass, and back again. It was the memory of this inconvenience which eventually caused the benefactor to ask the local priest to build a small church in the Marshside area for the people who had settled there, and he agreed to endow it, so long as it was under the patronage of 'St. Patrick'. Fr Thomas Leigh, the parish priest, said: 'It was a very poor area and a hard life. They had nothing, really, and they weren't welcomed by some of the locals. So much so, that when they came to build their own church, the foundations were vandalised each night - had quick lime poured in them and so on - and they had to bring police 17 miles from Liverpool to guard the site so the church could be built.'

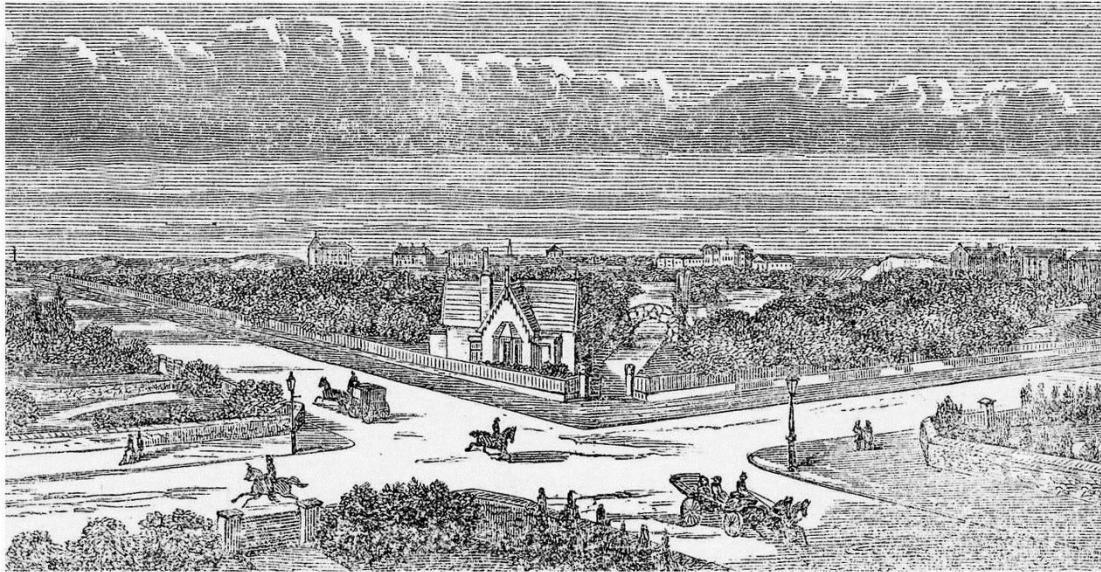
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Photographs of the 1890's of the Little Ireland community. OS Map 1894 (Full map in Historic Plans Appendix). Little Ireland area circled in green.

In 1865, the local authority wanted to buy 30 acres of Hesketh's sand-hills for a park for the Second Improvement Act. The Southport Improvement Act of 1876 consisted of an Act to enable the Mayor, Aldermen, and Burgesses of the Borough of Southport to construct new streets and other works. The area known as 'Happy Valley' was a popular venue for outings. It was situated about half a mile beyond the limit of the town's northwards development of the end of Lord Street, owned by the Hesketh family. Whilst Charles Hesketh showed himself to be an assured businessman, he insisted on donating land to the town. Historians still describe this as a generous philanthropic gesture. As a condition of the gift, he insisted that the authority made a wide cross shape pavement and a road around the park. Additionally, the road had to be connected to the town's still distant sewage system. A thousand tons of topsoil were imported for the creation of a most attractive park. The effect on the surrounding district was immediate. The plots around the park were quickly taken and filled with large villas. The previously worthless sand-hills had been transformed into Hesketh Park, the town's most prestigious high-class residential suburb.

Hesketh Park is one of the largest parks in Southport, a public Victorian park that still preserves its character and style. It was designed by Edward Kemp in an oval shape, with a total cost of £12,000. It officially opened in 1868, some alterations were made in the 20th and 21st Century. It was restored as part of a major refurbishment and restoration scheme in 2007. It was designated as a grade II* Park and Garden of Historic Interest for being; an early example of municipal park; the park design is essentially unchanged from its original layout; the park was laid out by the leading designer Edward Kemp, possibly to the design of Joseph Paxton for whom he has previously worked; the park retained many original structures (some listed as the Fernley astronomical observatory and the conservatory, both grade II Listed Building) and has many mature trees.



Drawing of Hesketh Park, in the corner the lodge can be seen which is still on site.

Golf was first played in Southport by Southport Golf Club on these *Marshside Links* from 1885. Hesketh Golf Club (previously Southport Golf Club) was Southport's first founded club four years before the more famous now Royal Birkdale. Southport and Ainsdale club were established in 1907. Hillside Golf Club started in 1912 and the Southport Municipal golf Links were added in 1913. All six clubs are still in existence today. The course was situated on the Hesketh Estate Marshside Hills, to the North of the affluent Hesketh Park area. It had been leased from Edward Fleetwood Hesketh who had succeeded his father Charles as Lord of the Manor. The original course consisted of 12 holes, designed by James Ogilvie Fairlie Morris. The sea walls, the crest of which now provides a footpath through the course for golfers, had not been built and much of the course was vulnerable to flooding by high spring tides.

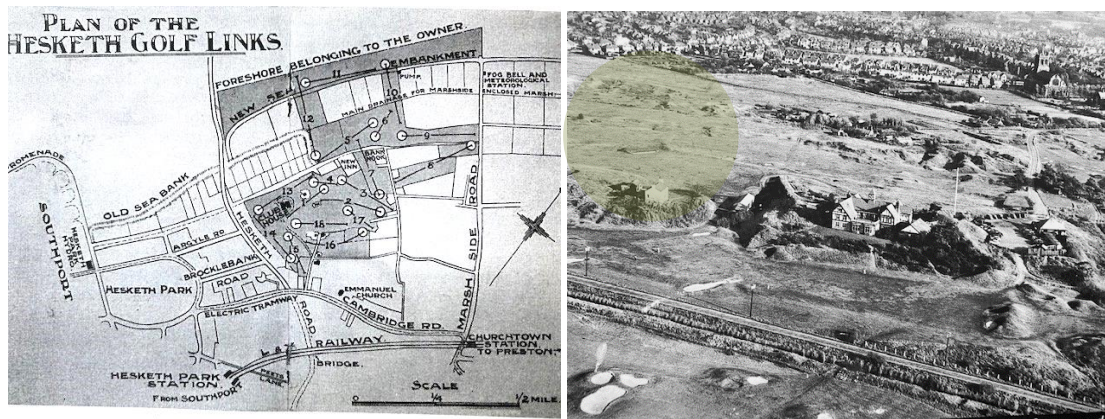
At the annual meeting in 1891, members were told that ‘in consequence of alterations on the links the club had been reluctantly compelled to seek ground elsewhere’. In 1901, the club secured a new fourteen-year lease and was busily involved in improvements to the course. Charles Hesketh Bibby Fleetwood-Hesketh laid out a course, which included the ground of the original links. He successfully invited the Southport Golf Club to return to its roots and adopt the title of the Hesketh Golf Club. The nature of the alterations to the course are not specified, as there was much vacant building land still available in this area. The suburban contemporary townscape was far from developed at the time as it can be seen in the 1894 map. A probable reason lies in the proximity of *Little Ireland*, an area which a Mayor of Southport had earlier described as ‘...the main dark spot on the face of the town’.

With the Golf Club flourishing, membership being over 200, and following the club removal to Moss Lane the corporation had condemned most of the property at *Little Ireland* under the Public Health Act. Mrs. Hesketh chose to evict most of the tenants and demolished the properties rather than face the cost of upgrading them. Given the nature of the inhabitants this was a turbulent exercise. Eventually all but half a dozen of the ‘...more respectable families’ had been cleared, and the ‘... blot on the landscape’, which had cast its shadow over both the golf course and the mansions nearby Hesketh Park, had been diminished. Mrs. Hesketh gave a further boost to middle class residential development in the area by erecting the Emmanuel Church (grade II Listed Building), close to the site of *Little Ireland*, on Cambridge Road.

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Little Ireland was described as ‘...a low squalid looking place destitute of all sanitary arrangements’. They were an unfortunate small community who were unable to integrate with other local people. With the development of the Hesketh Park area and the Golf Club it became a socially unacceptable neighbour and the little Irishmen were evicted. Works started in 1901 and the surrounds and site of *Little Ireland*, which was nestled among the tall dunes, were incorporated into the new course. The former St. Patrick’s Catholic School became the greenkeeper’s cottage (measuring some 200 square yards), and the few remaining cottages and buildings were used for the professionals, the caddie master, a caddie’s shelter, and a bicycle shed for members. Cycling was a popular form of transport for the middle class. Remnants of some of these buildings can still be seen today behind the Golf Club. The remains of the track which formed the spine of Little Ireland is still visible, particularly in a dry summer. It runs across the first, seventeenth and eighteenth fairways (Golf plan from 1902).

The Irish Catholic community is still here, and it has thrived. One of those Irishmen who found work in Southport went on to America and made his fortune. In 1912 this mysterious benefactor sent back money to build a church, dedicated to St Patrick on Marshside Road.



Plan of the Hesketh Golf Links with adjoining roads of 1902. Photograph of 1938 of Hesketh Golf. The area where Little Ireland used to be is highlighted in green, the greenkeeper’s cottage (former St. Patricks School) is still in existence today.



Greenkeeper’s cottage today (formerly St. Patricks School) and former cottage used currently as storage.

Hesketh Road first appeared in *Seed's Directory of Southport* in 1908, but it appears in the 1902 map of Hesketh Golf Club, so it was probably built around that time. Hesketh Road was named after the influential Hesketh family, who were instrumental in establishing Southport as one of the fastest growing resorts in the second half of the 19th Century. The population in 1910 topped to 51,000. During this time, Southport became an obvious choice for many important figures to live, and this is true in the case of Hesketh Road. Increased prosperity enabled people to build grand, sometimes extravagant houses which survive today all over Southport.

Hesketh Road grew rapidly after 1908 with over 30 residences listed in 1925. Among the first were two civil engineers, a manufacture, a land agent, a bank cashier and a local architect. Hesketh Road although relatively modern in historic terms, consists of impressive Villa style houses set in attractive surroundings. It is a wide, tree lined avenue enclosed by large Edwardian villas laid out with in spacious grounds. The houses were developed in tandem with the Hesketh Golf Club situated on the land northerly adjacent to the Conservation Area. Properties situated on the Northeast side of Hesketh Road enjoyed an uninterrupted open aspect overlooking the golf course and possess unusually grand rear elevations that are designed to capture views of the golf course through large bay windows. It also has the significance of the visit by Sir Winston Churchill, one of the most important names of British political history and the link with early aviation history of Southport. He stayed in *Rosefield Hall*, former *Hermans Hill*, in 1909.

Hesketh Golf Club provided an example of the beneficial effect of the golf course on Villa development in the area. The link between golf and middle-class residential development was early established in Southport: 'As each golf course is completed the lots around became automatically the sites of villas' (Southport Visitor 8 May 1906). The intention was evident, construction of large detached and semi-detached dwellings within large grounds. Each of the houses in Hesketh Road had a gate at the bottom of the garden giving access to the course.

It seems however that not all the residents were golf enthusiasts. In December 1909 the Southport Visitor published a photograph taken from the course showing two of these gardens. One of them contained a notice stating that 'No balls will be returned', whilst in the neighbouring garden a board proclaimed that 'golfers are allowed to enter this garden'.

In 1910 the Hesketh Park Aerodrome in Hesketh Road was established. It was handy for the owners of the new mansions over Hesketh Road to go for a fly before breakfast. The Southport Corporation built a hangar and airfield on what is now the Municipal Golf Links. It soon moved to land adjacent to Hesketh Golf Club before moving again to the beach. During the First World War aircraft produced at the nearby Vulcan Motor Works were test flown from this site. In May 1917 a canvas hangar was erected near the site. It then became 11 Aircraft Acceptance Park in 1918. And was subsequently taken over by the Royal Naval Air Service and the original hangar demolished, being replaced with two Bowstring hangars. Then it became an aircraft storage unit, part of 13 (Training) Group. It was later 11 Aircraft Acceptance Park (Southport), intended to be used for acceptance trials for the Royal Air Force. During the Second World War the site was used by Martin Hearn Ltd (which became 7 Aircraft Assembly Unit) for Anson and Mosquito maintenance and Spitfire repair with a side opening hangar for this work. Aircraft repaired at Hearn's Liverpool factory were brought to this site for reassembly. Aircraft arriving at the site were also dismantled and packed by 1 Packed Aircraft Transit Pool. After the Second World War one of the First World War hangars was demolished and the Second World War hangar was used as a bus depot. Recreational flying resumed in 1946 until the site closed in 1965. The hangars were demolished in 1966 and replaced by houses. The hangers were a landmark in Southport, for some time and today it is still

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possible to see remains of the apron running along what is Hesketh Road, which itself was originally the taxi track to the beach landing area.



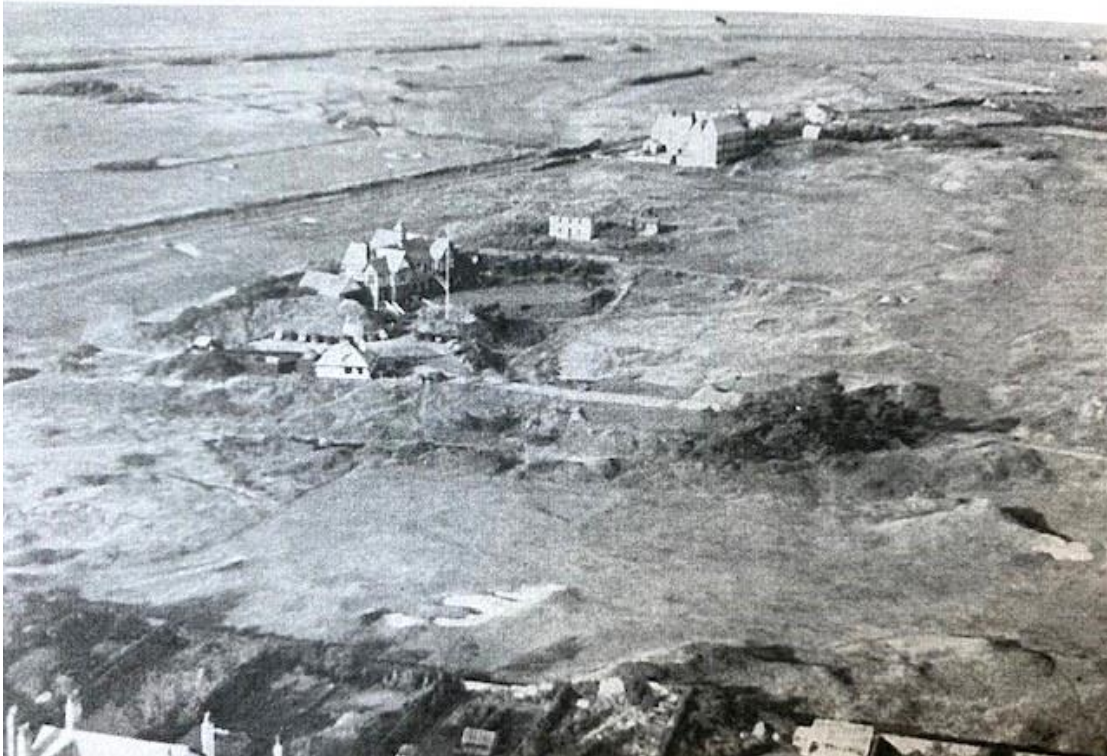
Photograph of the hangars and an airplane at the beach in the 1950's. Location of the former hangars at Hesketh Rd. is highlighted on the map in green.



Photograph of the hangars in 1965 used to dump old cars. Remains of the apron are still visible today on site.

Southport Golf Links opened in 1913, it was designed by the world leading course architect, Harry Colt. Originally the course was composed of 9 holes, today it contains 18 holes after the extension in the 1930's. The land is to the South of Hesketh Road in front of Hesketh Golf Club.

The sandhills of the golf course are protected as a Site of Scientific Interest and is the habitat of the now rare sand lizard.



The golf course aerial view 1950's. On the foreground are the gardens of the Hesketh Road villas.

3.2 Development

Hesketh Road itself was developed largely in the early 1900's. The houses of Hesketh Road were all built around 1900-1910 and designed in the 'Arts & Crafts' and 'Old English' domestic revival styles with deliberately picturesque settings, characterised by robust brick boundary walls embellished with stone and terracotta copings, hedge lines and trees set in large extensively landscaped front and rear gardens and accessed via sweeping, curved driveways marked by grand brick and stone gate piers. The later houses developed on site presented the new 'Art Nouveau' style. Historical plans show that the buildings were developed in two distinct stages- firstly the North side of Hesketh Road (the side that backs on to the Golf course), the majority of these houses were developed around 1900 to 1910, whilst the houses on the South side and the few remaining plots on the North side were built after 1911, with exception of 15-17 Hesketh Road and 23-25 Hesketh Road in the South part which were constructed in 1908-1909.

It is understood that the earlier houses that were built adjacent to the Golf Course each had a gate at the bottom of the garden giving access to the Golf course. There is still a physical connection between the Golf course and Hesketh Road, a path beside Rosefield Hall which connects the two locations. Although not in use today it still preserves the historic link.

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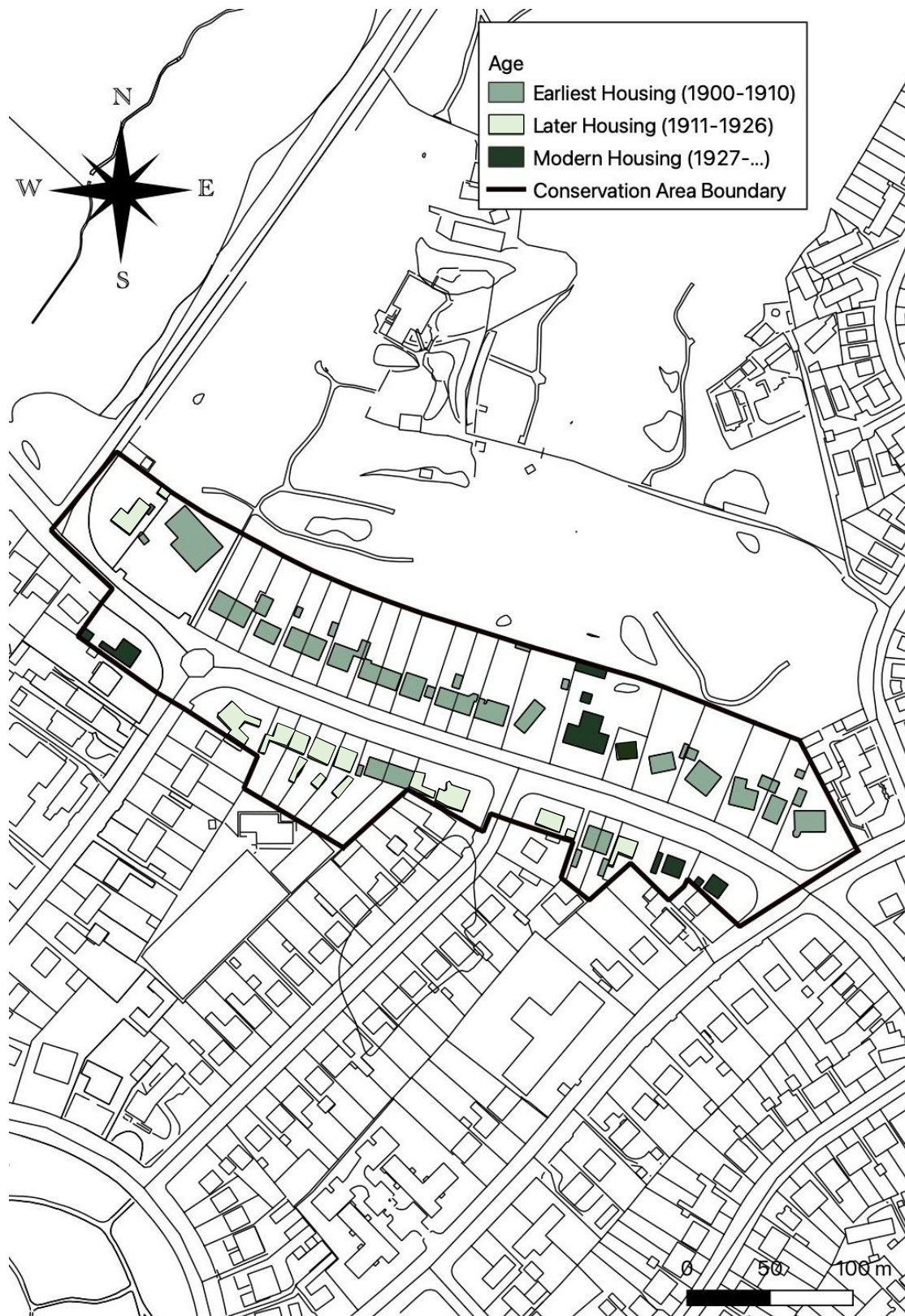


From left to right. Path from Hesketh Road to the golf course; three examples of access to the golf course from the properties which are no longer in use.

The remaining plots in the area were developed much later. Historic plans show that 27 Argyle Road (on the corner of Hesketh Road and Argyle Road) was developed after 1927, and 12 Hesketh Road was originally built in the first stage of development, but then demolished and rebuilt in the 1980's to a block of purpose-built residential flats. A similar situation occurred with 7 and 9 Hesketh Road which presented some cottages from before 1890's which were demolished and replaced after 1927. The houses also contained various ancillary buildings within the grounds, as well as areas of formal and informal landscaping.



Historic maps from left to right, first row from 1894 and 1911, second row from 1928 and 1947. Hesketh Road Conservation Area boundary shown in green. (Complete maps in Historic Map Appendix)



Plan 5- Relative ages of buildings inside the Conservation Area.

3.3 Archaeology

Over the years more land has been gained from the Irish Sea, meaning the coastline has changed drastically. The *Marshside Hills* area was isolated for centuries because of its constant flooding and its uninhabitable space. Resulting in no settlements in the area until the 17th Century. The flood of 1720 affected the surrounding area, with North Meols being the most affected part.

There is no record of archaeological interest in the area held by the Merseyside Archaeological Service Historic Environment Record. It should be noted however, that the lack of findings generally indicates lack of investigation, as opposed to a lack of archaeological/historical interest.

4.0 Landscape and Vistas

4.1 Setting and Relationship with Surrounding Area

The Hesketh Road Conservation Area is situated just off the main Southport to Preston Road (A565 Cambridge Road). This is the main road into Southport from the North and continues southbound to Liverpool.

The Northern boundary of the Conservation Area is adjacent to Hesketh Golf Course. The rear of all properties on the north side of Hesketh Road can be viewed from the golf course. Although the golf course is not a part of the Conservation Area itself, it is affected by any development there and vice versa. Many of the houses still preserve a gate that connects to the golf course. These buildings are heavily exposed to the icy weather conditions during the winter months from the North.



From left to right views 1, 2, 3 and 4 from golf course.

The Southern boundary contains mainly residential housing. Argyle Road and Brocklebank Road both lead into the Southern boundary, there are some key views when entering the Conservation Area by either of these routes. The houses in these streets are of similar age to the ones in Hesketh Road, however, on Argyle Road in particular the character and pattern of the housing is disturbed by blocks of modern purpose-built flats.



From left to right views 5 (from Argyle Road), 6 (from the tennis club) and 7 (from Brocklebank Road).

The Western boundary meets the junction of Hesketh Road and Fleetwood Road. Continuing in a westerly direction on Hesketh Road leads to Marine Drive (the coastal road), another significant view in the area. The houses further down Hesketh Road out of the Conservation Area are mainly bungalows, built in the 1970's.



From left to right view 8 (from Hesketh Road), 9 (from Fleetwood Road) and 10 (opposite Fleetwood Road)

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The eastern boundary joins Cambridge Road (A565), as stated previously this is a very busy route for vehicular traffic. Cambridge Road also contains some grand houses, but as with Argyle Road this is broken with the interruption of blocks of flats. There is a grade II Listed Building on the south side of Cambridge Road (28 Cambridge Road), just a short way along from the junction with Hesketh Road. It consists of a detached house constructed in 1907 by John Huges in Art Nouveau style. This architectural style is constantly repeated along the houses within Hesketh Conservation Area.



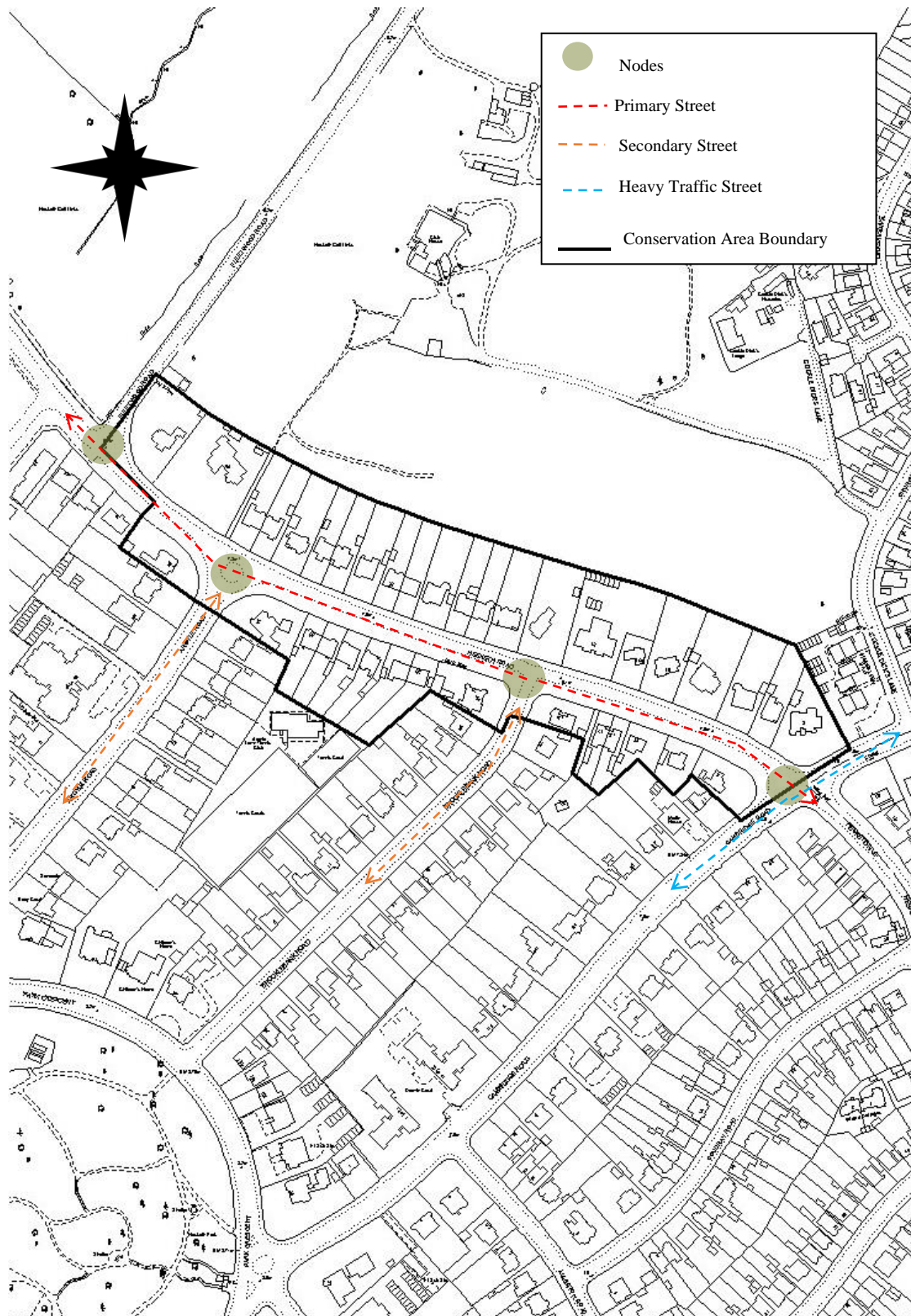
From left to right view 11 (from Hesketh Drive), 12 (from Cambridge Road North) and 13 (from Cambridge Road South).

Due to its location between two extremely busy roads in Southport (the coastal road and Cambridge Road), Hesketh Road is subjected to much traffic especially during peak times when drivers use it as a short cut in order to avoid the heavy traffic.

Regular bus services along Argyle Road provide links to Southport Town Centre. The Town Centre is only 1,300m from Hesketh Road and is within a reasonable walking distance.

The following maps show the studied views from outside the Conservation Area boundary (Plan 6) and the traffic survey (Plan7).

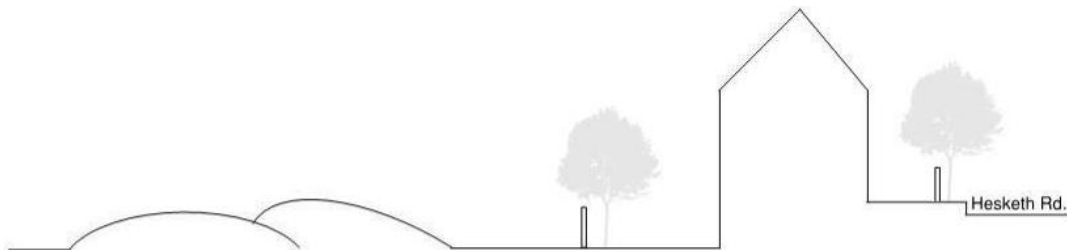
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Plan 7- Traffic flow inside the Conservation Area.

4.2 Character and Relationship of Spaces

Hesketh Road Conservation Area is located on relatively flat land. The golf course adjacent to it reveals remnants of the former sand dunes, as in places it is still raised. The back gardens of the properties which are adjacent to the golf course are at a slightly lower level than Hesketh Road. However, the Conservation Area itself is a flat developed land, including the adjoining roads.



Section of levels of the back-garden properties adjoining the golf course. (Drawing not to scale)

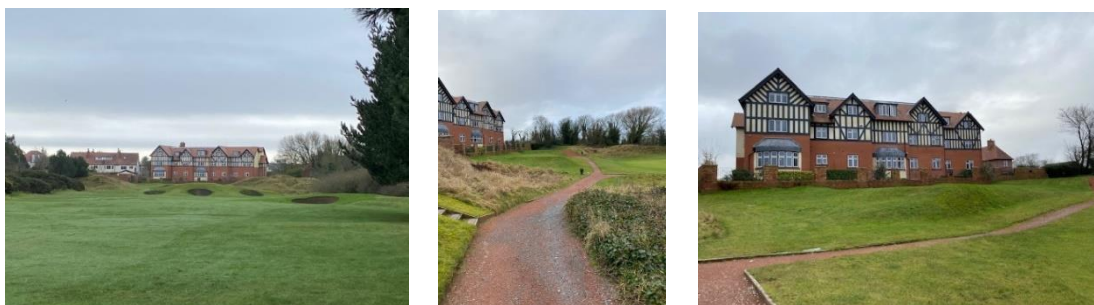
Because of how it was developed and its settings, Hesketh Road Conservation Area still possesses an important relationship with Hesketh Golf Club. Although the houses of Hesketh Road were constructed later, it also still maintains a connection with Hesketh Park which was the first development of the area and the one that encouraged future developments such as the Hesketh Golf Club.

4.3 Views and Vistas within the Conservation Area

Within the Conservation Area there are numerous key views. These consist of views into the Conservation Area from the Northern and Southern boundaries, also looking in from the junctions with Argyle Road and Brocklebank Road. The views of the rear of some of the houses in the area can be seen from the golf course, as well as when approaching from Fleetwood Road.

When looking into the Conservation Area from these viewpoints an immense sense of character is attained. The area is clearly defined through the pattern and style of the housing. Each of the key views illustrates this character.

One of the most important key views is the one from the golf course, through the golfers footpath at the back of the properties of Hesketh Road. The site presents a great view of the back of Rosefield Hall, the only Non-designated Heritage Asset inside the Conservation Area. It is acknowledged that the footpath is only accessible to golfers playing on the course.



Key views from the golf course and the golfer's footpath.

The view from Argyle Road with its green roundabout frames No. 36-38 Hesketh Road,

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which is one of the earliest buildings from 1909 of the Conservation Area and Rosefield Hall from 1908, both are of extreme importance and provide a positive contribution to the Conservation Area.



Key views from Argyle Road.

The view from the corner of Hesketh Drive and Cambridge Road shows the defined pattern of the Conservation Area, the consistency of height, style and colour pallet.



Key views from the corner of Cambridge Road and Hesketh Drive.

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Hesketh Road Conservation Area Appraisal and Management Plan



Plan 8- Key of the Conservation Area.

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4.4 Green Spaces and Planting

The Conservation Area has no specific green spaces. At the junction with Argyle Road there is a roundabout, which constitutes the only ‘green space’ in the area. The roundabout has various plants on it and because it is the only piece of green space in the vicinity, it stands out and contributes to one of the key views.

The pavements on Hesketh Road are wide with regular tree planting along it, therefore creating a ‘boulevard’ effect. There are 50 trees planted inside the Conservation Area. The width of the street to the south of Hesketh Road is more prominent than the one from the north.

All the properties inside the Conservation Area present a front garden, usually with a lot of vegetation. This is a positive contribution to the Conservation Area, especially when native hedges are added to the back of the front boundary wall creating a green boundary.



From left to right; Argyle Road roundabout; trees along Hesketh Road; a boundary wall with hedges.

The trees and shrubs help soften the buildings, and being set back from the road provides a verdant character to the Conservation Area. This is reinforced by glimpses of trees in the rear gardens, which can be seen through the gaps between the buildings and which provide an added layer of mature landscaping.

Within the Conservation Area there is not a large amount of green space itself. However, Hesketh Park, Southport Golf Links and Hesketh Golf Club are all large green spaces nearby that complement Hesketh Road Conservation Area.

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Hesketh Road Conservation Area Appraisal and Management Plan



Plan 9- Green spaces and planting inside and outside the Conservation Area.

5.0 Townscape and Focal Buildings

5.1 Townscape

5.1.1 Grain

The grain and density of the Hesketh Road Conservation Area is predominantly defined by generous plots containing large semi-detached or detached houses. Approximately 45% are detached properties, 45% semi-detached properties, with the remaining 10% having previously been detached houses and subsequently now converted into multiple apartment dwellings. The spaces between properties contributes to a sense of openness, as does the width of Hesketh Road. Buildings generally fill only about 1/3 to 1/4 of their plots. This sense of spaciousness is critical to the character of the Conservation Area, especially the front gardens which adds vegetation to the area.

There are 37 plots in total inside the Conservation Area. The following is a study of the diverse type of plots and how the buildings are implanted:

-Type 1

26 properties, 70% of the Conservation Area, present long plots. They have small front gardens and big back gardens with semi-detached or detached properties which occupy between 1/3 to 1/4 of the land. The former plot of 12 Hesketh Road was larger, but the original villa was demolished and the plot was subdivided.

-Type 2

7 properties, almost 20% of the conservation area, present corner plots. These are the intersections between Argyle Road, Brocklebank Road, Fleetwood Road and Cambridge Road with Hesketh Road. They present a front garden but little to no back garden. They are detached houses which occupy almost 50% of the plot.

-Type 3

Only 3 properties present small plots with small front and back garden. These are detached houses which occupied almost 1/2 of the plot. The plot of 10A Hesketh Road is one of these cases, which is the plot that was subdivided from the land of 12 Hesketh Road.

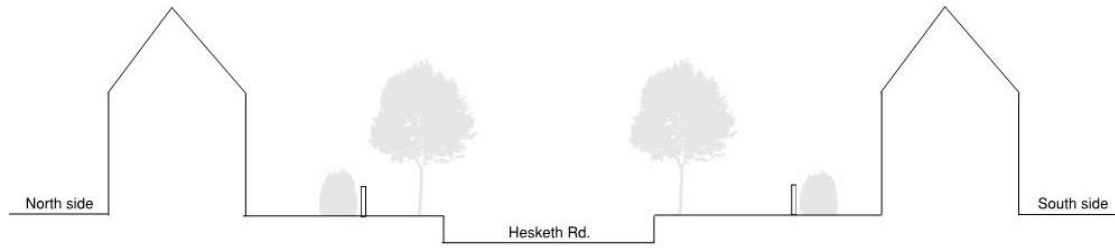
-Type 4

Rosefield Hall is the only villa that has a big plot with a prominent front garden but limited rear garden. The building covers almost 50% of the plot. The plot of 12 Hesketh Road was of this type before being subdivided.

The boulevard effect of trees mentioned before is a positive contribution to the character of the Conservation Area. The street width is not the same on the North and South side of Hesketh Road, although asymmetric, it creates an atmosphere of space with the smaller plots on the South side of the street.

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Hesketh Road Conservation Area Appraisal and Management Plan



Section of North and South sides of Hesketh Road (Drawing not to scale)

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Plan 10- Grain and density of plots inside the Conservation Area.

5.1.2 Scale

Building heights are consistent of between 2 to 3 storeys. This gives a great sense of character and alignment to the area. Separation between buildings is not consistent but provides a sense of spaciousness that enhances the quality of the area.

The layout of the buildings is consistent, with the exception of the modern flats at 12 Hesketh Road and the historic mansion of Rosefield Hall at 40 Hesketh Road. The size of the mansion was used to define hierarchy, constructed by a prestigious family of the era.

The scale of buildings is important to the character of Hesketh Road Conservation Area. Generally, buildings are not over-dominant. The consistent height of buildings is particularly important to the views across the area from the golf course and Cambridge Road.

5.1.3 Rhythm

Some areas of Hesketh Road present a rhythm of properties with similar scale of layout, going from a semi-detached house to a detached house to another semi-detached and so on. These can be seen to the north side of the road from No. 38 Hesketh Road to No. 16 Hesketh Road which is interrupted by houses positioned on an offset angle towards the road or larger layout of the villas. But in general, there is a consistency on the architectural style and materials of these properties, with a few exceptions of more modern buildings.

The shared palettes of materials and architectural features common to each property, together with spacious landscapes grounds and spatial relationship of building line to street, provide a strong sense of unity within the Conservation Area. Whilst the richness of detailing unique to each property adds variety and captures the eye. These are qualities that give Hesketh Road Conservation Area its special character, appearance, and uniqueness.

5.1.4 Repetition, Diversity and Building Groups

There is not much repetition of house design within Hesketh Road Conservation Areas. It is clear, that individuality was an important part of the original concept of the area, giving it an air of exclusivity. Although, as mentioned before, because most of the villas were constructed at the same time and with the same architectural style, the materials, the colour palette and some architectural features are constantly repeated, such as exposed timber frames on the front façade or decorated windows.

Diversity of house design also enhances the character of the area, as well as the repetition of the architecture style and materiality. Each building is unique however, some features are repeated maintaining the same aesthetic for most of the Conservation Area.

The only repeated house design is No. 27 and No. 29 Hesketh Road, both constructed by Norman Jones in 1919. Originally the buildings were equal, but because of alterations and extensions they do not look alike anymore. The porch design has changed in No. 29 Hesketh Road and No. 27 has added two dormers that disrupt the roof design.

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No. 27 and No. 29 Hesketh Road

There are 14 semi-detached properties inside the Conservation Area. A pair of 5 were constructed as traditional mirroring buildings. The majority had been altered over time so today they do not look exactly equal to the sibling, but they can still be read as one, as identified at Nos. 15-17, 23-25 and 31-33 Hesketh Road.



From left to right, Nos. 15-17 Hesketh Road, Nos. 23-25 Hesketh Road and Nos. 31-33 Hesketh Road.

5.1.5 Roofscape

Most properties present a pitched roof design, a small amount have hipped roof and only one property presents a mono pitched roof. All the buildings use clay tiles as their roof cover material, this is a positive contribution to the Conservation Area and should be preserved this way. Most roofs are of red colour, a small amount present grey tiles and some buildings have a mix of both.

A small number of properties present rooflights, these are not historic but are done within the conservation standards in a sympathetic way and are not causing harm to the Conservation Area. Many roofs present interruptions as vents, sun tunnels or antennas, these are a negative contribution for the buildings and the area and should be avoided if possible. A small quantity of properties present dormer windows, most of them are modern additions, some poorly constructed which lowers the quality and character of the buildings. New dormer windows are not generally accepted on principal elevations. Any new dormer windows should be well-proportioned and kept to non-prominent elevations, any new cladding must match roofing materials. Most of the chimneys are plain, some present decorations but these are subtle and do not catch the eyes attention. Most of the chimneys conserve the original pots. Some properties are in need of roof maintenance, they show biological growth such as mosses, lichens and small plants.



From left to right, example of rooflights and antenna, example of dormers, example of decorative chimney with some biological growth.

5.1.6 Conditions

All the properties within the Conservation Area are occupied. The area consists solely of residential buildings which mostly are well maintained. There seems to be no problem with vandalism. Most of the properties are in good condition, front gardens seem to be regularly maintained. A minor number of buildings present a fairer condition usually needing some maintenance because of loss of render, corrosion, blocked water goods and biological growth amongst other problems.

5.2 Focal Buildings and Features

(1) Rosefield Hall

The most notable building within the Conservation Area is number 40 Hesketh Road, named *Rosefield Hall*. It possesses local protection as a Non-designated Heritage Asset because of its historic and architectural values. This is the largest building in the Conservation Area, it is a Tudor style Edwardian detached mansion built in 1908 by E.W. Johnson. It is set within large grounds of 0.3 hectares. It is the largest property situated within Hesketh Road Conservation Area and is strategically positioned almost on the axis of Argyle Road and its junction with Hesketh Road It is highly visible from the western approach to the Conservation Area.

It was originally named *Hermon's Hill* when it was first occupied by Baron de Forest, a baron of the Austrian Empire who stood as a Liberal candidate for Southport in 1910 general elections. *Rosefield Hall* has significance to the history of Southport through its association with important feature figures in the development of the town including Baron de Forest, the town's liberal member of the parliament and George Rose. Winston Churchill was a guest of Baron de Forest in 1909 and stayed on *Hermon's Hill*. Churchill was in Southport to give a series of talk of free trade and support the Baron de Forest who attempted to become Prime Minister in 1910.

The property was designed as a rumbling mock Tudor mansion and is built from red Accrington brick with extensive half timbering at upper floor level. In 1928 a conservatory was added at the rear of the property by Packer + Crampton. In 1929 *Hermons Hill* was bought by Mr George Rose, who was also the founder of the Garrick Theatre on Lord Street, Southport. He renamed the property *Rosefield Hall* and made numerous changes to the building interior and exterior, preserving its original character. He added the rose mouldings around the bargeboards of the porch. The house was rich in ornate moulding inside with interesting features such as fireplaces and decorative ceilings. As you enter the porch you were faced with a niche with a shell arch and Ionic pilasters. In 1933 it was extended by George E. Tonge, a leading architect in the area,

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later additions were included in 1934.

Early during the World War II, *Rosefield Hall* was taken over as a children's hospital for communicable diseases. Later, towards the end of the war, it was sold to a Mr. and Mrs. Jacobs of Scarisbrick New Road.

Unfortunately, some interior features were lost when the property was converted into flats in the 1980's and further internal features have been lost due to vandalism when the property had been vacant. However, the exterior of the property is largely as original design, with exception of the new additions of the garages, it is this external appearance that makes a positive contribution to the character of the Conservation Area.

Although the building today is used for flats, the property retains its dignity and grandeur. It is an excellent example of mock Tudor (Tudor revival) architecture in Southport. Before 2006 the building was vacant and in a rather dilapidated state of repair, but it has since been restored and brought back into use. Little of its original features survived in the inside, it has been added and extended in numerous occasions throughout the course of its life. *Rosefield Hall*, previously *Hermon Hills*, was the first building constructed within the Conservation Area, and the precedent for all further buildings constructed through Hesketh Road.

Rosefield Hall provides a positive contribution to the Hesketh Road streetscape, it is the largest detached property and occupies the largest and widest plot within the Conservation Area. The property is set within spacious grounds with broad spacing between the neighbours' buildings to the Northwest and Southeast. The spacing between *Rosefield Hall* and the neighbouring properties is significantly greater than that between other properties along Hesketh Road. This property also has a lower ratio of building footprint to site area than most neighbouring properties. These factors combined to assert a greater prominence to *Rosefield Hall* than to another property in the Hesketh Road Conservation Area and consequently, due to its size, location and setting the property assumed the role of a prominent and important local landmark which pronounces a strong sense of arrival into the Conservation Area from the western and northern approach.

Rosefield Hall is a key building in the Hesketh Road Conservation Area. The existing prominence of this property, as a result of the lower side density and broad spacing, should be maintained to affirm the landmark status and sense of arrival denoted by this property.



Photos and drawing of Rosefield Hall.

(2) 28 Hesketh Road

Another important building in the Conservation Area, but less grand, is the property at No.28 Hesketh Road, which is characteristic of the style of architecture of the street (Art Nouveau). It was constructed in 1909 by A. H. Jackson. It includes a strong gable fronted steep pitch roof, which sweeps right down to cover the porch (feature repeated in No. 30

Hesketh Road), which is supported by short Tuscan style columns on a high plinth. The west side front includes stone mullion windows at ground floor level with an oriel window at first floor level and small wooden casement at attic level. On the East side a two-storey bay includes brick pilasters at ground level and narrows slit vent in the projecting gable. The roofline is further distinguished by four tall stacks. The building is clearly deliberately designed to suggest an evolutionary growth with the linking elements being the small pane leaded lights consistent throughout the varied fenestration. Some additions took place in 1911 and two windows were added on the sides in 1952.

No. 28 Hesketh Road retains its sweeping drive and large front garden and boundary walls contributing positively to the street scene. It is this street frontage features as well as the overall design and style of the building that Conservation Area designation would try to preserve.



Photos of No. 28 Hesketh Road

(3) 2 Hesketh Road

No. 2 Hesketh Road, known as Strathmore, stands out because of its scale, style and important location on the corner of Hesketh Road and Cambridge Road. It was constructed by Fred W. Dixon, a local architect at the early 1900's in Art Nouveau style. The white structure is an important addition to the Conservation Area and marks the beginning of the area at the East boundary.



Photos of No. 2 Hesketh Road

No. 2 and 28 Hesketh Road are considered secondary focal buildings, while 40 Hesketh Road is considered the primally focal building inside Hesketh Road Conservation Area. The following map (Plan 11) shows the location of the focal buildings within the Conservation Area.

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Plan 11- Focal buildings inside the Conservation Area.

6.0 Architecture Materials and Details

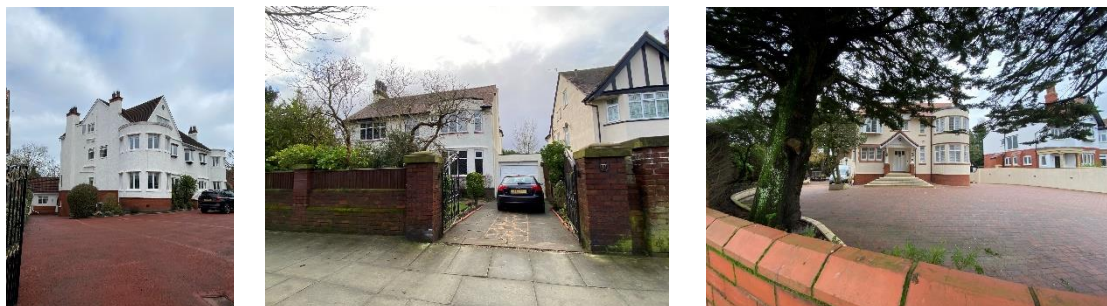
6.1 Prominent Styles

Most of the buildings on Hesketh Road were constructed during the early 1900's, this was the beginnings of modern architecture. The houses are designed with deliberately picturesque settings, characterised by strong brick boundary walls with stone copings, hedge lines and trees set in large front and rear gardens. The houses are individually designed with asymmetrical steep pitched roofs, often sweeping down to first floor level, generally with a strong emphasis on gables fronting the street and boldly articulated porches. This is the most complete group of late Victorian / Edwardian properties in the area. Two prominent styles can be seen in Hesketh Road Conservation Area, these are the Art & Craft movement (1880-1920) and the British Art Nouveau style (1890-1914). The Arts and Crafts movement emerged from the attempt to reform design and decoration in mid-19th century Britain. It was a reaction against a perceived decline in standards that the reformers associated with machinery and factory production. Early Arts & Crafts style was characterised for its well-proportioned solid forms, wide porches, steep roof, pointed window arches, brick fireplaces and wooden fittings. But the movement did not develop into one particular building style but could be seen in a multitude of strains such as Queen Anne, Eastlake, Tudor Revival, Stick Style, Spanish Colonial Revival, and Gothic Revival being the most prominent. Rosefield Hall (40 Hesketh Road), previously mentioned, falls in this category as Tudor Revival in the Art & Craft movement, as well as No. 42 Hesketh Road and No. 21 Hesketh Road.



From left to right, No 42 Hesketh Road, No 40 Hesketh Road, No 21 Hesketh Road

The Art & Craft movement is the root of Modern Style (British Art Nouveau style). Art Nouveau could be said to be the first 20th century modern style. It was the first style to stop looking backwards in history for ideas, taking inspiration instead from what it saw around it, particularly the natural world. Within the style itself there are two distinct looks: curvy lines and the more austere. There are clear examples of Art Nouveau in Hesketh Road Conservation Area, as No. 2 Hesketh Road previously mentioned or Nos. 11 and 24 Argyle Road.



From left to right, No. 2 Hesketh Road, No. 11 Hesketh Road, No. 24 Argyle Road

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Where the Arts & Crafts emphasised simplicity and saw the machine as deeply problematic, Art Nouveau often embraced complexity and new technology, sometimes to the point of disguising the truth of materials for visual effect. Both the Arts & Crafts and Art Nouveau placed an emphasis on nature and claimed the Gothic style as an inspiration; both spanned the complete breadth of the various branches of the arts, with an emphasis on the decorative arts, architecture and their power to physically reshape the entire human environment; and visually, both styles made use of a rural, homely aesthetic using rough-hewn stone and wood.

It is difficult to fully categorise many designers as belonging to the Arts & Crafts movement or working in the Art Nouveau styles. Because of the natural evolution of Arts and Crafts to Modern Style, lines can be blurred, with many designers, artists and craftsmen working in both styles simultaneously, straddling this boundary, which remains rather unclear. Therefore, some hybrids buildings between both styles can be found, such as No. 22 Hesketh Road and No. 6 Hesketh Road. Usually, these buildings present more abstract forms of the Art Nouveau style and show its asymmetric presence, however their connection to the past and the Art and Craft movement is still shown today by architectural features such as jutting gables with half-timber, pitched roofs, Tudor arches, Tudor bay windows or medieval windows surrounds.



From left to right, No. 22 Hesketh Road and No. 6 Hesketh Road

12 Hesketh Road and 10a Hesketh Road are two properties that are more contemporary additions, they do not work with the more historic houses and disrupt the character and appearance of the Conservation Area.



From left to right, No. 12 Hesketh Road, No. 10a Hesketh Road



Plan 12- Architecture styles of the buildings inside the Conservation Area.

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6.2 Leading Architects

Little information is readily available about the architects of the early buildings in Hesketh Road, however further research would help to enlighten the understanding of the area and should well-known architects be found to have designed any houses this may add to the architectural significance of the Conservation Area.

E. W. Johnson, the architect that constructed *Hermon's Hill* (Rosefield Hall, 40 Hesketh Road) in 1908, was responsible for other important buildings in the area. Such as, the Albany building in 341 Lord St. constructed in 1884, the former Preston Bank/ Midland Bank (now HSBC) in 331 Lord St. constructed in 1889 and the Scarisbrick mausoleum in St. John's churchyard in 1900. All of them Listed Buildings. He also constructed 20-22 Hesketh Road in 1907.

George E. Tonge, who was in charge of partial extensions at Rosefield Hall in 1933, was another prominent architect of the area. Responsible for many theatres and cinemas, as the Garrick theatre or the Grand Cinema in Southport among others.

Fred W. Dixon was another local architect well know at the time. He constructed *Strathmore* (2 Hesketh Road). His work is primarily in Oldham but from 1896 Dixon lived in (and travelled to Oldham from) Southport. He became prominent in the town's politics, serving as Mayor and Justice of the Peace in the borough.

Although they weren't well known, some houses on Hesketh Road were constructed by the same architects. These are the cases of, No. 42 Hesketh Road (1911), 30-32 Hesketh Road (1909), 27 Hesketh Road (1919), 29 Hesketh Road (1919) constructed by Norman Jones, sometimes accompanied by his father Henry. The architect J. E. Sanders was responsible for No. 36-38 Hesketh Road (1909), 24-26 Hesketh Road (1907) and 23-25 Hesketh Road (1909). No 28 Hesketh Road (1909) and 31-33 Hesketh Road (1918) were designed by architect A. H. Jackson.

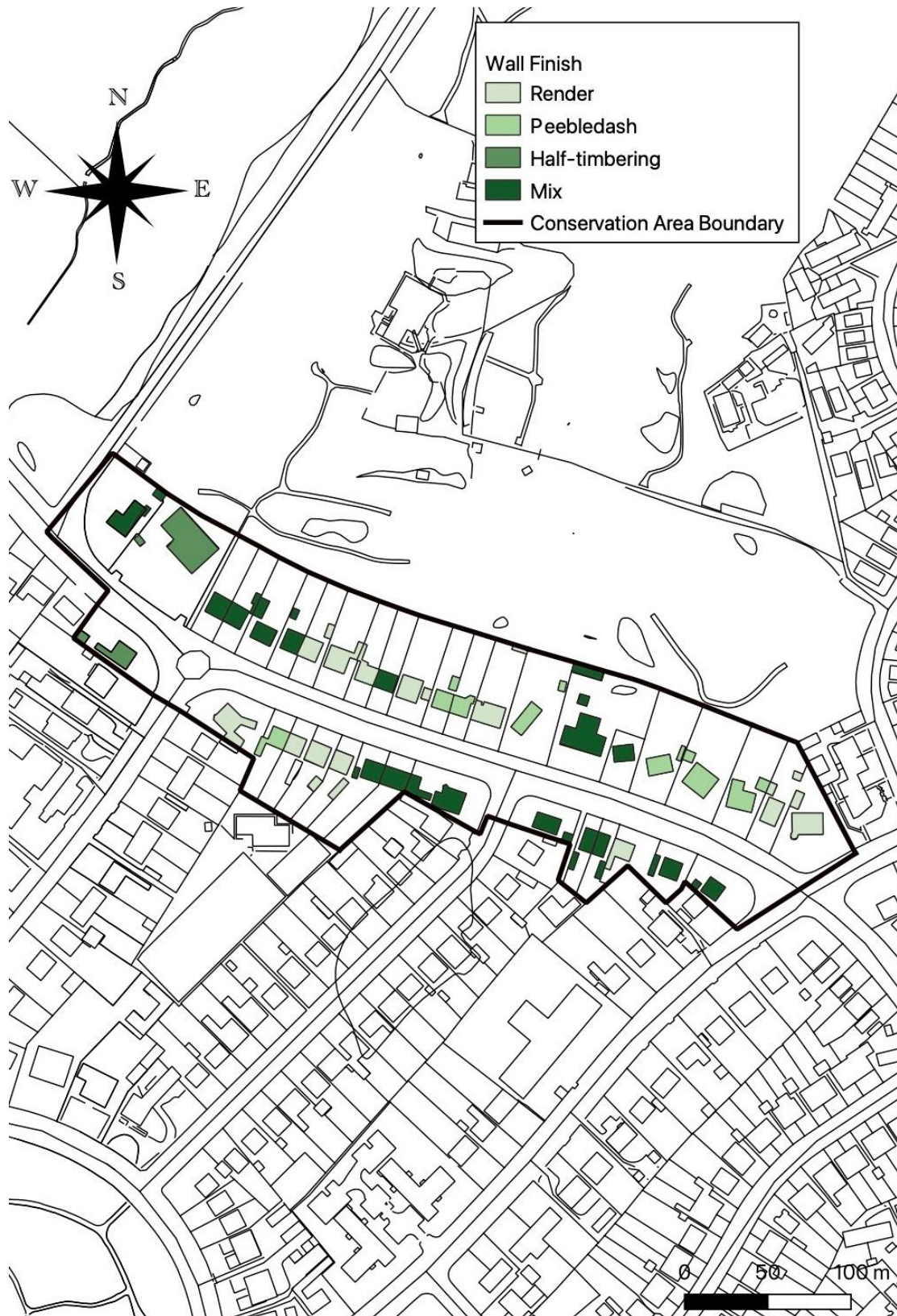
6.3 Materials

Whilst the houses display rich individuality, they are constructed from a limited palette of materials, including red Accrington brick, roughcast sandstone and clay tiles. The palette of materials and colour is consistent throughout the Conservation Area. A high percentage of the houses have mixed wall finishes usually, combining brick with render or a pebbledash finish. Some properties present sections with half timbering and only one property has cladding. The render colour is balanced between white, cream and yellow, while the pebbledash is a little bit darker, mostly in greys or brown colours.

What is consistent in every property is the smooth pressed red brickwork to ground floor levels. Some are higher than others, but it is repeated in every property and gives a consistent aesthetic to the Conservation Area.



From left to right, Nos. 36, 32, 24 and 22 Hesketh Road showing the brick base at ground floor levels.



Plan 13- Wall finishes of the buildings inside the Conservation Area.

6.4 Typical Features and Details

The houses are all individually designed but share a variety of common architectural features that are expressed subtly for each property. These include asymmetrical steeply pitched roofs, often sweeping down to ground floor level, tall chimney stacks, a strong emphasis on gables fronting the street, boldly articulated porches and obvious window hierarchy expressed by wide canted bays, oriel windows, stone-mullioned tripartite windows and round and oval picturesque windows with small panes of glass and leaded lights. Elizabethan revival, gothic and Tudor elements are incorporated into the designs, particularly stone windows and half-timbering, these historical references give the buildings an impression of greater age than their early 20th century origin.

There are several features and architectural details that are repeated through the Conservation Area. These are positive contributions to the character of the area and need to be respected and preserved. Some of these architectural features are;

-Decorative Windows

Most of the properties present decorative windows. The majority have stained glass from the Art Nouveau style or leaded Georgian lights, or a mix of both. They are a positive contribution to the Conservation Area and strengthen the character of the street.

Most windows are timber casement framed painted white. Some properties present low-quality uPVC or aluminium windows. Imitation leaded lights, aluminium and low-quality uPVC windows should not be used as they completely change the original character of the historic buildings and causes harm to the Conservation Area. Although the preferred window replacement is by traditional timber windows, the Conservation Style UPVC windows (high grade quality UPVC, slim profile, butt-jointed/mortice and tenon appearance welds and ‘timber-effect’ foil finish, spacer bar colours should match that of the window colour) are considered an acceptable replacement as they replicate the appearance of traditional timber windows. However, this type of replacement is not acceptable for protected heritage assets as Listed Buildings.

There are a number of types and styles of original windows in the area. They should be retained where possible. If all or part of any window needs to be replaced it should match the original style. Additional windows should be restricted to the non-prominent elevations and also complement existing designs.



Examples of decorative windows.

-Art & Crafts elements

Some of the properties, especially those in the Art & Crafts style, present historic architectural features in Tudor, Elizabethan or Gothic styles. These are the cases of; the window surroundings, that add interest to the building; the Tudor arch above windows and doors, which is a positive attribute to the historic buildings; the jetting gables with

half-timber framing, that strengthens the connection with its historic past.



Examples of jutting gables and timber-framing.



Examples of windows surroundings and Tudor arch.

-Abstract Composition

The Art Nouveau present more abstract forms that can be viewed inside Hesketh Road Conservation Area. The cylinder form is constantly repeated in the purer Art Nouveau style buildings of the street. Sometimes in a pure form or in a more abstract way.



Examples of cylinder forms.

-Gate Piers

Gate piers are a typical feature throughout the Conservation Area. Their size and design vary to some extent with the grandeur and scale of the property to which they relate. Some of the gate posts are rendered. Their contribution to the dynamic and character of the street scene is significant. Some of the gate piers are constructed from red brick, but most have at least sandstone copings. The majority of houses within the Conservation Area have retained their original gate piers, although very few have original or appropriate gates between them.

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Examples of gate piers.

-Porches and Doors

Porches are an important original feature to houses in Hesketh Road. Most porches correspond with the style of the house and project from the front of the building, some of them project to the side. They are present in the houses constructed in the early stage of development, most of the porches are constructed in finely craft oak. Main entrances are of equal importance presenting some captivating traditional doors.



Examples of porches.

-‘Southport Paviers’

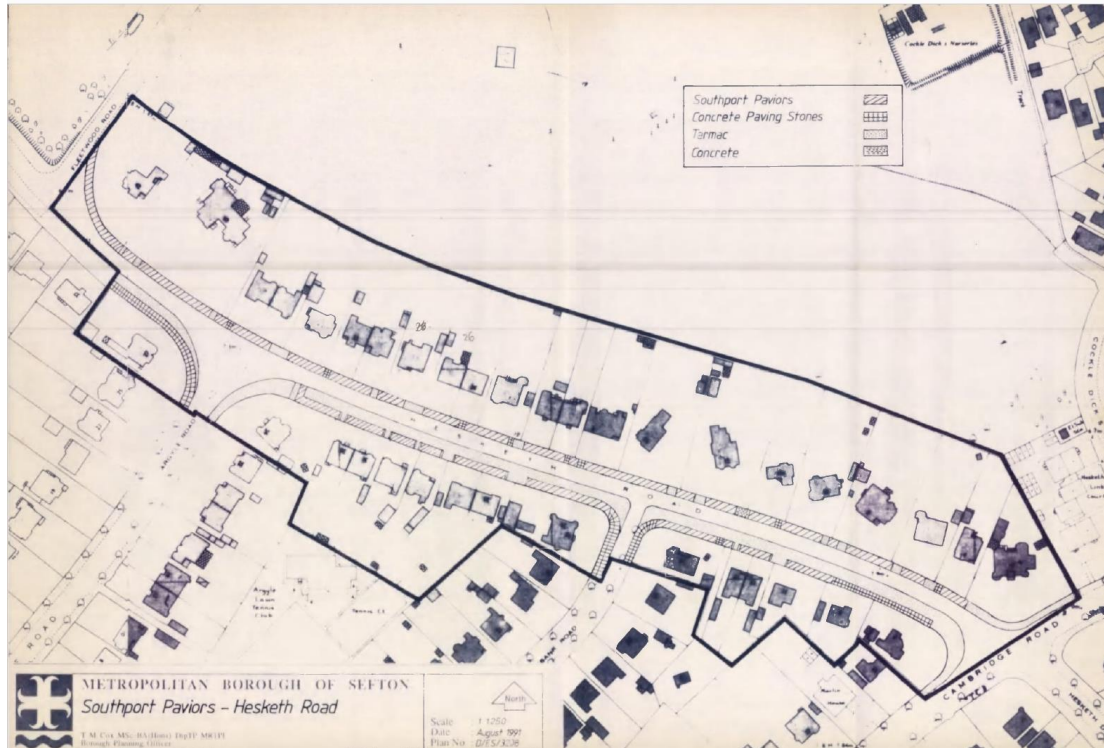
Hesketh Road currently is partly paved with Southport paviers, the distinctive purple brindle tiles which once covered large areas of Southport. These tiles are no longer manufactured except to special order. The existing paviers should be retained in situ. They add a distinctive character to the pavement and the area and should be preserved. The paviers are a mixture of blue, red and off purple in colour, wearing to brown and buff tones. The makers’ mark of the Welsh brickworks where they were made add to their local interest. These paviers are no longer in production and are a dwindling resource and therefore important to retain.



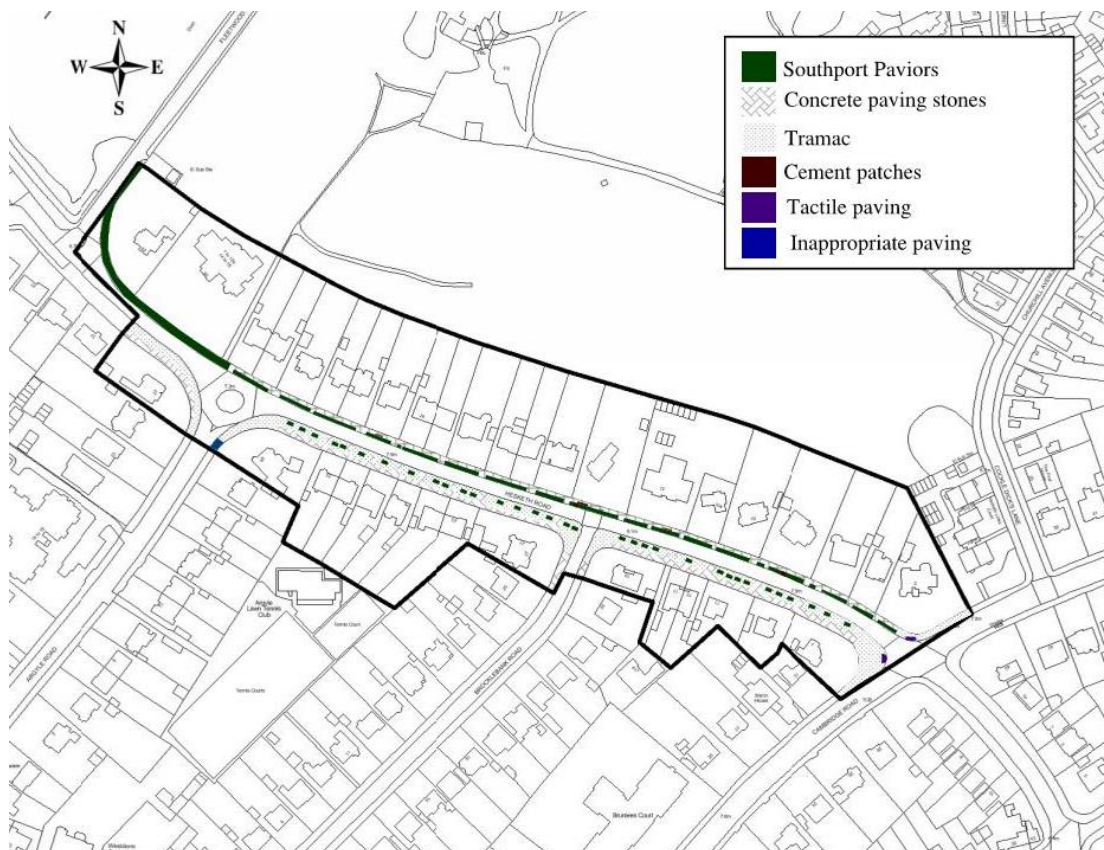
Southport paviers survivors in Hesketh Road, the most colourful section is in the kerb drive of No. 40 Hesketh Road

The sections where the paviers are still visible are on small areas where there is less

pedestrian circulation or on tree pits. Most of the paviers were removed by Sefton Council during the 1980's. A small number of paviers were left around the trees on both sides of Hesketh Road. Since then a number of these have been stolen. Comparing the pavement study from 1991 and the new one from 2021, it is visible that a huge percentage of tiles have been lost.



Pavement study 1991



Plan 14- Type of Pavement Inside the Conservation Area.

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Plan 15- Character Assessment of the Conservation Area and its surroundings.

7.0 Negative Factors and Opportunities for Enhancement

7.1 Overview

The Hesketh Road Conservation Area is considered to present an attractive combination of architectural and townscape interest with local historical interest of sufficient importance to justify efforts to preserve and enhance the character and appearance of the area. The architectural, townscape and historical significance contribute to its special character and justifies its designation.

However, there are a number of issues which impact in the character of an area and these falls broadly into the following categories:

- Poor quality later 20th century developments
- Unsympathetic extensions
- Alterations to historic detailing and materials
- Development pressures and loss

7.2 Poor Quality Later 20th Century Developments

The majority of the houses constructed inside Hesketh Road Conservation Area are from before World War II. There are just a few developments that were constructed after it, two of them not contributing positively to the historic area. These are the cases of Nos.12 Hesketh Road and 10a Hesketh Road which were constructed after the demolition of the original villa of that plot. The plot was subdivided to fit the two properties.

The flat apartments at 12 Hesketh Road tries to bring back some of the repeated architectural features. However, the mass and size are too prominent for the area, the building has a negative impact and stand out from the adjacent historic properties. The footprint takes almost the entire width of the plot, which is greatly larger than the one of the individual villas. The materials are poor imitations of the historic materials which fail to provide an understanding choice.

The other building, No.10a Hesketh Road is a different case, a small individual dwelling. The house respects the constant height and mass of the area, the style is not sympathetic with the area. However, because of the location in the plot and the prominent vegetation on the front boundary wall it does not cause as much of an impact as No. 12 Hesketh Road.

Both properties look incongruous in the street scene, breaking existing rhythms. Furthermore, they fall below the benchmark of the quality of building that would preserve and enhance the setting of the Conservation Area. But the developments were constructed before the designation of the Conservation Area in October 1991. It is likely that this kind of development would not be repeated, as the area is now protected.

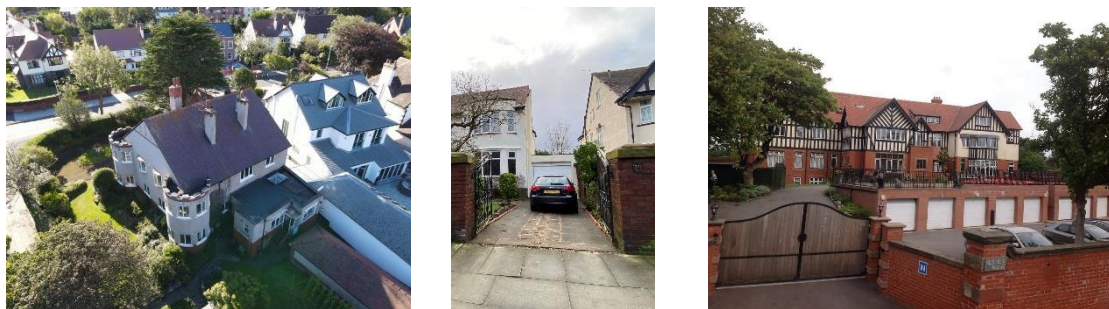
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From left to right No. 12 Hesketh Road and No. 10a Hesketh Road

7.3 Unsympathetic extensions

The houses inside Hesketh Conservation Area have always contained various ancillary buildings within the grounds, as well as areas of formal and informal landscaping. There have been some unsympathetic extensions carried out in the last and previous century. Most of them had been to the rear of the properties which has not directly affected the street view nor the aesthetic of the area. The usually prominent vegetation at the boundaries helps to disguise these contemporary constructions. Most of them are not in keeping with the original style of the houses and of poor-quality materials. Some of these extensions are used as garages to the side of the property not respecting the original architectural style which make them look like additions which do not belong with the setting of the street.



Examples of unsympathetic flat roof extensions.

Poorly constructed roof extensions, as dormers, have made their way into the properties causing harm not only to the historic building, but to the character of the Conservation Area as well.



Examples of unsympathetic dormers.

7.4 Alterations to Historic Detailing and Materials

Unfortunately, many of the historic properties have already suffered from alterations to their detailing and materials that are an important contribution to the appearance of the Conservation Area:

Roofs: Most of the buildings use clay tiles as their roof cover material, this is a positive contribution to the Conservation Area and should be preserved this way. Most roofs are of red colour, a small amount present grey tiles and some buildings have a mix of both.

The replacement by concrete tiles or pantiles should be avoided. This practice is detrimental to the visual character of the area as a whole but also may cause structural problems to the fabric of the individual building as the mass of such tiles is generally greater than that of the covering being replaced. Roofs play a critical role in the character of the conservation areas, particularly in the longer 'streetscape' views, visually linking similar building types. In the case of semi-detached houses, the alteration of one roof seriously detracts from overall appearance of the block.

Satellite dishes: The installation of satellite dishes is not unachievable within conservation areas, as long as they are positioned sympathetically in a side or rear elevation and are kept as small as possible. There are, however, many instances throughout the area of poorly positioned and very visible satellite dishes. Their visibility is often increased because they are seen against the sky. The least obtrusive dishes tend to be those positioned on the rear or sides of houses (clearly out of public view) and those constructed from a dark grey semi-transparent material.

Rooflights: The addition of rooflights into the roofs of existing buildings can also adversely affect their character. When they are on street-facing slopes and when large numbers are used, particularly in a haphazard arrangement, they can detract from the streetscape. Rooflights are particularly obtrusive when they are not of the 'conservation' type and when they are not positioned flush with the roof covering. Additional rooflights to the front of the property will cause an impact on the street scene altering the rhythm and aesthetics of the area.

Dormers: Poorly constructed roof extensions, as dormers, had made its way into the properties causing harm not only to the historic building, but as well to the character of the Conservation Area. New dormer windows are not generally accepted on principal elevations. Any new dormer window should be well-proportioned and kept to non-prominent elevations and any new cladding must match roofing materials. Dormers to the front of the property will cause an impact on the street scene altering the rhythm and aesthetics of the area.

Windows and doors: A big percentage of the houses within the conservation area have had their windows replaced either with low quality uPVC or metal. This is particularly damaging to the character of not only the individual properties but also to the street scene. Thus, the introduction of thicker frames (almost always necessary with uPVC), removal of glazing bars, reconfiguration of the window, etc. all have a detrimental effect on the appearance of the property and the overall visual quality of the area. There are many examples throughout the area of poor-quality replacement windows which not only differ from those of the neighbouring properties but also differ from others within the same façade.

Also important to the character of the area are the leaded lights. These are a traditional feature of the Art & Craft movement as the stained-glass details are a feature of the Art Nouveau style. However, these leaded panels are gradually being replaced with plain glass and double-glazed units or poor-quality leaded lights imitation.

Though less common than replacement windows, replacement front doors are also detrimental to the character of the area. Where uPVC is used, replacement doors are particularly obtrusive and lack the quality of design and detail found in timber originals.

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Changes to colours / finishes: The choice of the colour / finish of windows is also important. The use of unpainted/stained timber to windows is not an authentic historic method and does not complement the historic buildings materials or architectural style. Most of the properties present white, off-white windows. UPVC / aluminium windows have a different finish that do not go with the historic properties. If uPVC windows are installed this should be ‘Conservation Style’, high grade quality uPVC, slim profile, butt-jointed/mortice and tenon appearance welds (rather than mitred diagonal joints) and ‘timber-effect’ foil finish, spacer bar colours should match that of the window colour. Timber frame windows should always be repaired when possible, rather than being replaced.

The palette of materials and colour is consistent throughout the Conservation Area and it should remain that way. A high percentage of the houses have mixed wall finishes usually, combining brick with render or a pebbledash finish. The render colour is balanced between white, cream and yellow, while the pebbledash is a little bit darker, mostly in greys or brown colours.

Replaced / altered boundaries: The removal of boundary walls and their replacement with inappropriate materials or style has a damaging effect on the street scene, destroying the continuity and rhythm of the road. The walls and gate piers are an important part of the character of a building and are often lost simply because it is apparently easier to build an entirely new wall than repair the existing feature. Modern walls and gate piers are often of a different scale and architectural character to the original, potentially changing the perception of the building beyond. Modern gates and fencing can also detract from the appearance of the building and visual character of the street scene as a whole. Most boundary walls in the Conservation Area retain the original design and it should be kept that way in order to preserve its character.

Loss of gardens and landscaping: Where houses have been subdivided into or replaced with blocks of flats, the desire for car parking often overrides that of attractive landscaping. This is particularly detrimental where a strip of planting is not allowed for around the plot boundary. Most of the properties retain the front garden, the vegetation is a positive contribution to the Conservation Area.

Poor quality, modern paving, street furniture and street signage: The pavement style in the Conservation Area is varied, going from unsympathetic tarmac to historic ‘Southport Paviers’. The use of unsympathetic materials adversely affects the high quality of the area and is a poor example to residents. Traditional ‘Southport Paviers’ should be retained when possible.

The area presents modern road name signs, traffic signs and lamp posts that do not go with the character of the area.



Modern paving, street furniture and street signage.

7.5 Development Pressure and Loss

The map from 1928 shows the buildings lost within the Conservation Area since its ‘completion’ at the beginning of the 20th century. The building at No. 12 was the greatest loss, there is no accessible information about the former villa. However, the map shows that it was set with in a large plot with high quality landscaping and a pond, mirrored with that opposite to.



OS1928 Map

Perhaps causing the greatest blight to the character of the Conservation Area has been infill development within the formally spacious grounds of the older villas through the loss of their landscaped grounds (as the case of Nos.12 and 10a). This has resulted in the removal of the older dwellings compromising the setting of the other buildings. Within the Conservation Area there are no vacant sites or derelict buildings in an irreparable condition. It is therefore unlikely that this form of development will reoccur in the near future, however, it should be noted that it is completely unacceptable to lose a building because of its condition and that steps should always be taken (e.g., urgent works) to ensure its repair or preservation prior to any building reaching a condition in which it becomes uneconomical to repair it.

7.6 Opportunities for Enhancement

To counteract the negative factors which are detracting from the character of Hesketh Road Conservation Area there are a number of measures that might be considered and introduced:

Guidance Leaflet

As well as the development pressures that are clearly evident, the impact on the area of small alterations which individual householders have made to their houses and which, collectively, have compromised the areas character, is also of importance. It is likely that these alterations are due to a lack of awareness and appreciation of the value of the area and of those elements which contribute to its character. An advisory leaflet already exists for the area which includes the background to the area and guidance notes. It is advised that residents are made fully aware of the leaflet and if possible, the opportunity should be taken to update it to include any more specific recent threats.

Streetscape Elements

A long-term programme should reconsider replacement of modern lampposts and traffic signs, together with improvements to the quality of paving and kerbs, replacing concrete

or nonmatching units wherever possible. Is of extreme importance to preserve the areas with 'Southport Paviers', any damaged tile should be replaced like for like.

s215 Notices

Where the poor condition and appearance of a building or piece of land are detrimental to the surrounding areas or neighbourhood, a s215 notice should be issued by the Council.

Article 4 Directions

It is generally the case that guidance available to residents within the advisory leaflet is not adequate to completely prevent all detrimental alterations. To prevent further negative change, it is therefore recommended that article 4 directions be used. The priorities for article 4 directions should be for protection to windows and doors, roof coverings, chimneys, porches and front boundary walls. It is suggested that as these matters are important to the majority of buildings within the conservation areas therefore article 4 directions are applied to all buildings to avoid confusion and uncertainty.

7.7 Further Protection of Key Unlisted Buildings

It is recommended as part of this report that any buildings identified as being critical to the character of the conservation areas are protected further from alteration as any detrimental changes would have a significant effect not only on the buildings themselves but on their wider setting. There are no listed buildings inside the Conservation Area. Three buildings were identified as 'critical' to the area's character: 40 Hesketh Road, 28 Hesketh Road and 2 Hesketh Road. Only No.40. Hesketh Road is designated as a Non-designated Heritage Asset. However, Nos. 28 and 2 does not have any source of protection. It may be felt to be appropriate to put these buildings forward for local protection, particularly where their exteriors appear to be in good condition. It is suggested that further article 4 directions to the individual buildings could be used to restrict any foreseeable changes to specific building elements that might adversely affect their character.

8 Management Plan

8.1 Introduction

The Management Plan naturally follows on from the Conservation Area Appraisal. The Appraisals identify the essential elements of the conservation areas in order to provide a thorough understanding of their character. The Management Plan is the key tool for outlining the way in which the Council will seek to preserve and enhance the Conservation Area and how it will monitor this.

Good management and maintenance are crucial to the long-term care of heritage sites, this means having the right skills and procedures in place to ensure that they are looked after in an appropriate manner. Poor management and maintenance put heritage at risk, and can lead to higher repair, restoration and refurbishment costs in the future.

The Conservation Area encompass the majority of Hesketh Road. Its distinctiveness and attractiveness come from the well-preserved houses of a particular architectural style and its surroundings which contributes to its sense of place. The way the Conservation Area is managed therefore is critical to the health of the designated site and its surroundings.

The purpose of the Management Plan is to make sure that Hesketh Road Conservation Area achieves its key aim and maintains its objectives by setting out specific management issues that need to be addressed in the area. The key aim is to sustain and enhance the distinctiveness of the area by conserving its historic buildings and features. The Management Plan will identify the steps that should potentially be taken for the benefit of the Conservation Area.

The Management Plan will set out a strategic framework for management actions in order to help co-ordinate the activities of all involved, be that public or private bodies. The Plan works hand in hand with the Local Plan for the area which sets out planning policies to guide development. The successful implementation of the Management Plan and achievement of its objectives will depend to a large extent upon participation and partnership from both the public and the Council itself particularly its respective departments that operate in this area.

Geographically, the Plan will cover the entirety of Hesketh Road Conservation Area and potentially its surroundings.

The aims of the Management Plan and its objectives are intrinsically linked to existing and proposed Planning Policy. These policy documents and frameworks should not be read in isolation but provide a complementary suite of documents to guide development and provide solutions to manage and improve the area.

National Policy and Guidance

The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the government's planning policies and how these are expected to be applied through the planning process. It contains a large raft of policies which are relevant to Hesketh Road Conservation Area, specifically that within Chapter 16 'Conserving and Enhancing the Historic Environment'.

Specific guidance on the NPPF is laid out in various formats particularly within the documents of conserving and enhancing the historic environment. Historic England have also produced a suite of documents that expand on and provide further advice on all different aspects of the historic environment.

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Sefton Local Plan

The Local Plan was adopted in April 2017 and supplements National policy and guidance. The Local Plan sets out how new development will be managed in the period from 2015 to 2030 and encourages sustainable development and economic growth, as well as the protection of the historic environment through its specific policies. This is specifically laid out in Chapter 10 ‘Design and Environmental Quality’ and Chapter 11 ‘Natural and Heritage Assets’.

Sefton 2030 vision

The Sefton 2030 vision was adopted in 2016 and sets out a vision for the future of the borough and to understand and focus on what is important for the borough and its communities. This will provide a foundation in order to stimulate growth, prosperity, set new expectation levels and to help focus on what is important for Sefton.

8.2 Negative Factors Highlighted within the Conservation Area Appraisal

The Conservation Area Appraisals highlight specifically and in detail perceived negative factors that adversely affect the character of the Conservation Area (for full information see Chapter 7). To summarise they include:

- Poor quality later 20th Century developments
- Unsympathetic extensions
- Alterations to historic detailing and materials
- Development pressure and loss

The Conservation Area appraisal also sets out opportunities for enhancement and this has been expanded and divided under the following headings:

- Guidance leaflets
- Article 4 directions
- Streetscape elements
- s215 Notices

8.3 Management Action Table

The following action plan summarises those issues within the appraisal that requires Action, when it needs to be done, by whom and what resources are attributed to it.

Issue	Action	Resources	Lead & Partners	Frequency
Development Management				
New Development/Extensions/Alterations	<ul style="list-style-type: none"> ● Determine planning applications in line with planning policies ● Formulation and adoption of Design SPD ● Update guidance leaflet for local residents as necessary ● Consider the introduction of Article 4 Directions 	Within existing budgets	Planning services	Ongoing
Pavement	<ul style="list-style-type: none"> ● Determine planning applications in line with planning policies 		Planning services and highways/Enforcement	Ongoing

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Hesketh Road Conservation Area Appraisal and Management Plan

	<ul style="list-style-type: none"> ●Protection of areas with ‘Southport Paviers’ ●Pro-active surveys and monitoring 	Within existing budgets		
Houses in Multiple Occupation	<ul style="list-style-type: none"> ●HMO should be avoided if possible, to preserve the original use of single private dwelling ●Enforcing of unauthorised works 	Within existing budgets	Planning services and housing standards team	Ongoing
Trees	<ul style="list-style-type: none"> ●It is advised to do a tree management plan of all the trees which fall under the new Conservation Area boundary 		Hesketh Golf Club	Ongoing
Unauthorised Developments	<ul style="list-style-type: none"> ●Enforcement Protocol adopted highlighting priorities for action ●Proactive surveys and monitoring ●Enforcement action taken if necessary 	Within existing budgets	Planning services and local groups	Ongoing
Public Realm				
Public Realm Strategy	<ul style="list-style-type: none"> ●Provide a public realm audit for the Conservation Area. The audit should identify historic details to be conserved and the range of existing and appropriate new materials for undertaken works. It should identify opportunities for reducing street clutter and themes and colours schemes for street furniture. It should present a guideline for new signs and painted lines ●Priorities set for future public real projects and funding opportunities explored ●Promote closer co-operation between highway engineers, planners, urban designers, landscape architects and conservation staff in order to produce and maintain a high-quality public realm 	Within existing budget	Regeneration, planning services and highways	Ongoing
General				
Untidy Buildings	<ul style="list-style-type: none"> ●Enforcement protocol adopted (s215) ●Use of planning powers to ensure that buildings are suitable repaired and maintained 	Within existing budgets	Planning services	Ongoing
Monitor Condition	<ul style="list-style-type: none"> ●Undertake annual survey of the Conservation Area for the national Heritage at Risk register 	Within existing budgets	Planning services	Annually
			Owners	Ongoing

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Maintenance of Buildings	<ul style="list-style-type: none"> ●Regular repairs and maintenance of buildings. A maintenance guidance for owners has been produced by Sefton Council Conservation Team ●Hedges and boundary treatments should be maintained and repaired regularly 			
Environmental Impact	<ul style="list-style-type: none"> ●If energy efficiency improvements are desired an energy efficiency guidance for historic properties has been produced by Sefton Council Conservation Team 		Owners	Ongoing

8.4 Monitoring and Review

Clear and measurable historic environment objectives and targets are likely to deliver more effective outcomes. Monitoring these outcomes can have the beneficial effects of:

- Improving future plans and strategies.
- Identifying where Article 4 directions may be needed.
- Highlighting where supplementary planning documents may be required.
- Highlighting where development outside of planning control, such as highways, may compromise strategic objectives and solutions are required.

Possible indicators include changes in the appearance and ‘health’ of the historic environment. Heritage at Risk information is an effective means of assessing whether protection policies are achieving success. It allows local planning authorities to use trend data to assess whether their historic environment policies are helping to reduce the number of designated heritage assets under threat.

The Conservation Area will be monitored and reviewed through the following processes:

- Photographic surveys: A detailed photographic survey of all buildings and open spaces within the proposed conservation area has been carried out as part of this review of the Management Plan. This record will form the basis for monitoring further change.
- Observation: Officers from Planning Services will visit the conservation area on a regular basis.
- Street Audit and reporting undertaken by civic society community annually.
- Heritage at Risk surveys: every year.

Monitoring indicators: The implementation and impact of the management strategy will be reviewed against the following indicators:

- Progress in the prevention of inappropriate small-scale change and progression to good maintenance and adoption of traditional repair techniques.
- Progression and implementation of the proposed enhancement opportunities.
- The design quality of new development.

The Management Plan will be reviewed cyclically with appropriate updating and revision as required.

9 Recommended Amendments to Conservation Area Boundary

9.1 Designated Boundaries

The boundaries as drawn for designation have generally been drawn tightly and reflect the extent of the area within which the special character of Hesketh Road predominates. There are, however, a number of amendments that have been identified in the appraisal and included in the Conservation Area boundary. (Plan 17)

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Plan 16- Amendments to Conservation Area boundary.

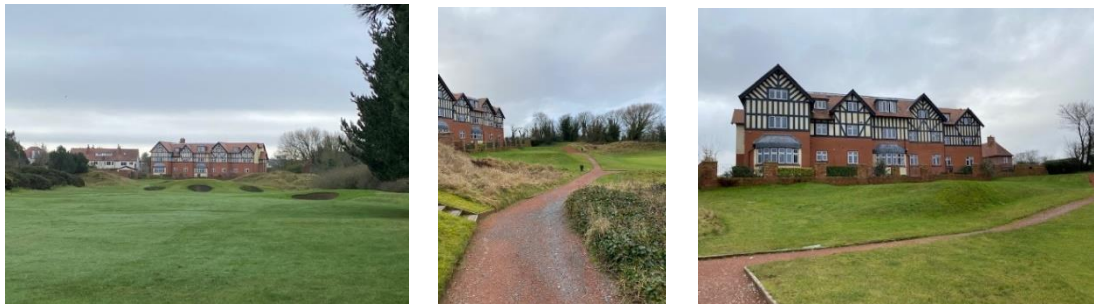
9.2 Amendments

Proposed additional inclusion within the Conservation Area:

It is proposed to include part of the Hesketh Golf Course within the Conservation Area. This is due to the reasons stated below;

-Views from the Golf Course:

The Conservation Area Appraisal identifies the views from the golf course to the villas to the North of Hesketh Road as being imperative to the Conservation Area (4.3 Views and vistas within the Conservation Area). Through the footpath in the golf course the back of the properties of Hesketh Road can be appreciated and its relationship with the green spaces. The site presents a great view of the back of Rosefield Hall, the only Non-designated Heritage Asset inside the Conservation Area. There is a historic correlation between the golf course and the back of the villas which were intended to have open views to the golf course. This is an important view to the Conservation Area and the villas to the North of Hesketh Road and needs to be protected from future development. It is acknowledged that the footpath is only accessible to golfers playing on the course.



Key views from the golf course and the golfer's footpath.

-Hesketh Golf Clubhouse:

Situated on a tall sand dune, the clubhouse stands prominent above the course. This building which dominates the South Bank of the Ribble estuary, was described as being of a manor house proportion. Its black Timbers contrasted sharply with the white plaster of the mock Tudor façade; whilst the bright red tiles of the steeply pitch roof and tall central clock tower capped a truly striking landmark.

This building, with accommodation for 600 members, was opened along with the course on the 1st of October 1902, by William McInroy, Laird of Lude, a Scot who had married into the Hesketh family. It is constructed in the Art & Crafts style as are several other houses in Hesketh Road Conservation Area. It has a historic link with those villas that were constructed after the opening of the Golf Course. Still preserves many of its original architectural features. It corresponds directly with Rosefield Hall.

Hesketh Golf Club is a long-established golf club and benefits from a substantial number of domestic and international visitors each year. The course is a venue for major national events. The golf course is now in the Top 200 England Courses (Today's Golfer, January 2023). It is a distinctive and historic golf links; the oldest in Southport. The course is regarded as one of just 246 true worldwide golf links.

Restoration works had recently taken place on the clubhouse and there are future plans for more restoration works which will increase the value and character of the building. The clubhouse is considered a Non-designated Heritage Asset for its local value. It is proposed

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to include the Clubhouse inside the Conservation Area boundary for its protection, historic link to the houses in the Conservation Area and for presenting the same character as the buildings inside the Conservation Area.



Clubhouse photos and drawing.

-Remains of Little Ireland:

As mentioned over in Conservation Area Appraisal (3.1 'Early History and Origins'), *Little Ireland* was a small community from 1840's that was evicted when Hesketh Golf Club was developed. Two buildings still survive from those days, St. Patrick School and a small cottage, the former which is today the house of the greenskeeper. Although these buildings have been altered several times over the years, they still preserve the original building and they serve as an important link to the past. The historic correlation with *Little Ireland* is still on site through the remaining cottages and the plateau on the golf course where the settlement was located.

These buildings do not possess any source of protections, it is considered appropriate to provide them with the status of Non-designated Heritage Assets and include them into the Conservation Area boundary. Its historic and community value is of great significance as it is its strong historic link to the Hesketh Golf Club.



Remains of St. Patrick's School and a cottage, today the greenskeeper's house. The plateau that can be seen on the course is the former location of the settlement of Little Ireland.

After proper consideration, it was decided to include the proposed extension within the Conservation Area boundary. The current legal and statutory framework under which the golf course is controlled protects the natural heritage and the land for future developments. The Sefton Local Plan identifies the golf course as a Site of Special Scientific Interest (SSSI). It is also identified as an Urban Golf Course by planning policy NH6 and also protected under NH2 'Nature', which designates the land as a Local Wildlife Site. Although the policies protect the natural heritage, they fail to protect the built environment. The policies mentioned above have some control over future developments, so the 'views from the golf course' (which is one of the reasons for the extension) are considered under these policies. However, these policies do not protect the built environment (golf club and Little Ireland remains).

As mentioned above, those buildings are of great importance and value for the Conservation Area. Their designation as Non-designated Heritage Assets gives them some sort of protection from inappropriate alterations. However, it does not protect them from unjustified demolition. Non-Designated Heritage Assets carry no weight in the determination of demolition. To protect the building from demolition through permitted development rights, it would need to be included within the Conservation Area or alternatively be Listed. As the buildings, do not carry enough value to be considered national assets, it was decided to include them inside the Conservation Area boundary.

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9.3 Other Areas Assessed but not Recommended for Inclusion

Cambridge Road:

The street presents a mix of houses of different eras, including some modern developments. There are still some early houses from 1900-1910 and some later houses from 1911-1926 with the same style of houses than Hesketh Road Conservation Area, a mix of Art and Crafts and Art Nouveau styles.

28 Cambridge Road is designated as a grade II Listed Building. Is a detached house constructed in 1907, by John Hughes. Painted roughcast render on brick, red tiled roof with swept oversailing eaves. In the same Art Nouveau style than many houses inside Hesketh Road Conservation Area.

A few houses are late Victorian style, grand manor houses, in close proximity to Hesketh Park. These are found to the southeast side of the street. Most of them had been converted into flats already, losing the front garden to bring space to the parking area. Most boundary walls and piers are still original. The most preserved ones could be considered for inclusion as Non-designated Heritage Assets.

The road has not been included inside the Conservation Area as it presents several modern developments and the majority of historic dwellings are constructed in Victorian style, rather than the Art & Crafts that characterised Hesketh Road Conservation Area.



From left to right; No.28, No.27, No.18 and No. 14 (Holy Bank) Cambridge Road.

Brocklebank Road:

This is the most consistent of the streets surrounding the Conservation Area. Most of the dwellings are later houses from 1911-1926, with the same architectural styles as the ones inside Hesketh Road Conservation Area.

Only two houses are modern dwellings, however they are in-keeping with the character and scale of the rest of the properties of the area.

The road has not been included inside the Conservation Area as it presents modern developments, and the majority of historic dwellings are not part of the first stage of the development. As the Conservation Area only extends through Hesketh Road and is named after it, extending it to other roads may decrease the significance of the origins of the Hesketh Road Conservation Area.



From left to right; No. 1, No. 9 and No.13 Brocklebank Road.

Argyle Road:

The street presents a mix of dwellings of different styles and eras. There are still some houses from the early stage (1900-1910) and the later stage (1911-1926) that keep with the style and character of the Conservation Area.

No. 4 Argyle Road presents a similar design as the property at No. 28 Hesketh Road which is characteristic of the style of architecture of the Conservation Area (Art Nouveau). The strong gable fronted steep pitch roof, which sweeps right down to cover the porch, is repeated several times within the Conservation Area. The dwelling is considered a positive contribution for the character of the Conservation Area, but is located outside, it is suggested to provide it with some sort of protection as Non-designated Heritage Asset. It presents a direct relationship with the houses inside the Hesketh Conservation Area.

There are some modern flats that are not sympathetic with the surrounding area. Additionally, No. 21 Argyle Road is a vacant plot in poor conditions which is causing a negative impact to the area. Although this is the road with more houses constructed in the early stage, they are not as high quality as the ones in Hesketh Road and most of them have been altered. As the Conservation Area only extends through Hesketh Road and is named after it, extending it to other roads may decrease the significance of the origins of the Hesketh Road Conservation Area.



From left to right; No. 20, No. 16, Nos. 6-8 and No.4 Argyle Road.

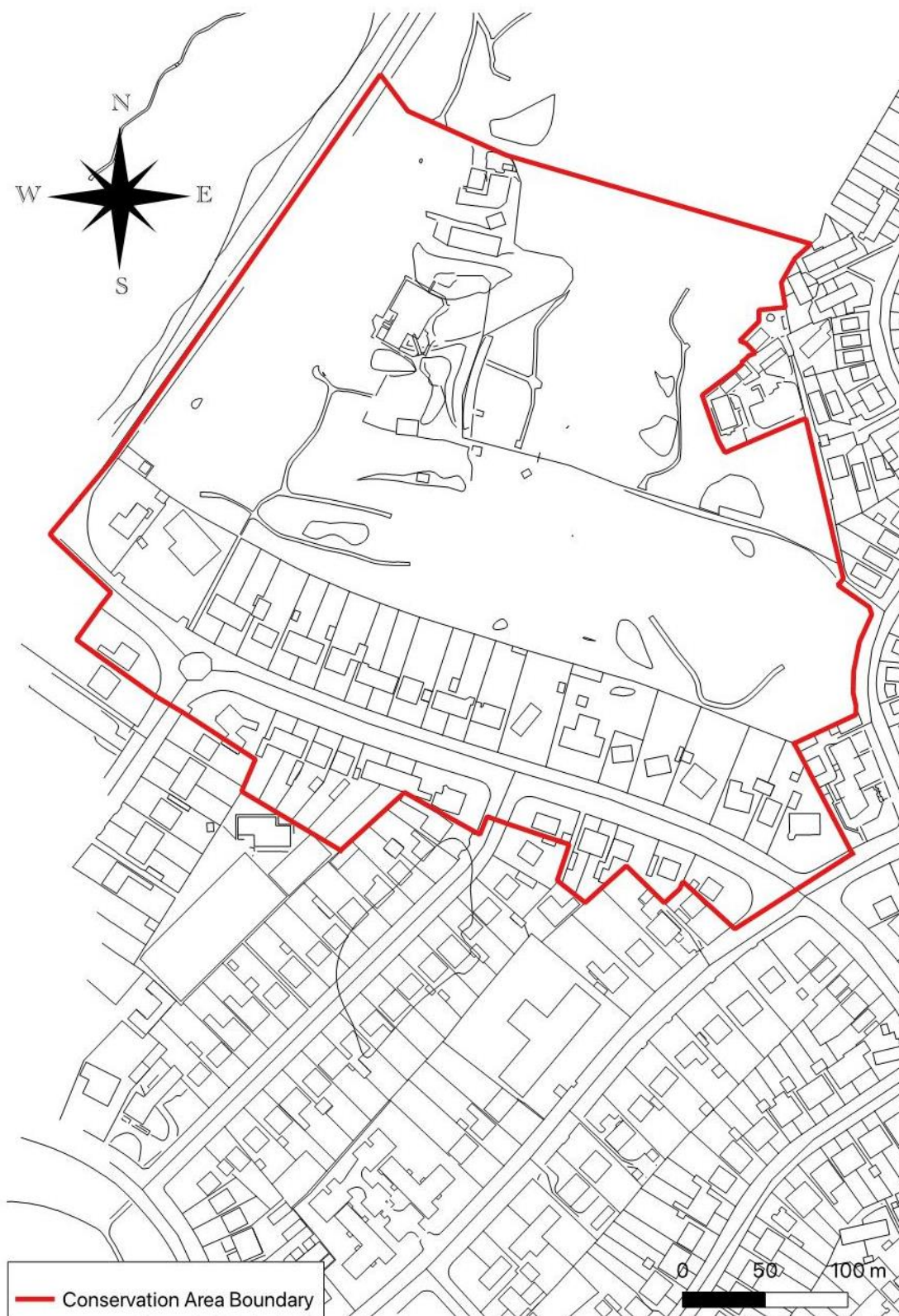
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Plan 17- Other areas assessed but not recommended for inclusion.

9.4 New Conservation Area Boundary

The following map (Plan 18) shows the new Conservation Area boundary adopted.



Plan 18- New Conservation Area Boundary

Appendices

A. Bibliography

Books,

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Others,

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B. Historic Maps

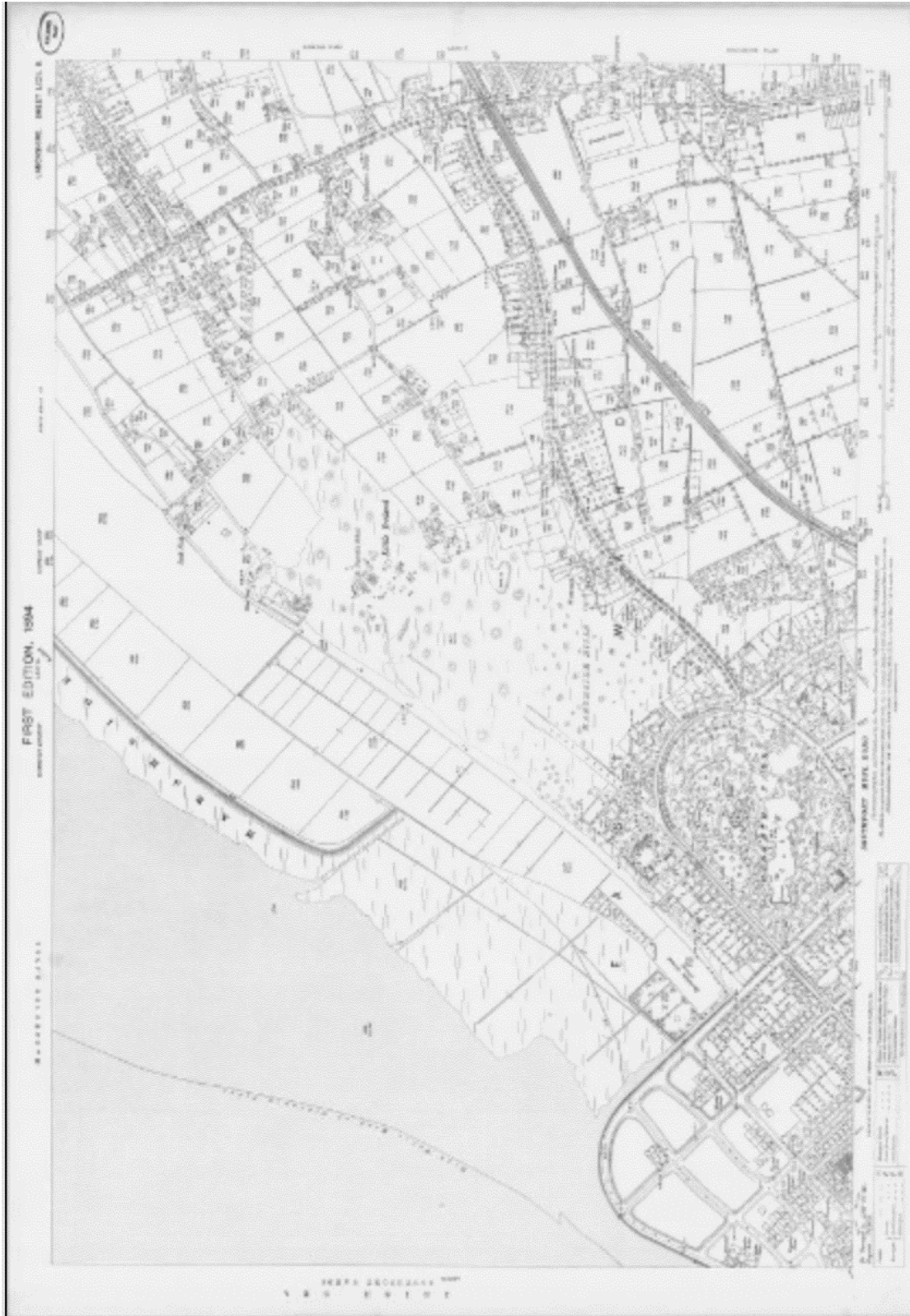
This appendix contains the following maps:

Ordnance Survey Map 1894

Ordnance Survey Map 1911

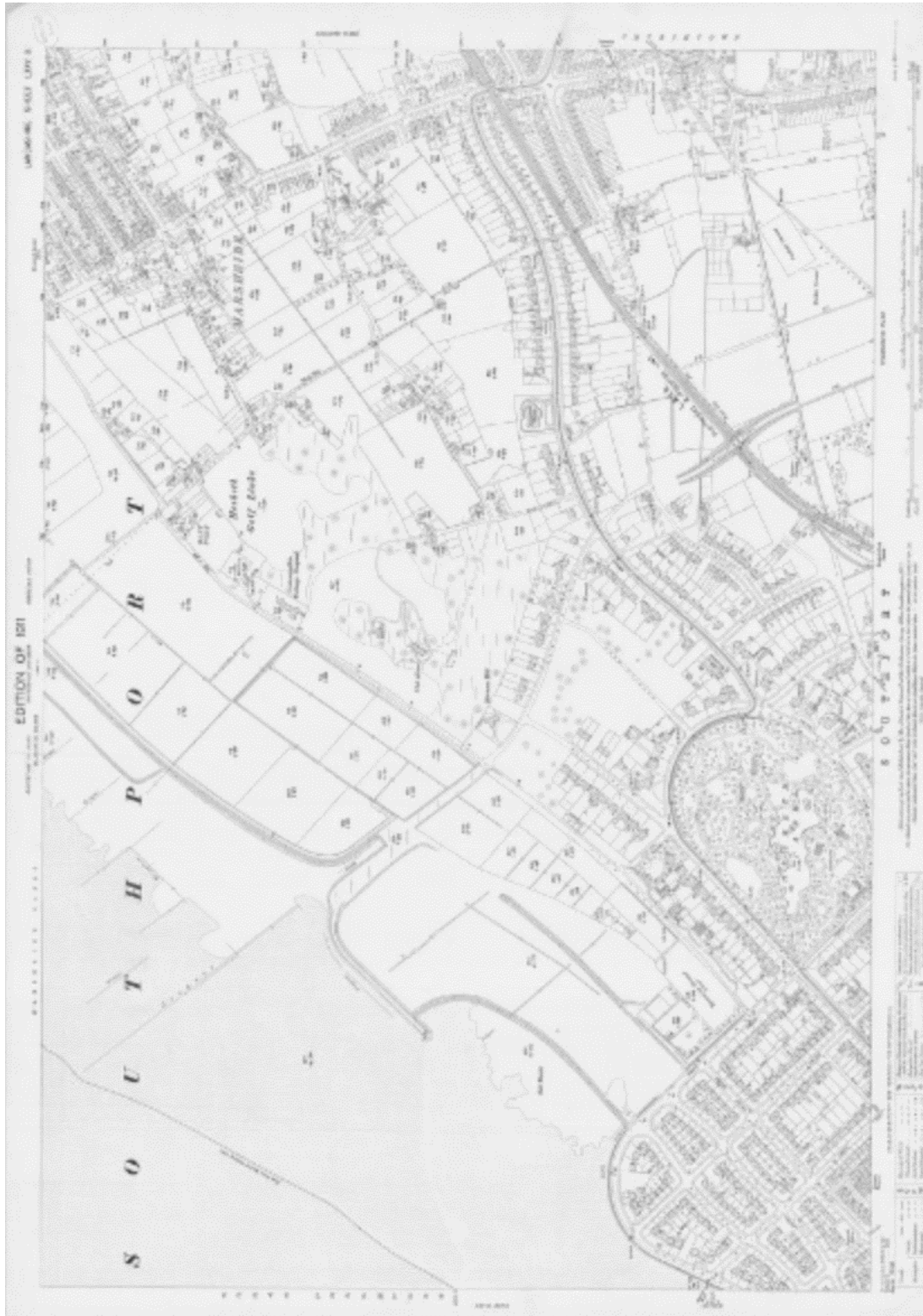
Ordnance Survey Map 1928

Ordnance Survey Map 1947

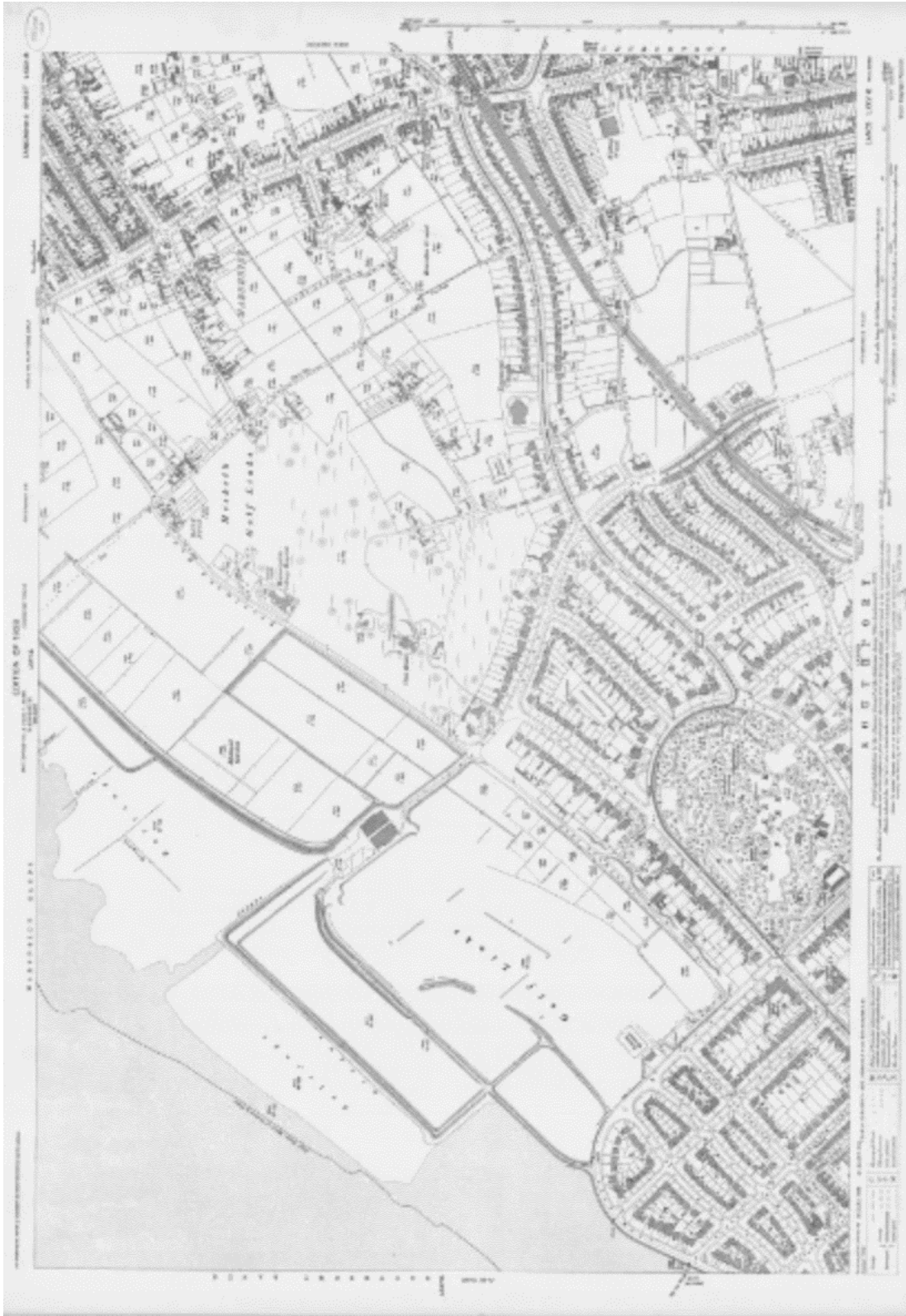


Ordnance Survey Map 1894 (Lancashire LXXV.6) reproduced from National Library of Scotland

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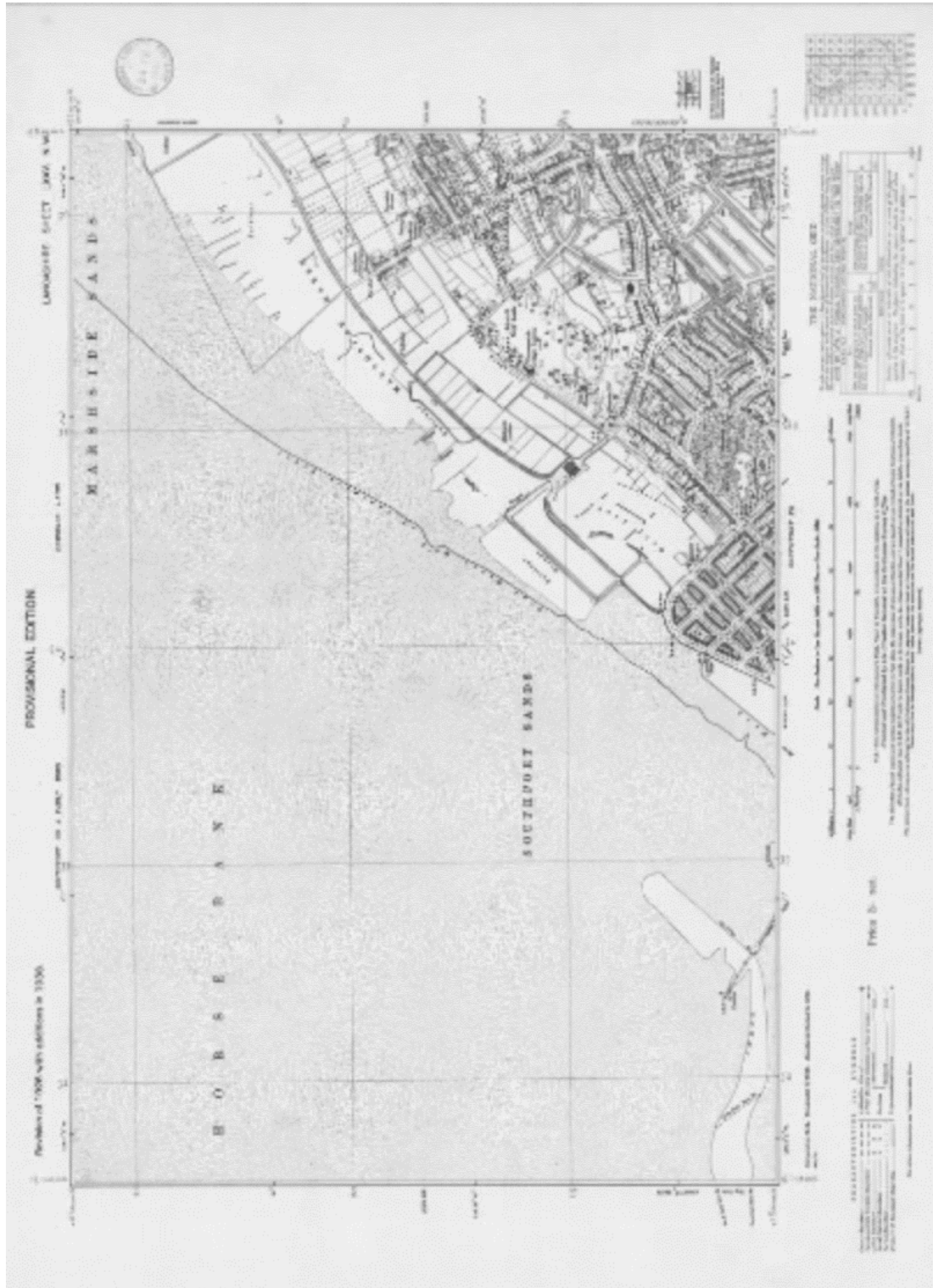


Ordnance Survey Map 1911 (Lancashire LXXV.6) reproduced from National Library of Scotland



Ordnance Survey Map 1928 (Lancashire LXXV.6) reproduced from National Library of Scotland

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Ordnance Survey Map 1947 (Lancashire LXXV.6) reproduced from National Library of Scotland

C. Glossary

Architectural features: A prominent or characteristic part of a building. Examples of architectural features are windows, columns, awnings, marquee and fascia.

Conservation: The process of managing change to a heritage asset in its setting in ways that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations.

Conservation area: An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Cruck frame: A cruck or crook frame is *a curved timber, one of a pair, which support the roof of a building*, historically used in England and Wales.

Detrimental: Tending to cause harm.

Fabric: The material substance of which places are formed, including geology, archaeological deposits, structures and buildings, construction materials, decorative details and finishes and planted or managed flora.

Gable: The triangular upper part of a wall at the end of a ridged roof.

Glazing bars: A bar or rigid supporting strip between adjacent panes of glass.

Harm: Change for the worse, here primarily referring to the effect of inappropriate interventions on the heritage interest of a heritage asset.

Heritage: All inherited resources which people value for reasons beyond mere utility.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and deliberately planted or managed flora.

Impact: May refer to Visual Impact, an impact upon visual aspects of the setting of a heritage asset, or to Physical Impact, a direct impact upon the physical remains of the asset.

Listed Building: A listed ‘building’ can be any man-made three-dimensional structure which is on ‘The national list’ – it might be anything from a pump to a cathedral. A building is listed when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

Listed Building Consent (LBC): Mechanism by which planning authorities ensure that any changes to listed buildings are appropriate and sympathetic to their character. It helps to protect what is a rare and unique resource.

Maintenance: Routine work regularly necessary to keep the fabric of a place, including its setting, in good order.

Moat: a deep, wide ditch surrounding a castle, fort, or town, typically filled with water and intended as a defence against attack.

Non-designated Heritage Asset: buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.

Permitted development: Permitted development rights allow the improvement or extension of homes without the need to apply for planning permission, where that would be out of proportion with the impact of the works carried out. Permitted Development rights do not apply to listed buildings, nor do they apply to development within the curtilage of a listed building.

Planning permission: Formal permission from a local authority for the erection or alteration of buildings or similar development.

Plinth: The lower square slab at the base of a column / the base course of a building,

or projecting base of a wall.

Ploughlands: A measure of land used in the northern and eastern counties of England after the Norman conquest, based on the area able to be ploughed in a year by a team of eight oxen.

Repair: Work beyond the scope of maintenance, to remedy defects caused by decay, damage or use, including minor adaptation to achieve a sustainable outcome, but not involving restoration or alteration.

Restoration: To return a place to a known earlier state, on the basis of compelling evidence, without conjecture or the introduction of new material.

Reversible: Capable of being removed so that the previous state is restored without loss of historic fabric.

Scheduled Monument: An archaeological site which has been scheduled for protection. It is an offence to undertake works within a scheduled area without Scheduled Monument Consent.

Scheduled Monument Consent (SMC): Must be made to the Secretary of State for Culture, Media and Sport before any work can be carried out which might affect a monument either above or below ground level. Some change may also require planning permission, which should be obtained from the Local Planning Authority.

Setting: The immediate and extended environment that is part of – and contributes to – the significance and distinctive character of a heritage assets, and through which a heritage asset is understood, seen, experienced and enjoyed.

Significance: The value of a heritage asset to past, present and future generations because of the sum of its embodied heritage interests. Those interests may be archaeological, architectural, historic or others. Significance also derives from its setting.

Survey: Fieldwork for individual building or archaeological sites which look for physical evidence to support proposals to the heritage asset.

Sustainable: Capable of meeting present needs without compromising ability to meet future needs.

Vernacular: Rural vernacular or traditional architecture is the construction of small plain buildings in the countryside where the dominant influence in siting materials, form and design is the local ‘folk tradition’. Such vernacular buildings will have been typical, i.e., of a common type in any given locality and will lack individualistic and ‘educated’ design features that characterised international fashions in formal architecture during the same period.

D. Schedule of Amendments

<p>Pg. 13 3.1 Para. 1</p> <p>Pg. 25 4.3 Para. 3</p> <p>Note on photos</p> <p>Pg. 61 9.2 Para. 2</p> <p>Note on photos</p>	<p>Clarification was received in several public comments regarding the access to the footpath in the golf course. The footpath is only for golfers.</p> <p><i>'public footpath'</i> was changed by <i>'a footpath through the course for golfers'</i></p> <p><i>'It is acknowledged that the footpath is only accessible to golfers playing on the course.'</i> Was added.</p> <p><i>'footpath'</i> was replaced by <i>'golfer's footpath'</i></p> <p><i>'It is acknowledged that the footpath is only accessible to golfers playing on the course.'</i> Was added.</p> <p><i>'footpath'</i> was replaced by <i>'golfer's footpath'</i></p>
<p>Pg. 61 9.2 Para. 5</p>	<p>Further information of the golf clubhouse was received during the public consultation.</p> <p><i>'Restoration works had recently taken place on the clubhouse and there are future plans for more restoration works which will increase the value and character of the building'</i> Was added.</p>
<p>Pg. 44 6.4 Para. 4</p>	<p>A comment was received regarding the 'conservation style' high quality UPVC.</p> <p><i>'inappropriate'</i> has been changed for <i>'low quality'</i></p> <p><i>'Although the preferred window replacement is by traditional timber windows, the Conservation Style UPVC windows (high grade quality UPVC, slim profile, butt-jointed/mortice and tenon appearance welds and 'timber-effect' foil finish, spacer bar colours should match that of the window colour) are considered an acceptable replacement as they replicate the appearance of traditional timber windows. However, this type of replacement is not acceptable for</i></p>

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	<p><i>protected heritage assets as Listed Buildings’ Was added.</i></p>
<p>Pg. 47 6.4 Para. 1</p>	<p>Further information was received during the public consultation regarding the Southport Paviers.</p> <p><i>‘It is clear that with the construction of the curved driveways of the properties a majority of tiles were lost.’ Was replaced by ‘Most of the paviers were removed by Sefton Council during the 1980’s. A small number of paviers were left around the trees on both sides of Hesketh Road. Since then a number of these have been stolen.’</i></p>
<p>Pg. 61 9.2 Para. 2 Para. 3</p>	<p>Further information of Hesketh Golf Club was provided during the public consultation.</p> <p><i>‘400’ was changed by ‘600’.</i></p> <p><i>‘Hesketh Golf Club is a long-established golf club and benefits from a substantial number of domestic and international visitors each year. The course is a venue for major national events. The golf course is now in the Top 200 England Courses (Today’s Golfer, January 2023). It is a distinctive and historic golf links, the oldest in Southport. The course is regarded as one of just 246 true worldwide golf links.’ Was added.</i></p>
<p>Pg. 63 9.2 Para. 1</p>	<p>Further information of Hesketh Golf Club current legal and statutory framework under which the golf course is controlled was received and added to the appraisal.</p> <p><i>‘The current legal and statutory framework under which the golf course is controlled protects the natural heritage and the land for future developments. The Sefton Local Plan identifies the golf course as a Site of Special Scientific Interest (SSSI). It is also identified as an Urban Golf Course by planning policy NH6 and also protected under NH2 ‘Nature’, which designates the land as a Local Wildlife Site.’ Was added.</i></p>

<p>Pg. 57 8.3 Para. 3</p>	<p>After consultation with Sefton Tree Officer it was advised to include a tree section in the action plan for future works of trees in the golf course.</p> <p><i>'It is advised to do a tree management plan of all the trees which fall under the new Conservation Area boundary' Was added.</i></p>
<p>Pg. 67 9.4 Plan 18</p>	<p>New chapter and map added showing new Conservation Area boundary.</p>

Public Consultation Results

During the six-week consultation period running from Thursday 20th July 2023 to Monday 4th September 2023 regarding the Hesketh Road Conservation Area Appraisal and Management Plan, the Council received a total of 13 responses comprising of 11 online responses ('Your Sefton Your Say') and 2 email responses.

Within this six-week consultation period, a drop-in event session was held on 3rd August 2023 at Argyle Tennis Club, inviting residents, local business and stakeholders to come and have their say on the appraisal. A series of display boards highlighting the essential character and special interest of the Conservation Area provided a summary of the content of the appraisal, including pictorial and historical map information showing how the area had developed and evolved over time.

6 people attended the drop-in session. An additional meeting was held with the board of directors of the Hesketh Golf Club at the clubhouse the 14th of August 2023.

A summary of the main points raised are as follows:

- Most people agreed that the remains of Little Irland should be considered a Non-designated Heritage Asset. This will be taken on board and the proper procedures will be taken for its designation as a Non-designated Heritage Asset.
- A comment mentioning that the report was highly critical on No. 12 and 10a Hesketh Road was received. These are modern developments which are not considered a positive contribution to the character of the conservation area. For the purpose of this report, it was felt that no amendments were necessary regarding this issue.
- Clarification was received in several public comments regarding the access to the footpath in the golf course. The footpath is only for golfers. This was amended in the report.
- Further information of the golf clubhouse was received during the public consultation and was added into the report.
- A comment was received regarding the 'conservation style' high quality UPVC windows. The windows were already mentioned in the report under section 7.4 However it was acknowledged that its inclusion in section 6.4 would be beneficial. The report was amended accordingly.

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- Further information was received during the public consultation regarding the Southport Paviers. This was added into the report.
- Further information of Hesketh Golf Club current legal and statutory framework under which the golf course is controlled was received and added to the appraisal.
- From the 13 comments received, 8 were against the proposed extension to the conservation area boundary, the remaining comments did not provide an opinion regarding this issue. After proper consideration, it was decided to include the proposed extension within the Conservation Area boundary. The current legal and statutory framework under which the golf course is controlled protects the natural heritage and the land for future developments. The Sefton Local Plan identifies the golf course as a Site of Special Scientific Interest (SSSI). It is also identified as an Urban Golf Course by planning policy NH6 and also protected under NH2 'Nature', which designates the land as a Local Wildlife Site. Although the policies protect the natural heritage, they fail to protect the built environment. The policies mentioned above have some control over future developments, so the 'views from the golf course' (which is one of the reasons for the extension) are considered under these policies. However, these policies do not protect the built environment (golf club and Little Ireland remains). As mentioned in the report, those buildings are of great importance and value. Their designation as Non-designated Heritage Assets gives them some sort of protection from inappropriate alterations. However, it does not protect them from unjustified demolition. Non-Designated Heritage Assets carry no weight in the determination of demolition. To protect the building from demolition through permitted development rights, it would need to be included within the Conservation Area or alternatively be listed. As the buildings, do not carry enough value to be considered a national asset, it was decided to include them inside the Conservation Area boundary.
- One respondent objected to the use of an Article 4 direction. An Article 4 direction would not be adopted as part of this plan.
- After consultation with Sefton Tree Officer, it was advised to include a tree section in the action plan for future works of trees in the golf course.

APPENDIX 2

CALL - IN PROCEDURE NOTE

Cabinet Member – Planning and Building Control - Decision 22 December 2023 - Adoption of Hesketh Road Conservation Area Appraisal and Management Plan (with boundary change)

The Chair to explain the call-in process as follows:

A – Is the call-in valid? – Democratic Services Officer to advise

B – To determine whether the Committee is concerned about the decision as follows:

- 1 1 of the 3 Councillors that have called-in the decision to address the Committee explaining the reason for call-in. (No more than 5 minutes)
- 2 Cabinet Member – Planning and Building Control to explain the decision and the reasons why it was taken. (No more than 5 minutes)
- 3 Officer Representative(s) to report on the issues and the reasons for their recommendation and advice to the Cabinet Member – Planning and Building Control. (No more than 5 minutes)
- 4 Committee Members to ask questions of:
 - (a) the lead call-in Member
 - (b) the Cabinet Member – Planning and Building Control
 - (c) officer representative(s)
- 5 Cabinet Member - Planning and Building Control to sum up (No more than 5 minutes)
- 6 Lead call-in Member to sum up (No more than 5 minutes)
- 7 Is the Committee concerned about the decision in the light of what it has heard?
 - (i) No the Committee is not concerned; or
 - (ii) The Committee is concerned and should proceed to option (a) or (b) below

The options are:

- (a) Referral of the matter back to Cabinet Member –Planning and Building Control for consideration setting out the nature of the Committee’s concerns; or
- (b) referral of the matter to Council to decide whether it wishes to object to the decision. (NB. The Secretary of State in his guidance recommends that Overview and Scrutiny Committees should only use the power to refer matters to the full Council if they consider that the decision is contrary to the policy framework or contrary or not wholly in accordance with the budget.)

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Report to:	Special Meeting of Overview and Scrutiny Committee (Regeneration and Skills)	Date of Meeting:	19 February 2024
Subject:	Item Called In - North South Active Travel Route in Southport – Next Steps		
Report of:	Chief Legal and Democratic Officer	Wards Affected:	Dukes and Cambridge
Portfolio:	Cabinet Member – Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

- (1) To advise the Overview and Scrutiny Committee of the relevant aspects of the Constitution and the reasons for the call-in of the decision of the Cabinet Member – Locality Services on the above item, as set out in paragraph 2.3 to this report.
- (2) To seek the views of the Overview and Scrutiny Committee.
- (3) In the event of the Committee being concerned about the decision, the Overview and Scrutiny Committee must decide which of the following courses of action is to be taken in relation to this matter:
 - a) referral of the matter to the Cabinet Member – Locality Services for re-consideration, setting out the nature of the Overview and Scrutiny Committee’s concerns; or
 - b) referral of the matter to Council for the Council to decide whether it wishes to object to the decision (subject to the guidance set out in paragraph 2.5).
- (4) In the event of the Committee being satisfied with the decision, the decision can proceed for implementation immediately following the meeting.

Recommendations:

- (1) That the Committee considers the reasons set out in the extract of the Constitution (see paragraph 2.3) and the requisition for call-in (see paragraph 2.2) and determines its jurisdiction accordingly;
- (2) That the Committee determines whether it is concerned about the decision made by the Cabinet Member – Locality Services; and
- (3) If the Committee is concerned about the decision, that the Committee indicates

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which of the two options set out in paragraph (3) of the summary set out above, it wishes to pursue.

Reasons for the Recommendations:

The decision of the Cabinet Member – Locality Services has been called in. The Overview and Scrutiny Committee is required to consider the concerns raised by Councillors.

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

Not applicable. The Council's Constitution requires the Overview and Scrutiny Committee to consider called in items.

What will it cost and how will it be financed?

(A) Revenue Costs

There are no direct revenue costs associated with this report detailing the call-in of the item. The original report to Cabinet Member – Locality Services indicated that there were no revenue costs.

(B) Capital Costs

There are no direct capital costs associated with this report detailing the call-in of the item. The original report to Cabinet Member – Locality Services indicated that:

“The capital cost associated with making and advertising the Traffic Regulation Order will be met through the allocations within 2023-24 Transport Capital Programme, funded from the Active Travel Fund.

The costs associated with the development of proposals aimed at developing the longer-term improvement project will be funded from the Transport Capital Programme 2023-24 and 2024-25, subject to approval of the programme”.

Implications of the Proposals:

The Implications of the Proposals are set out within the attached Cabinet Member report, as follows:

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

The process of making the TRO permanent will be undertaken by staff in the Highway Safety Team. The development of longer-term plans and the consultation process will be delivered by staff in Transportation Planning and Highway Development team with support from the existing Transport Technical Services Supply Framework. The costs incurred will be funded from the allocation within the Transport Capital Programme for 2023-24.

The Cabinet Member Report from August 2020 which set out the proposals for implementation of the scheme identified the removal of parking bays, the income those bays generated and the possible lost revenue, if people didn't transfer to other Council operated parking facilities.

Legal Implications:	
None	
Equality Implications: The EQIA sets out some of the considerations in relation to this project across protected characteristics.	
Impact on Children and Young People:	
No direct impact, but it is acknowledged that key attractors along the routes include two centres with a youth focus; Parenting 2000 and YMCA Community Sports, along with Hesketh Park. There is also a primary school and two preschool nurseries. Promoting independent access to those centres/spaces for teenagers and offering wider travel options to younger children and their carers ensures that those who are cared for or care experienced are not excluded from accessing essential facilities and services on the basis of travel / transport options and cost.	
Climate Emergency Implications:	
The recommendations within this report will	
Have a positive impact	Yes
Have a neutral impact	No
Have a negative impact	No
The Author has undertaken the Climate Emergency training for report authors	Yes
Retention of the routes should continue to attract users and could result in a smaller number of short car journeys. This would reduce the carbon impact of travel.	

Contribution to the Council's Core Purpose:

The original report to Cabinet Member indicated the following contributions to the Council's core purpose:

Protect the most vulnerable:
The scheme provides local connections to spaces and places.
Facilitate confident and resilient communities:
The scheme in its current form improves walking and cycling facilities in the town centre. The potential short, medium and long-term improvements would provide a further improved provision and public realm for residents, visitors and businesses.
Commission, broker and provide core services:
As the local Highway Authority, it is incumbent upon the Council to seek to improve provision for all highway users, including those walking, cycling, using public transport and driving motor vehicles.
Place – leadership and influencer:
The medium and long-term improvement schemes would improve the quality of the highway and public realm.
Drivers of change and reform:
The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.
Facilitate sustainable economic prosperity:
The medium and long-term improvement schemes would improve the quality of the highway and public realm, and contribute to sustainable economic prosperity.
Greater income for social investment:
Not applicable
Cleaner Greener:

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The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.

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 has no comments on this report. (FD7508/24/24)

The Chief Legal and Democratic Officer is the author of this report. (LD5608/24)

(B) External Consultations

Not applicable

Implementation Date for the Decision

To be determined by the decision of the Overview and Scrutiny Committee.

Contact Officer:	Paul Fraser
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Email Address:	paul.fraser@sefton.gov.uk

Appendices:

The following appendix is attached to this report:

- Report to Cabinet Member – Locality Services 3 January 2024 - Appendix 1
- Call-in procedure to be adopted at the meeting – Appendix 2

Background Papers:

All relevant papers in relation to the Cabinet Member decision are attached to the report.

1. Introduction/Background

1.1 Cabinet Member Decision

1.2 The report attached as Appendix 1 to this report was considered by the Cabinet Member – Locality Services on 3 January 2024.

1.3 The decision of the Cabinet Member – Locality Services, taken on 11 January 2024, is set out below:

Decision Made: That

- (1) the retention of the current Southport route be approved;
- (2) the progression of the further work identified within the report to explore

short, medium, and longer-term improvements to the route, including better incorporating active travel provision within wider public realm improvements within the town centre be supported;

- (3) the commissioning by the Assistant Director of Place (Highways and Public Protection) of a Stage 4 Road Safety Audit for the routes be approved, and implementation of any minor modifications recommended;
- (4) an application to the Secretary of State for an extension of the current Temporary Traffic Regulation Order, to allow the period of consultation and consideration relating to a permanent Traffic Regulation Order to be completed, be supported; and
- (5) the process for advertising Permanent Traffic Regulation Order as set out in the Report be approved.

Reason for Decision:

Cabinet Member had previously approved the scheme noting that they would be delivered using Temporary Traffic Regulation Orders (TTRO) and be subject to monitoring and evaluation prior to any decision over whether they be retained as permanent. The current TTRO expires in early 2024 and therefore it is appropriate to now determine whether the scheme is retained, modified or removed, in order to enable the formal consultation process associated with any permanent TRO to be undertaken.

Should Cabinet Member accept the recommendations identified above, then resources can be allocated to progressing the further actions identified and included within the development of a Pipeline of projects to help inform the City Region Combined Authority in their bid for future funding.

Alternative Options Considered and Rejected:

The option of removing the scheme in its entirety has been considered. This option has not been recommended as the data captured shows substantial use of the facility by cyclists since implementation, and very substantial numbers of pedestrians and motor vehicles, supporting the need for safe, and attractive provision for people walking, cycling and wheeling, as well as those driving motor vehicles within our town centres. The report also demonstrates a strong link to national, regional and local strategy objectives.

It is acknowledged that some improvements could be made, further improving safety, attractiveness and addressing some of the issues raised. Proposed actions are set out in the report, but these will take time and funding to develop and deliver. As such it is considered sensible to retain the scheme in its current form whilst these improvements are developed.

2. Details of the Call-In of the Cabinet Member Decision

- 2.1 The following Members of the Council (who are not Members of the Cabinet)

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signed the requisition for the call-in, in relation to, North South Active Travel Route in Southport – Next Steps, in accordance with the provisions of the Overview and Scrutiny Committee Procedure Rules in Chapter 6 of the Council's Constitution:

- Councillor Pugh
- Councillor Shaw
- Councillor Brodie-Browne

2.2 In the requisition for the call-in, the following reasons were given by all the above Members:

- “(1) Bearing in mind the significant complications and consequences of this decision we seek to gain a better understanding of the decision and its implications.
- (2) We wish to question the manifestly weak reasoning behind the decision given the report does not adequately address the crucial issues of modal shift, traffic diversion and business impact.
- (3) We believe the decision has been made on the basis of a consultation process that provides only limited support for retaining the status quo and is itself flawed”.

2.3 The Constitution sets out the following requirements with respect to call-in:

“All requisitions for call-in shall refer to a specific decision and provide a reason. A decision may only be the subject of one call-in. A decision may only be called-in for the following purposes:

- (a) to seek more understanding of the decision and its implications;
- (b) to question the soundness of the decision based on facts taken or not taken into account;
- (c) to identify the need for Council policies to guide decisions;
- (d) to make recommendations to the Cabinet and/or Council;
- (e) to question whether the decision conforms with agreed policies”.

2.4 Members are asked to consider the requisition cited above (in paragraph 2.2) and determine which ground or grounds apply to the requisitions, if any. If the Committee determines that the requisitions fall within one of the grounds, then it can proceed to consider whether it is concerned with the decision.

2.5 The Secretary of State in his guidance recommends that the Overview and Scrutiny Committees should only use the power to refer matters to the full Council if they consider that the decision is contrary to the policy framework or contrary or not wholly in accordance with the budget.

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Report to:	Cabinet Member - Locality Services	Date of Issue:	03 January 2024
		Date of Decision:	11 January 2024
Subject:	North South Active Travel Route in Southport – Next Steps		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Dukes. Cambridge
Cabinet Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: This report sets out the outcome of the Monitoring and Evaluation of the temporary north-south cycle route in the centre of Southport introduced through the Emergency Active Travel Fund in 2020, to enable a decision whether to retain, modify or remove the route. The report also seeks approval to advertise necessary Traffic Regulation Orders if the Cabinet Member decides to retain or modify the route.

Recommendation(s): That Cabinet Member:

- (1) Considers the monitoring and evaluation data for the temporary cycle route set out in the report.
- (2) Approves the retention of the current Southport route.
- (3) Supports the progression of the further work identified within the report to explore short, medium, and longer-term improvements to the route, including better incorporating active travel provision within wider public realm improvements within the town centre.
- (4) Approves the commissioning by the Assistant Director of Place (Highways and Public Protection) of a Stage 4 Road Safety Audit for the routes, and implementation of any minor modifications recommended.
- (5) Supports an application to the Secretary of State for an extension of the current Temporary Traffic Regulation Order, to allow the period of consultation and consideration relating to a permanent Traffic Regulation Order to be completed.
- (6) Approves the process for advertising Permanent Traffic Regulation Order as set out in the Report.

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Reasons for the Recommendation(s):

Cabinet Member had previously approved the scheme noting that they would be delivered using a Temporary Traffic Regulation Orders (TTRO) and be subject to monitoring and evaluation prior to any decision over whether they be retained as permanent. The current TTRO expires in early 2024 and therefore it is appropriate to now determine whether the scheme is retained, modified or removed, in order to enable the formal consultation process associated with any permanent TRO to be undertaken.

Should Cabinet Member accept the recommendations identified above, then resources can be allocated to progressing the further actions identified, and included within the development of a Pipeline of projects to help inform the City Region Combined Authority in their bid for future funding.

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

The option of removing the scheme in its entirety has been considered. This option has not been recommended as the data captured shows substantial use of the facility by cyclists since implementation, and very substantial numbers of pedestrians and motor vehicles, supporting the need for safe, and attractive provision for people walking, cycling and wheeling, as well as those driving motor vehicles within our town centres. The report also demonstrates a strong link to national, regional and local strategy objectives.

It is acknowledged that some improvements could be made, further improving safety, attractiveness and addressing some of the issues raised. Proposed actions are set out in the report, but these will take time and funding to develop and deliver. As such it is considered sensible to retain the scheme in its current form whilst these improvements are developed.

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The capital cost associated with making and advertising the Traffic Regulation Order will be met through the allocations within 2023-24 Transport Capital Programme, funded from the Active Travel Fund.

The costs associated with the development of proposals aimed at developing the longer-term improvement project will be funded from the Transport Capital Programme 2023-24 and 2024-25, subject to approval of the programme.

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Implications of the Proposals:

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

The process of making the TRO permanent will be undertaken by staff in the Highway Safety Team. The development of longer-term plans and the consultation process will be delivered by staff in Transportation Planning and Highway Development team with support from the existing Transport Technical Services Supply Framework. The costs incurred will be funded from the allocation within the Transport Capital Programme for 2023-24.

The Cabinet Member Report from August 2020 which set out the proposals for implementation of the scheme identified the removal of parking bays, the income those bays generated and the possible lost revenue, if people didn't transfer to other Council operated parking facilities.

Legal Implications:

None

Equality Implications:

The EQIA sets out some of the considerations in relation to this project across protected characteristics.

Impact on Cared for Children and Care Experienced Young People:

No direct impact, but it is acknowledged that key attractors along the routes include two centres with a youth focus; Parenting 2000 and YMCA Community Sports, along with Hesketh Park. There is also a primary school and two preschool nurseries. Promoting independent access to those centres/spaces for teenagers and offering wider travel options to younger children and their carers ensures that those who are cared for or care experienced are not excluded from accessing essential facilities and services on the basis of travel / transport options and cost.

Climate Emergency Implications:

The recommendations within this report will

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

Retention of the routes should continue to attract users and could result in a smaller number of short car journeys. This would reduce the carbon impact of travel.

Contribution to the Council's Core Purpose:

Protect the most vulnerable:

The scheme provides local connections to spaces and places.

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<p><i>Facilitate confident and resilient communities:</i> The scheme in its current form improves walking and cycling facilities in the town centre. The potential short, medium and long-term improvements would provide a further improved provision and public realm for residents, visitors and businesses.</p>
<p><i>Commission, broker and provide core services:</i> As the local Highway Authority, it is incumbent upon the Council to seek to improve provision for all highway users, including those walking, cycling, using public transport and driving motor vehicles.</p>
<p><i>Place – leadership and influencer:</i> The medium and long-term improvement schemes would improve the quality of the highway and public realm.</p>
<p><i>Drivers of change and reform:</i> The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.</p>
<p><i>Facilitate sustainable economic prosperity:</i> The medium and long-term improvement schemes would improve the quality of the highway and public realm, and contribute to sustainable economic prosperity.</p>
<p><i>Greater income for social investment:</i> Not applicable.</p>
<p><i>Cleaner Greener</i> The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD 7478) and the Chief Legal and Democratic Officer (LD 5578) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on the existing scheme have been undertaken in accordance with the proposals approved by the Public Consultation and Engagement Panel and the outcome is set out in the report.

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The development of wider proposals for a long term scheme will be subject to a consultation process the details of which will be presented to the Panel and modified accordingly.

Implementation Date for the Decision

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

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Appendices:

Appendix 1 – Monitoring and Evaluation Report
Appendix 2 – Equality Impact Assessment
Appendix 3 – Proposed Traffic Regulation Order

Background Papers:

Liverpool City Region – Tranche 1 Emergency Active Travel Fund – August 2020

Paper to the Public Engagement and Consultation Panel - July 2022

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Introduction/ Background

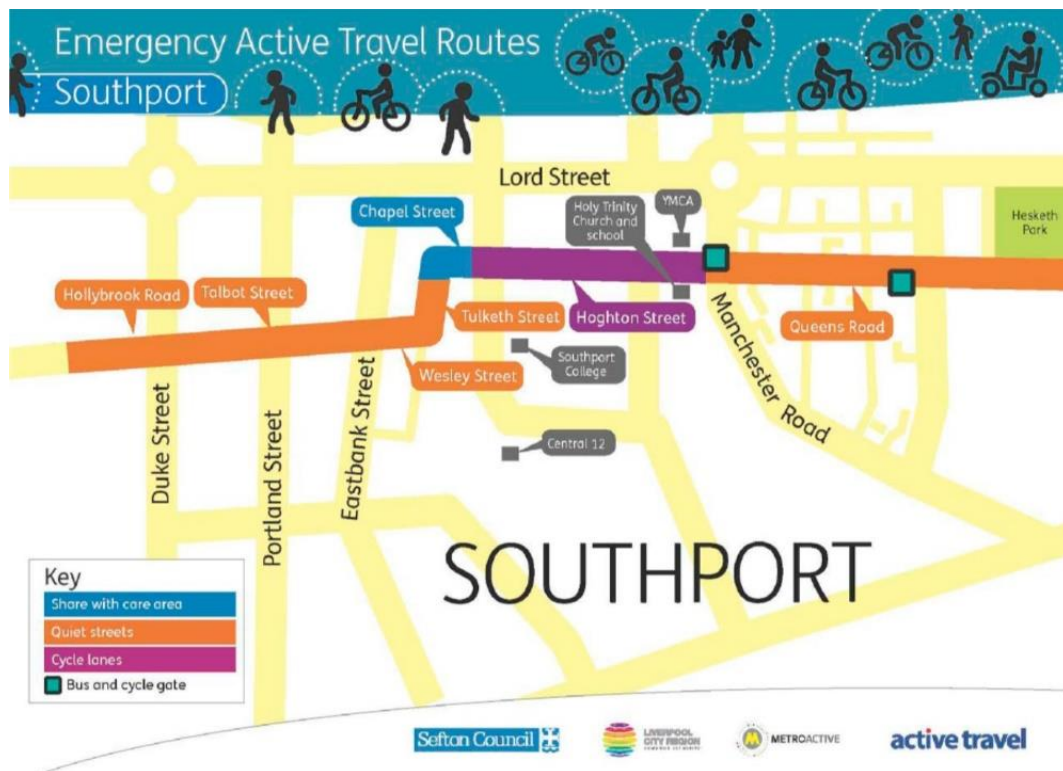
1. In May 2020, the Department for Transport (DfT) announced the Emergency Active Travel Fund to encourage walking, cycling and the repurposing of places, and was to be allocated in three tranches. Tranche 1 supported the immediate installation of “pop-up” active travel schemes to support people and businesses during the Covid-19 pandemic, by enabling people to get around whilst maintaining social distancing and helping to reduce overcrowding on public transport systems. The scheme was designed to be implemented on a temporary basis with the potential to then be developed and further tailored into permanent longer-term schemes.
2. The Liverpool City Region Combined Authority (LCRCA) developed framework guidance for individual authorities to accelerate walking and cycling measures and to repurpose streets to support the sustainable recovery from COVID-19 restrictions. This guidance drew on the DfT information, recommendations of the LCR Walking and Cycling Commissioner and associated good practice; as well as inputs from the Transport Advisory Group (TAG).
3. In anticipation of the potential offer of funding Sefton Council Officers identified some principles and criteria for the assessment of potential interventions. This determined the process of identifying locations and outlined how they would be prioritised via a scoring system. The scoring system included anticipated demand, need, safety and visibility. Two schemes emerged at the top of the scoring system, one in Bootle which concentrated on the Merton Road/Stanley Road area and another scheme in Southport focused on creating a north–south link through the town centre.
4. LCRCA invited Local Authorities to apply for funding based on the potential schemes developed in accordance with the framework guidance. These were assessed and prioritised across the City Region by LCRCA. Following this appraisal process the LCRCA confirmed that the two Sefton priority schemes in Bootle and Southport town centre would be included in the list of schemes presented to DfT.
5. On 27th May 2020, the LCRCA received confirmation from the DfT of the indicative allocation of £1.974m. A proportion of which was given to Sefton Council to develop the two schemes in Bootle (£322,892) and Southport (£267,565).

Southport Active Travel Tranche 1

6. This scheme ran north-south from the junction of Park Road and Queen’s Road (B5280) to the junction of Talbot Street and Aughton Road (as shown in the map below). Different approaches were used along the route, including share with care areas, quiet streets and segregated cycle lanes, reflecting the nature of the different roads and the highway space available as shown in the map below and included:

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- One-way modal filters on Queens Road/Park Road and Queens Road/Manchester Road junctions, only permitting access by certain vehicles, (i.e. buses emergency services and cycles) and increasing safety for cyclists by reducing traffic volumes.
- Hoghton Street was considered wide enough for segregated cycle lanes, and these were created using cycle wands. This necessitated the suspension of the Pay and Display bays along Hoghton Street (whilst retaining disabled parking bays).
- Chapel Street and part of Tulketh Street were already pedestrianised so a Temporary Traffic Regulation Order (TTRO) was used to create a shared space allowing pedestrians and cycling in this area.
- Cycling along Wesley Street and Talbot Street was facilitated by reducing through traffic along these predominantly residential roads, via the introduction of modal filters, which allow for walking and cycling, or opposing one-way sections of road.



7. The funding offer letters confirmed the following:

- The Council had 4 weeks to demonstrate that works have started and 8 weeks to fully implement the proposed measures.
- The DfT expectation was that the measures are then made permanent with any necessary adjustments being undertaken.
- The schemes should be monitored and evaluated, and measures undertaken to improve them.

8. The DfT letter also stated that if work was not started within four weeks of receiving the allocation under this tranche of funding or had not been completed

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within eight weeks of starting, they reserved the right to claw the funding back by adjusting downwards a future grant payment to the authority, and that this would have a material impact on the ability to secure any funding in Tranche 2.

9. Whilst it is important to remember the extraordinary circumstances that existed at the time, and the real need for urgent action to protect people and to support community resilience/recovery during the pandemic, the exceptionally tight timescales involved meant that the Council was unable to undertake the normal level of consultation it would before implementing such schemes, and undoubtedly contributed to some early opposition to this scheme.
10. The tight timescales, circumstances at the time, and amount of funding available, also meant that it was not possible to implement the scheme as part of a broader and more integrated public realm improvement scheme, or to install monitoring equipment and undertake monitoring surveys prior to implementation (to provide before and after comparisons), albeit as the patterns of travel were untypical at the time, the data may not have provided accurate comparators in any case.
11. The implementation of the scheme was agreed by Cabinet Member in August 2020 and the scheme was implemented in September 2020. Some adjustments proved necessary at the point of installation and in keeping with the DfT's expectations, some further minor adjustments were made over time, to improve the schemes (e.g. installation of more robust "Cycle Defenders" in place of the original "wands" that had been subject to damage/vandalism; and modification of carriageway markings on certain stretches).
12. The schemes were implemented via Temporary Traffic Regulation Orders (TTRO), originally implemented for 18 months under the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020, which allowed Local Authorities to implement measures within the timeframe without recourse to the usual approval procedures. A subsequent TTRO was then introduced to extend the powers for a further 18 months.
13. We initially anticipated evaluating the schemes 6 months after implementation, and some monitoring equipment was installed on Talbot Street and Chapel Street in Southport, to inform this. Subsequently a decision was made to install further cameras/automatic trip counters which use artificial intelligence to provide real time count data that is differentiated between cyclists, pedestrian and motorised vehicles, to provide more useful data. As indicated above, some amendments were also made to the scheme after approximately 12 months, based on learning and feedback to that point.
14. In July 2021, a letter was sent by the Minister for Transport to all Council Leaders. The letter highlighted that in the last year cycling had risen by 46%, representing the highest level of cycling on the public highway since the 1960s, and the greatest year-on-year increase in post-war history. The letter went on to say that *"schemes need time to be allowed to bed in; must be tested against more normal traffic conditions; and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood"*. The letter also

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advised that *“The Department will continue to assess authorities’ performance in delivering schemes and, following the precedent we have already set, those which have prematurely removed or weakened such schemes should expect to receive a reduced level of funding”*. On the strength of this advice it was agreed to retain the scheme for a longer period before completing the evaluation.

15. The Scheme has now been in place since 2020, and it is felt necessary to determine whether the scheme should be retained, modified or removed. To inform this decision, a detailed monitoring and evaluation exercise has been undertaken in-line with DfT guidance. The rest of this report explains and discusses the findings of the monitoring and evaluation.
16. There are several strategic objectives that are relevant to the decision whether to retain, modify or remove the arrangements put in place as part of this temporary scheme:
 - Government Policy - In July 2020, the UK Government published *Gear Change*, its vision and strategy for cycling and walking. This document called for *“a step-change in cycling and walking in the coming years”*, referenced the *“unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently”* and highlighted that increasing cycling and walking *“can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads”*. The review document, *Gear Change One Year On*, published in 2021, reinforced this vision and government commitment, and restated the government’s intention that *“We will reduce funding to councils which do not take active travel seriously, particularly in urban areas”*, and that *“an authority’s performance on active travel will help determine the wider funding allocations it receives, not just on active travel”*.
 - Statutory Design Guidance – in July 2020, the UK Government also published LTN 1/20 providing guidance for local authorities on designing high-quality, safe cycle infrastructure. This guidance sets out five overarching design principles and 22 summary principles, and clearly states the expectation that *“local authorities will demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure”*.
 - Active Travel England – in August 2022, the government established Active Travel England as an executive agency, sponsored by the DfT. This followed the commitment in *Gear Change One Year On* to create a commissioning body and inspectorate which would hold the cycling and walking budget and *“examine all applications for funding and refuse any that are not compliant with the new national LTN 1/20 standards”* and *“inspect finished schemes and ensure that local authorities have funding allocations reduced where schemes have not been completed as promised”*. The Active Travel England Corporate Plan 2023-25 states its vision *“for everyone in the country to have*

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an attractive and safe choice to walk, wheel or ride” and restates its purpose to deliver the vision set out in Gear Change “for half of short journeys in towns and cities to be walked, wheeled or cycled by 2030”.

- Climate Change Commitment – in 2019 the Council Declared a Climate Emergency and has since developed an action plan to achieve net zero Carbon emissions by 2020, for its own emissions. The Council also has a key role in enabling and facilitating the community to reduce their Carbon emissions. Transport is responsible for approximately 30% of Carbon emissions in the Liverpool City Region, and so the development of attractive and safe walking, wheeling and cycling routes, particularly for short journeys in our towns, that can be readily walked, wheeled or cycled, is a fundamental part of this.
- Urban Redesign / Regeneration – The Council is committed to the redesign and regeneration of our town centres, and the vision for Southport Town Centre include the creation of new, accessible, well-connected high-quality public spaces, providing priority for walking and cycling in support of clean growth.
- Socioeconomic Duty - In September 2023, Sefton Council Cabinet adopted the Socioeconomic Duty, and agreed to incorporate it into the Council’s ongoing work and processes relating to Equalities, Diversity and Inclusion. Amongst other things this requires that the priority to tackle socioeconomic disadvantage is embedded at all levels of decision-making within the organisation. Walking and cycling provide low-cost means of transport, connecting people to services, school, employment and recreational opportunities. The provision of attractive and safe walking, wheeling and cycling routes is therefore relevant to the application of this duty.

Monitoring and Evaluation

17. The overall aim of the ATF Tranche 1 schemes was to increase cycling numbers and provide safer roads for all users. Subsequently, connectivity and accessibility to key places such as employment, education and retail facilities would be improved. Air quality would be impacted with this uptake in cycling and it would contribute to achieving net zero status, reducing congestion, improving health, and improving social cohesion and inclusivity.
18. As required by the Grant funding conditions, the monitoring and evaluation plan for these schemes was developed in accordance DfT Guidance for assessing active travel schemes. This includes the latest guidance on surveying and polling in relation to active travel schemes, the Active Travel Fund Monitoring Guidance 2020 and the Active Travel Fund Public Opinion Surveys Good Practice Guide.
19. The public consultation and engagement undertaken as part of the Monitoring and Evaluation Plan were reported to and appraised by the Public Engagement and Consultation Panel on 15th July 2022. The report and the Monitoring and

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Evaluation Plan can be found at: [Agenda for Public Engagement and Consultation Panel on Friday 15th July, 2022, 10.00 am.](#)

20. This section of the report provides a description and analysis of key data relevant to the decision whether to retain, modify or remove the scheme, including data on usage, safety, user feedback, and local business and resident feedback. More detail is available in Appendix 1 to this report.

Southport Scheme

Usage Data

21. Pedestrian, cyclist and vehicle numbers using the routes have been captured using cameras / automatic trip counters which use artificial intelligence to provide real time count data that is differentiated between cyclists, pedestrian and motorised vehicles. Before considering the data, it should be recognised that:

- Different parts of the routes are quite different in nature, involving quiet streets, busy town centre roads, and one area (Chapel Street) where vehicles are largely excluded. So relative numbers of pedestrians, cyclists and vehicles will naturally vary along the route.
- The numbers quoted for each section and for the routes as a whole are not necessarily unique individuals, they will include pedestrians, cycles and vehicles making repeated journeys, i.e. a pedestrian, cycle or vehicle passing a sensor twice will be counted twice; a pedestrian, cycle or vehicle passing several sensors will be counted by each sensor. The data is therefore a record of journeys made. There is no reason to suspect that multiple counting will be vastly different for each mode of travel.
- A technical issue with the sensor in Queens Road, Southport, unfortunately meant that it was not recording pedestrians on that stretch of the route. It did capture cycles and vehicles, but as a consequence, pedestrian movements are under-represented in the numbers for this stretch and for the whole Southport route, and the percentages of cycles and vehicles on the Queen's Road stretch are not completely accurate as proportions of all journeys made, albeit they are still comparable with each other, as the inclusion of pedestrian numbers/percentages would impact both equally.

22. The overall data for the whole period that the Sensors have been in position is as follows:

Southport Scheme							
Sensor	Total No.	Cyclists		Pedestrians		Vehicles	
		Number	% of Total	Number	% of Total	Number	% of Total

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Queens Road*	251,407	23,739	9.44%	n/a	n/a	227,668	90.56%
Hoghton Street	705,055	27,449	3.89%	174,625	24.77%	502,981	71.34%
Chapel Street	2,112,445	77,459	3.67%	2,029,579	96.08%	5,407	0.25%
Talbot Street	447,993	29,103	6.5%	170,425	38.04%	248,465	55.46%
Total (all roads)	3,516,900	157,750	4.49%	2,374,629	67.52%	984,521	27.99%

23. The above figures demonstrate that there are substantial numbers walking, wheeling and cycling along the route, accounting for 72% across the whole route. This demonstrates the need to achieve the right balance when designing our public spaces, to reduce the dominance of provision for motor vehicles and creating the conditions across the town centre where walking and cycling is safe, simple and attractive, whilst still enabling the efficient movement of motor vehicles.

24. In addition to the overall figures above, active travel journey (i.e. cycling, walking and wheeling) data has been compared for two specific periods, January 2023 and July 2023, to understand any variation between winter and summer. The data for total journeys over all parts of the routes is shown below. The same caveats listed in paragraph 44 above also apply to this data.

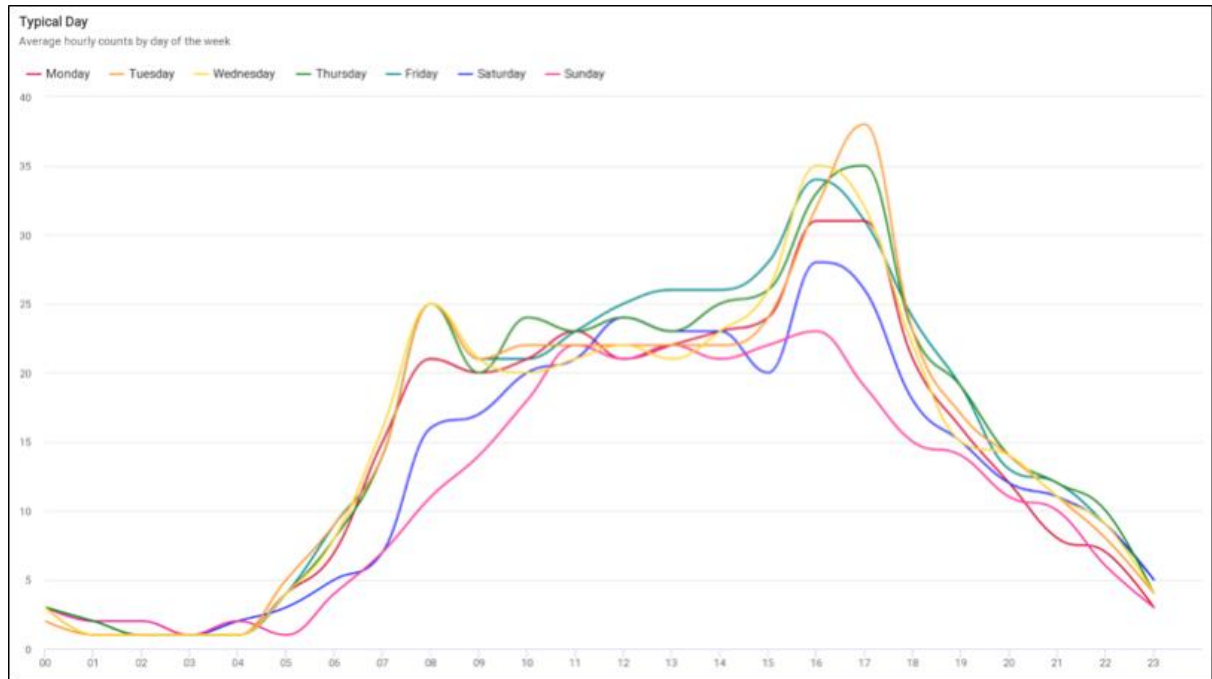
Southport Scheme				
Mode	Winter January 2023		Summer July 2023	
	Number	%	Number	%
Cyclists	17,928	6.23%	28,970	7.89%
Pedestrians	269,932	93.77%	338,333	92.11%
Total	287,860	100%	367,303	100%

As might be expected, the overall number of active travel journeys is higher in the Summer sample than it is in the Winter sample, but the relative proportions remain quite similar, indicating that people are no more or less deterred from journeys via either active travel mode in the two seasons.

25. The chart below shows the time of day for cycle journeys on Chapel Street (the part of the route with the highest number of walking and cycling journeys) for each day of the week. This shows that whilst there were marginally fewer cycling journeys on Saturday and Sunday, and marginally more on Thursday and Friday, the pattern across each day is quite consistent. The chart also shows that the number of cycle journeys rises sharply at around 7am in the morning, then

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remains fairly consistent until 3pm in the afternoon, before peaking between 3pm and 6pm in the evening. This suggests a mixture of commuting journeys, journeys to the shops and general travel through the town centre. This is supported by the User Intercept Survey data discussed below.



Accident Data

26. The Accident data for the 3 years prior to and since the schemes were implemented is presented below:

Incident Outcome	Southport	
	01/09/17 to 30/09/20	30/09/20 to 30/09/23
Fatality	0	0
Serious Injury	0	0
Slight Injury	11	4
Damage Only	0	0
Total	11	4

27. The data shows that there has been a substantial reduction in incidents and casualties since implementation of the scheme.

- In the period prior to the scheme implementation:
 - 10 of the 11 casualties were cyclists and 1 was a passenger in a car.
 - 9 of the 11 injuries occurred at junctions, 5 on Hoghton Street, and 4 on Queens Road

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- In the period since scheme implementation:
 - 3 of the 4 casualties were cyclists and 1 was a passenger in a car.
 - All 4 injuries were at junctions, 3 on Hoghton Street and 1 on Queens Road. This represents a 40% and a 75% reduction in injuries on these stretches of the route. Improvements at junctions could reduce this further.
28. It should also be noted, for comparison, that for the whole of the Southport area cycle collisions have increased over this period, with 85 between 2017-2020 (68 slight injury, 16 serious injury, 1 fatal) and 91 between 2020-2023 (73 slight injury, 18 serious injury, 0 fatal), so the reduction seen in the area covered by the scheme is notable.
29. The DfT Road Safety Data (RAS40) indicates an average cost per slight casualty as £19,499 in 2022. The value of the accident savings could, therefore, be determined as £136,493 over a three year period. This equates to £45,498 per year.

User Feedback

30. Intercept surveys were completed in October 2022 and were undertaken by the Council's Framework provider for Traffic data collection. Users were asked to provide responses to a standardised questionnaire, based on latest DfT guidance, and asking questions about journey purpose; origin and destination; factors influencing decision to use route; mode shift / how they would make the journey in the absence of the scheme; perceptions of safety; and demographics.
31. The timing of the Intercept Survey was informed by peak walking and cycling flows recorded by the real-time usage sensors referred to above. Users were able to answer directly with the operative from the data collection company or later through a website link. All users were given a unique number to enable all responses to be identified separately.
32. The following section outlines the main findings from the intercept survey and draws out key themes relating to the scheme. More detail is provided in Appendix 1 to this report. These responses will help to understand current travel patterns within the area and provide a further understanding about cycling and walking in Southport.
33. A total of 36 surveys were completed, of which 27 (75%) were from people cycling, 7 (19%) from people walking, whilst 1 (3%) person was wheeling and 1 is unknown. Not all respondents answered all questions, so the number of responses to each question differs. Percentages quoted are the percentage of respondents to each question, unless otherwise stated.
34. *Purpose* - the highest proportion of respondents (33%) were travelling to and from the shops when surveyed, with the second largest proportion (25%)

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travelling to or from work. Three respondents (8%) were travelling to or from school, college or adult education, and a further 3 (8%) were cycling for pleasure/leisure. Six respondents (17%) indicated they were travelling for more than one purpose, also known as a linked trip.

35. *Satisfaction* - the vast majority of respondents (83%) said they were either “very happy” or “fairly happy” about their journey/trip along the route. Six percent (6%) of respondents, all of whom were cycling, said they were “not very happy”.
36. *Feeling safer* – roughly one third of respondents (31%) said the route they were using made them feel safer on their journey than before, but roughly two thirds of responders (67%), including 18 people cycling, said they did not feel safer. The single wheeling respondent did however feel safer. 17 respondents also provided comments relating to this question, with the main ones shown below:

Respondents who felt safer walking said	Respondents who didn't feel safer walking said
'Not when raining or windy'.	'Do the same route everyday'.
	'Not aware of cycle lanes as not marked very well'.
Respondents who felt safer cycling said	Respondents who didn't feel safer cycling said
'Cars are considerate'.	'New bike, new cyclist'.
'Away from traffic'.	'First time'.
'Like the cycle path (Talbot St and York St)'.	'The cycle barriers are an accident waiting to happen. They aren't necessary'.
	'Not particularly but is safer'.
	'Very bad roads'.
	'No markings and aggressive drivers'.
	'Paths need to be clearly marked. Floor markings become worn'.
	'Too many pedestrians on path on chapel street - need more markings'.
	'No different. Cycle on at 5am so quiet'.
	'Some roads have no cycle routes/lanes and are busy with traffic, so not good for kids on bikes'.
	'Potholes'.

37. *Frequency of use* – The majority of respondents (75%) said that they used the route at least once a day, and 18% stated they travelled along the route somewhere between “at least 3 times a week” and “once or twice a month”. Nine respondents (25%) said they were encouraged to make more active travel journeys than before the route was put in, 5 of whom were cycling, 3 walking and 1 wheeling. However, 75% of the 36 respondents said that the scheme had not

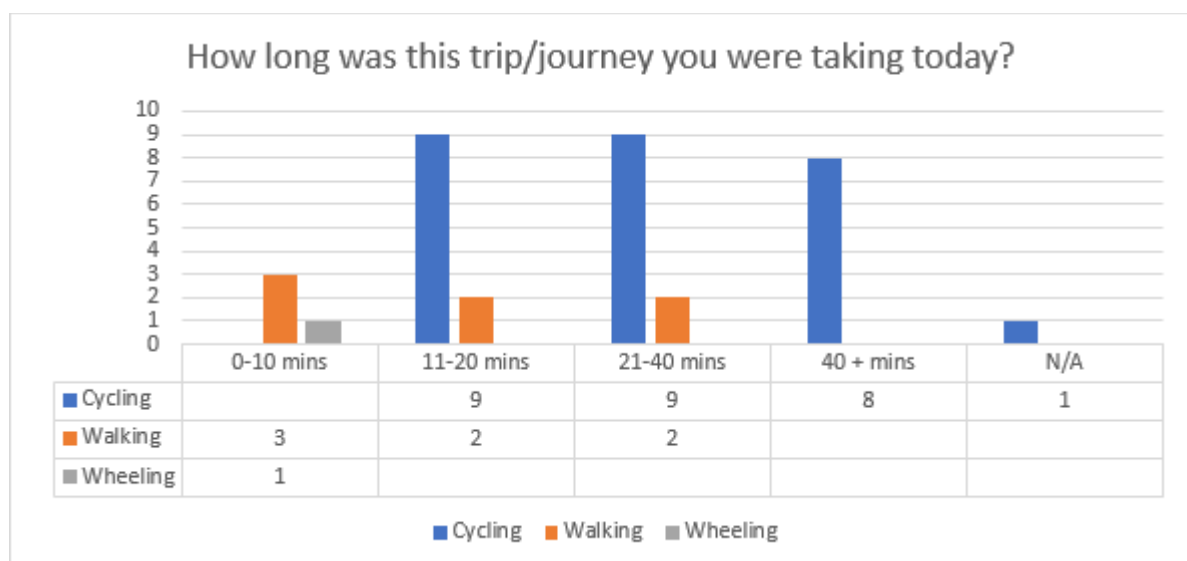
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encouraged them to make more active travel journeys than before the route was put in. Several verbatim comments were also provided in response to the latter question:

Respondents encouraged to walk more on the active travel route said	Respondents encouraged to cycle more on the active travel route said	Respondents encouraged to wheel more on the active travel route said
No comments	I will cycle more now when the weather is nicer'.	Cycle lane has made it much easier'.
	As it is safer'.	
	More Pleasant to cycle on and safer'.	
Respondents <u>not</u> encouraged to walk more on the active travel route said	Respondents <u>not</u> encouraged to cycle more on the active travel route said	Respondents <u>not</u> encouraged to wheel more on the active travel route said
No comments	Do not own a bike'.	No comments
	Already cycle'.	
	Would still cycle even if active travel route was not implemented'.	
	Already cycle everyday'.	

38. *Length of journey* – One third (33%) of people were travelling between 11-20 minutes when walking or cycling, 31% said they were traveling between 21-40 minutes; and 22% said they were travelling for 40 minutes or more when walking or cycling. Cyclists were typically travelling for a longer time when using the route.



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39. *Suggested changes* – respondents were given the opportunity to comment on any changes they would like to see along this route. A total of 27 comments were received, and these have been coded to provide an overview on the responses and understand common themes, as follows:

Theme	Number of comments
No further changes that the respondent would make	12
Better Cycle Lane markings / more segregation barriers	8
More links to other cycle routes	2
Safer junctions	1
Reduce cyclist speed	1

There were also several other suggestions made by single individuals, including to provide more cycle routes, more shared use footways, improve overall cycle safety, remove cycle infrastructure, and ban cyclists.

40. The demographic data provided through the surveys has been used to inform the Equality Impact Assessments (EQIA), attached at Appendix 2 to this report. The EQIA provides an important framework for ensuring and demonstrating due regard to the differential impact on different groups of people, and to help identify the likely positive and negative impacts proposals may have on people with protected characteristics.

Resident, Business and Community, Voluntary and Faith Organisation Feedback

41. Residents, businesses and community, voluntary and faith organisations (CVFO) fronting the scheme all received letters, providing a unique link to a questionnaire on the Council’s online consultation platform, Your Sefton Your Say, and inviting responses. This process ensured that each response was identified separately and there were no opportunities for multiple responses. The questionnaire set out specific questions and gave respondents the opportunity to respond on their feelings about the scheme and any areas for improvement. Recipients were given 4 weeks to respond, and all the responses were then analysed.

42. A total of 1,505 households, businesses and CVFO were invited to comment, and 71 responses were received.

43. Respondents were asked to state how satisfied or dissatisfied they were overall with the scheme, and the response is shown below:

Southport Scheme			
	Households	Businesses	CVFO
No. invited to comment	902	603	

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No. of Respondents	46	21	4
Fairly or very satisfied	56.52%	4.76%	25%
Neither satisfied nor dissatisfied	21.74%	9.52%	0%
Fairly or very dissatisfied	19.56%	85.72%	75%
Don't know	2.17%	0%	0%

It is clear, from the above, that there are a diversity of views from those who responded, with respondent residents broadly satisfied and businesses and CVFO fairly or very dissatisfied with the Southport scheme.

44. The responses also provided valuable information on the areas which are perceived as important, and these will need to be considered further when considering the future of the routes. These are summarised below;

Residents

Positive

- Cycle route is good and well used by cyclists.
- Double yellow lines have worked well in locations to control poor parking.

Negative

- Motorists ignore no entry signs such as Queens Road and that this should be better enforced.
- Motorists ignoring speed limits reducing safety for walking and cycling.
- Cycle lanes rarely used.
- Poor/inadequate pavement surfacing.
- Cars parked on pavements and bike lanes.

Ways to improve suggestions.

- Enforcement needed for Moving Traffic Offences such as no entry signs.
- Enforcement of parking (pavement/cycle lane parking).
- Enforcement for speeding.
- Reduce speed limit to 20mph.
- Add traffic calming measures.
- Improve pavement surface and make wider.
- Remove cycle lanes due to little usage.
- Extend the active travel route further into Birkdale along York Road.

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- Use different colour paving for pedestrians and cyclist areas.
- More benches on route.
- More bins.
- More bike parking.
- Designated cycle space on Chapel Street.
- Improved pedestrian and cycling crossings.
- Allow all vehicles on Queens Road.

Businesses

Positive/Negative comments

All comments from businesses were negative. These being:

- the new cycle lane have impacted business trade due to removing parking which is deemed frustrating as cycle lanes are rarely used.
- Removing parking impacts workers, customers and deliveries for businesses.

Ways to improve suggestions.

Ways in which businesses recommend to improve the route are mostly car focussed improvements such as allowing vehicles to use Queens Road again as “it’s important to encourage trade, not deter”.

Community, Voluntary or Faith Organisation (C,V,FO)

Positive/Negative comments

Comments from C,V,FO were negative. These being that:

- routes are underused, in the wrong location and that they are causing an inconvenience to pensioners, school children, parents and church attendees.
- The removal of parking outside the church has impacted church procedures such as no to limited parking for funeral and wedding cars.
- Points in general had a parking element to them.

Ways to improve suggestions.

Recommendations have been put forward that it would be better for the cycle lanes to be re-routed or removed so that the church is no longer negatively impacted by cycle lanes.

Conclusions

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45. The monitoring and evaluation of the temporary cycle scheme shows that:

- a) It has a good strategic fit with national (Gear Change), regional (LCR Local Cycling and Walking Infrastructure Plan) and local policy (Climate Change Action Plan, emerging Low Carbon Transport Strategy, Local Cycling and Walking Infrastructure Plan).
- b) It fits well well with the Council's intention to improve accessibility for walking and cycling to and within our town centres (e.g. Les Transformation des Southport).
- c) It already has a significant number of Active Travel journeys occurring along the route, with 2,532,379 journeys (approximately 72% of all journeys on the route) made by walking or cycling.
- d) Safety has been significantly improved on the route.
- e) Applying the guidance within LTN 1/20, the measured number of vehicle movements on the various sections of the route support the approaches taken on those sections, including fully segregated cycle lanes on Houghton Street.
- f) Users of the route and residents facing onto the route who responded to the survey are generally satisfied.
- g) Businesses and CVF organisations facing onto the route that responded to the survey are generally dissatisfied – with their main area of dissatisfaction being the removal/insufficiency of convenient local parking.
- h) The issues raised in the survey responses, are not thought to be insurmountable and could be addressed with some medium to longer-term amendments.
- i) There are opportunities to incorporate the route as part of a generally improved public realm, through the delivery of plans for Southport Town Centre, including Les Transformation des Southport.

46. If the Cabinet Member decides to retain the route, it is suggested that the following actions are taken in the short, medium and longer term to modify and improve the routes, in-line with plans for wider place-based public realm improvements and availability of funding:

	Southport
Short-term	<ul style="list-style-type: none"> • Complete a Healthy Streets Audit of the Route. • Commission a Stage 4 Road Safety Audit • Review of parking capacity and availability of spaces, particularly for blue badge holders. • Review further any specific concerns raised by residents,

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	<p>businesses and voluntary organisations.</p> <ul style="list-style-type: none"> • Review the operation of the scheme through Chapel Street in light of comments made. • Review the scheme in the context of the emerging Local Cycling and Walking Infrastructure Plan • Complete consultation on Moving Traffic enforcement on Queens Road
Medium-term	<ul style="list-style-type: none"> • Develop proposals for long term improvement measures on the corridor to provide a public realm improvement scheme, in the context of Les Transformation des Southport, incorporating improved walking and cycling facilities. • To support the above, develop specific improvements to the junctions of; <ul style="list-style-type: none"> ○ Park Crescent and Queens Road. ○ Queens Road and Manchester Road ○ Talbot Street / Eastbank Street • Complete consultation on the proposals • Identify funding opportunities and apply, as necessary.
Longer-term	<ul style="list-style-type: none"> • Secure the relevant funding and approvals. • Develop an Implementation Plan • Deliver the improvements. • Complete monitoring and evaluation.

47. To demonstrate how this scheme might be taken forward in the longer term, and how active travel infrastructure could be properly integrated into high quality public realm, whilst developing the detailed designs for Les Transformation des Southport Phase 1 (Tulketh Street, Market Street and Kings Street) some design ideas were requested for sections of the route, addressing some of the issues raised in the monitoring and evaluation of the scheme. The following images are provided for illustrative purposes only. Any future amendment would be subject to funding and proper consultation if and when a decision was made to develop them further.

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Possible layout for the Queens Road/ Park Crescent Junction



Possible layout for a section of Hoghton Street



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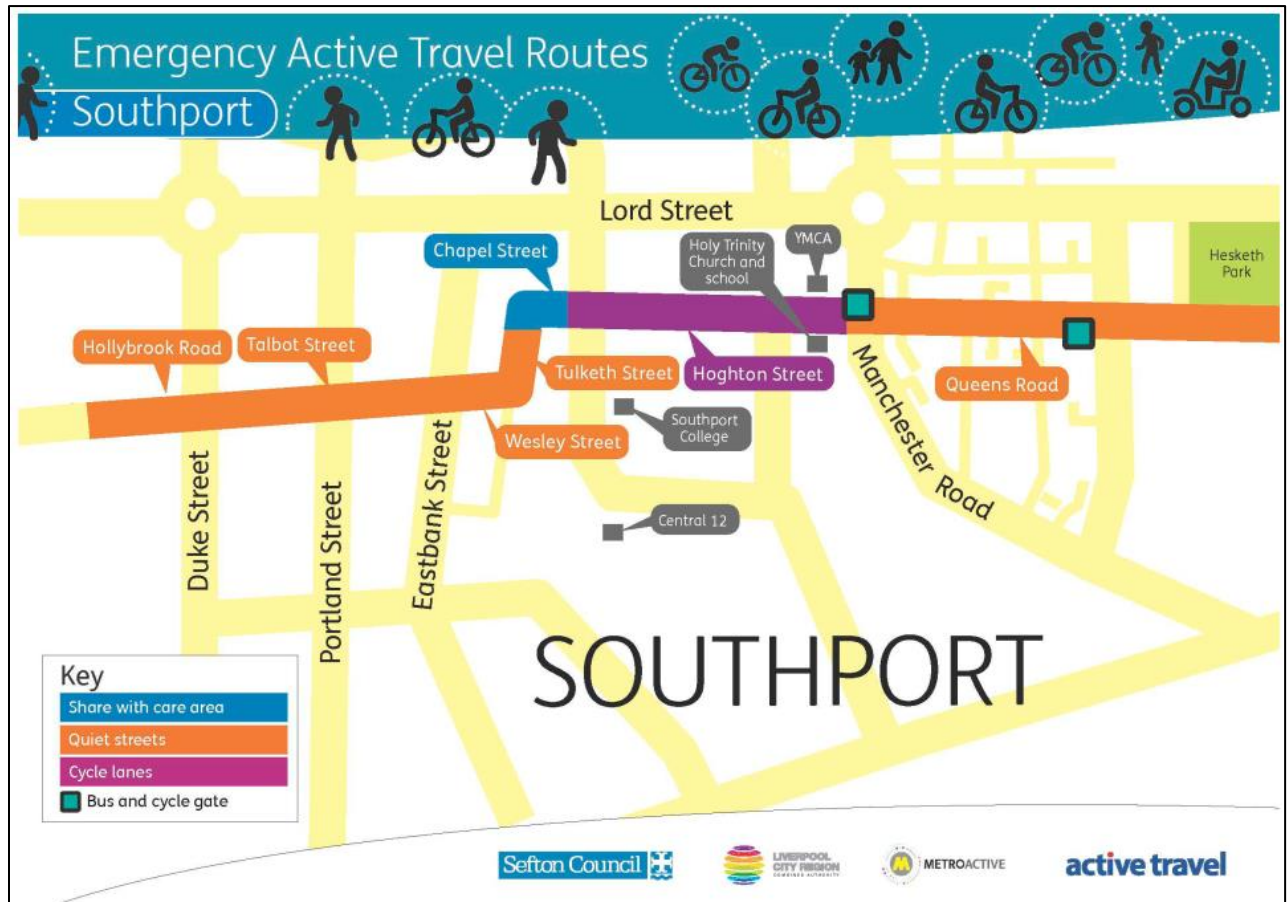
Possible layout at Wesley Street / Talbot Street / Eastbank Street



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Appendix 1 – Monitoring and Evaluation Report



SUMMARY

Awareness

Awareness of walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre is >95% of all respondents, including residents, businesses or community, voluntary or faith organisation.

Frequency of route

The route is used often by those who responded to the survey, with an average of 80% of residents using the route 'daily (at least once a day)' or 'always (more than once a day)'.

Satisfaction

Residents are more satisfied with the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre compared to both businesses and community, voluntary or faith organisations. 60.87% of residents are either fairly or very satisfied compared to only 4.76% businesses and 25% of Community, voluntary or faith organisations. Businesses and community, voluntary or faith organisation are less satisfied, with 85.72% of businesses either fairly or very dissatisfied and 75% of community, voluntary or faith organisations very dissatisfied.

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Residents (46 responses)

17.39% very satisfied.
 39.13% fairly satisfied.
 21.74% neither satisfied nor dissatisfied.
 6.52% fairly dissatisfied.
 13.04% very dissatisfied.
 2.17% don't know / not applicable.

Businesses (21 responses)

4.76% very satisfied.
 0.00% fairly satisfied.
 9.52% neither satisfied nor dissatisfied.
 14.29% fairly dissatisfied.
 71.43% very dissatisfied.
 0.00% don't know / not applicable.

Community, voluntary or faith organisation (4 responses)

25.00% very satisfied.
 0.00% fairly satisfied.
 0.00% neither satisfied nor dissatisfied.
 0.00% fairly dissatisfied.
 75.00% very dissatisfied.
 0.00% don't know / not applicable.

What can be done to improve the route.

Top five responses

The top five responses for how **residents** would like the route to be improved are:
 Percentages are based on 172, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 21 out of 46 (12.21%) respondents would like 'More cleaning and sweeping'.
- 2- 19 out of 46 (11.05%) respondents would like 'Slower traffic'.
- 3- 17 out of 46 (9.88%) respondents would like 'More bins'.
- 4- 16 out of 46 (9.30%) respondents would like 'More and improved crossings for people walking and wheeling'.
- 5- 16 out of 46 (9.30%) respondents would like 'Improved paving on the footway'.

The top five responses for how **businesses** would like the route to be improved are:
 Percentages are based on 83, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 13 out of 21 (15.66%) responses would like 'More general car parking'.
- 2- 12 out of 21 (14.46%) responses would like 'More cleaning and sweeping'.
- 3- 11 out of 21 (13.25%) responses would like 'More accessible car parking'.
- 4- 8 out of 21 (9.64%) responses would like 'More bins'.
- 5- 7 out of 21 (8.43%) responses would like 'Improved paving on the footway'.

The top eight responses for how **community, voluntary or faith organisations** would like the route to be improved are:

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Percentages are based on 15, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 3 out of 4 (20%) respondents would like 'More general car parking'.
- 2- 3 out of 4 (20%) respondents would like 'More accessible car parking'.
- 3- 3 out of 4 (20%) respondents would like 'Improve feeling of personal safety'.
- 4- 2 out of 4 (13.33%) respondents would like 'Improve feeling of road safety'.
- 5- 1 out of 4 (6.67%) respondents would like 'Improved paving on the footway'.
- 6- 1 out of 4 (6.67%) respondents would like 'Greening the environment (trees / planting)'.
- 7- 1 out of 4 (6.67%) respondents would like 'Improved direction signage for cycling, wheeling and walking'.
- 8- 1 out of 4 (6.67%) respondents would like 'More cycle parking'.

Top five least favourable responses

Top five least popular responses for how **residents** would like the route to be improved are:

Percentages are based on 172, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 3 out of 46 (1.74%) respondents would like 'More cycle parking'.
- 2- 4 out of 46 (2.33%) respondents would like 'Improved direction signage for cycling, wheeling and walking'.
- 3- 4 out of 46 (2.33%) respondents would like 'More accessible car parking'.
- 4- 5 out of 46 (2.91%) respondents would like 'More general car parking'.
- 5- 6 out of 46 (3.49%) respondents would like 'More and improved cycle crossings'.

Top five least popular responses for how **businesses** would like the route to be improved are:

Percentages are based on 83, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 1 out of 21 (1.20%) respondents would like 'Less general car parking'.
- 2- 2 out of 21 (2.41%) respondents would like 'Slower traffic'.
- 3- 2 out of 21 (2.41%) respondents would like 'More cycle parking'.
- 4- 2 out of 21 (2.41%) respondents would like 'More and improved cycle crossings'.
- 5- 2 out of 21 (2.41%) respondents would like 'More and improved crossings for people and walking and wheeling'.

Top six least popular responses for how **community, voluntary or faith organisations** would like the route to be improved are:

Percentages are based on 15, which was the total number of responses for this question. Responders were able to select more than one option.

- 1- 0 out of 4 (0%) respondents would like 'Less general car parking'.
- 2- 0 out of 4 (0%) respondents would like 'Slower traffic'.
- 3- 0 out of 4 (0%) respondents would like 'More and improved crossings for people walking and wheeling'.
- 4- 0 out of 4 (0%) respondents would like 'Reduce amount of traffic'.
- 5- 0 out of 4 (0%) respondents would like 'More bins'.
- 6- 0 out of 4 (0%) respondents would like 'More cleaning and sweeping'.

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To summarise, both business and community, voluntary or faith organisations are in support of more 'pro-car' changes such as additional parking (general and accessible) while residents are more in favour of street cleaning initiatives.

Intercept Survey

Satisfaction

83.33% (30) of respondents out of 36 were 'fairly happy' or 'very happy'.

Safety

66.67% (24) of respondents said that they do not feel safer using the new active travel route compared to what it was before new measures. Only 30.56% (11) of resident felt safer.

Frequency of use

75% (27) of respondents were travelling along the route said that they use it at least once a day.

25% (9) of the respondents said that they are encouraged to use the route more, which 5 being cyclists, 3 walkers and one wheeler.

VivaCity

Seasonal Variation

The data for the total route (including all sensor data) shows that there is a seasonal variation in use.

Cyclists: 28,970 trips were recorded in July 2023 and 17,928 during January 2023, this being an additional +11,042 (+61.59%) in the summer compared to the winter.

Pedestrians: 338,333 trips were recorded in July 2023 and 269,932 during January 2023, this being an additional +68,401 (+25.34%) in the summer compared to the winter.

This shows that seasonal variations are higher for cycling than for walking.

Mode Share

Mode share data for the total route (including all sensor data) shows that there have been 157,750 cyclists (4.49% of all users), 2,374,629 pedestrians (67.52% of all users) and 984,521 cars (27.99% of all users) recorded during the time period January 2023 to August 2023.

To note, due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table. This has resulted in reported pedestrian and cyclists numbers being lower than the actual number.

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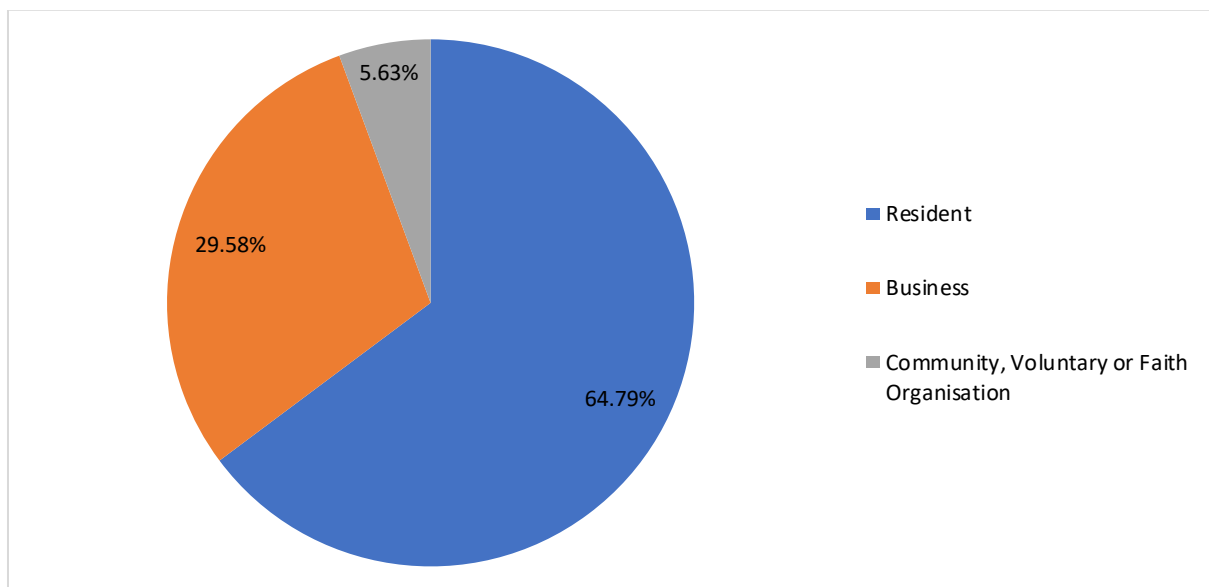
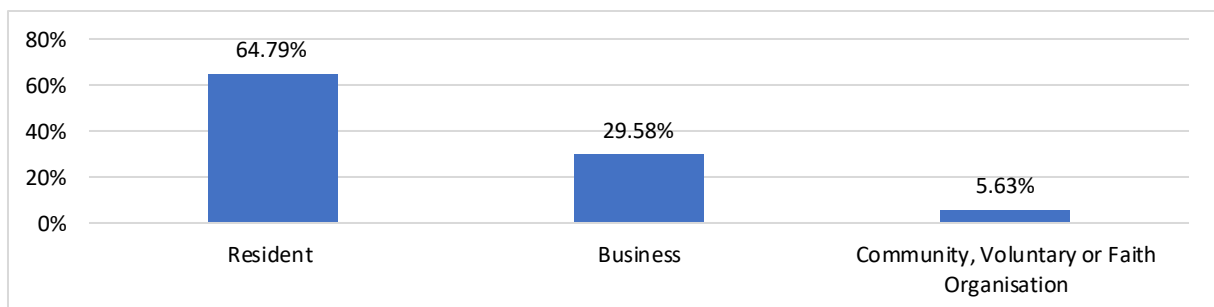
YOUR SEFTON YOUR SAY (YSYS) SOUTHPORT BIRKDALE TO HESKETH PARK ACTIVE TRAVEL ROUTE SURVEY.

Q1 - Please insert your one-time passcode (you can find this on the letter you received).

There were 71 responses to this part of the question. This includes residents, businesses and Community, Voluntary or Faith Organisation.

Q2 - Please advise if you are a resident, business, voluntary, community or faith organisation.

Respondent type	Total %	Total
Resident	64.79%	46
Business	29.58%	21
Community, Voluntary or Faith Organisation	5.63%	4
Total	100%	71



RESIDENTS

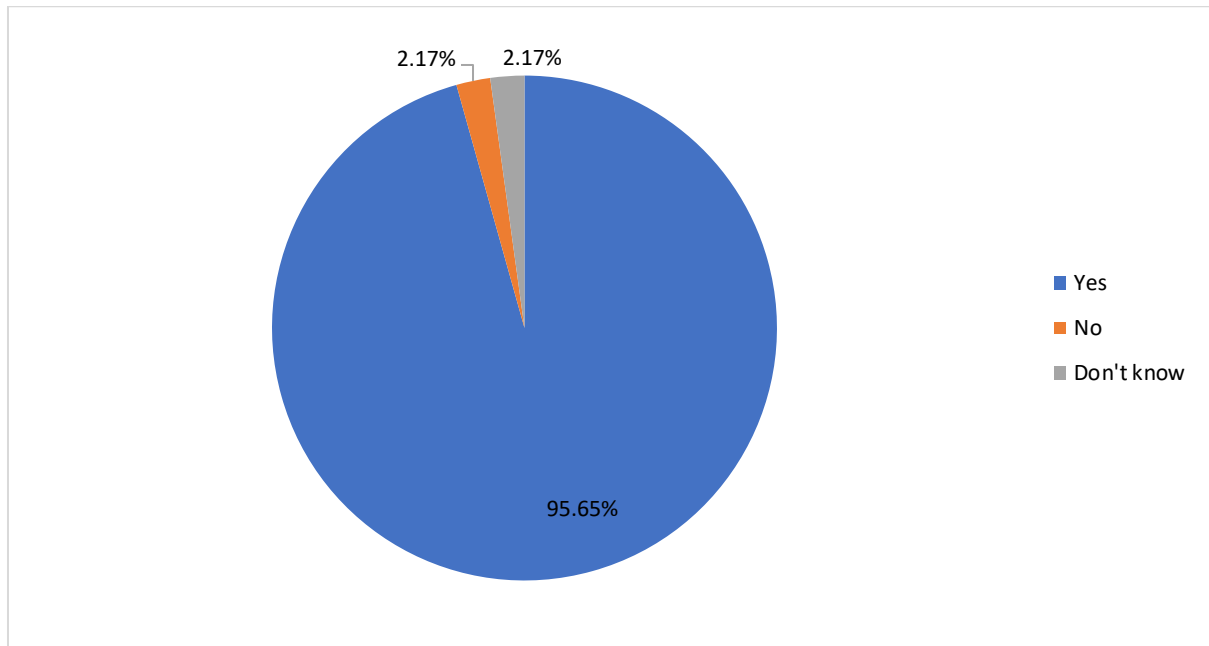
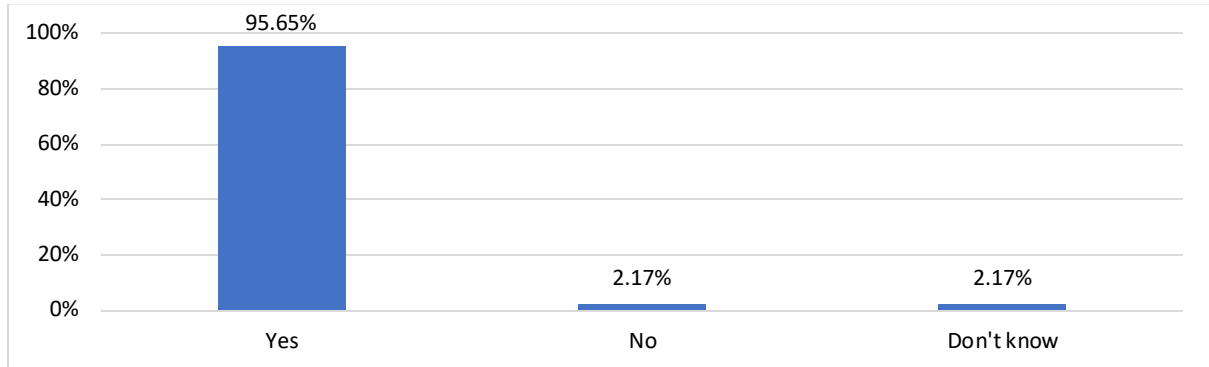
There were a total of 46 resident responses.

Q1 - Are you aware of the walking, wheeling and cycling route in Southport

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from Birkdale to Hesketh Park via Southport Town Centre (Aware of Route).

Are you aware of the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.	Total %	Total
Yes	95.65%	44
No	2.17%	1
Don't know	2.17%	1
Total	100%	46



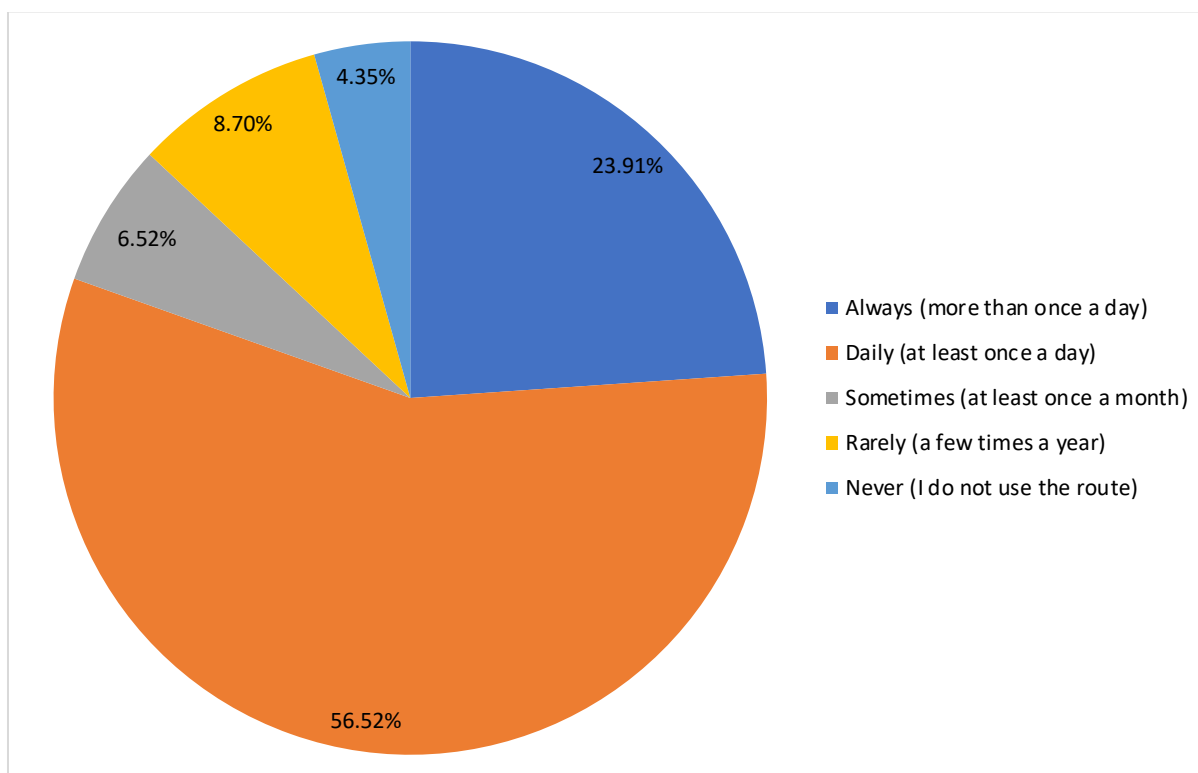
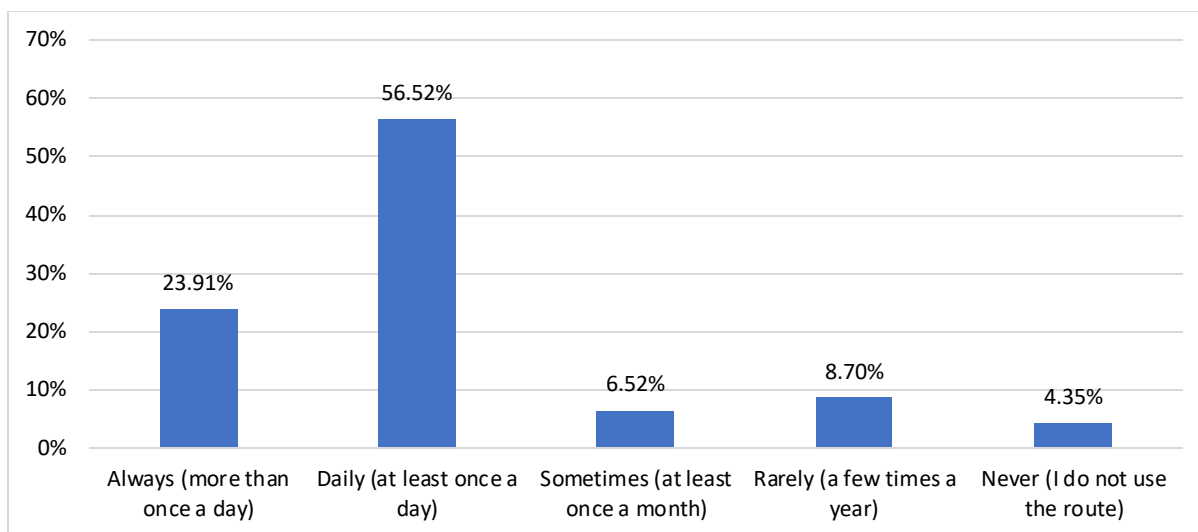
Q2 - How frequently do you walk, wheel and/or cycle along any part of this route (Frequency of Route).

How frequently do you walk, wheel and/or cycle along any part of this route.	Total %	Total
Always (more than once a day)	23.91%	11
Daily (at least once a day)	56.52%	26
Sometimes (at least once a month)	6.52%	3
Rarely (a few times a year)	8.70%	4
Never (I do not use the route)	4.35%	2

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Total	100%	46
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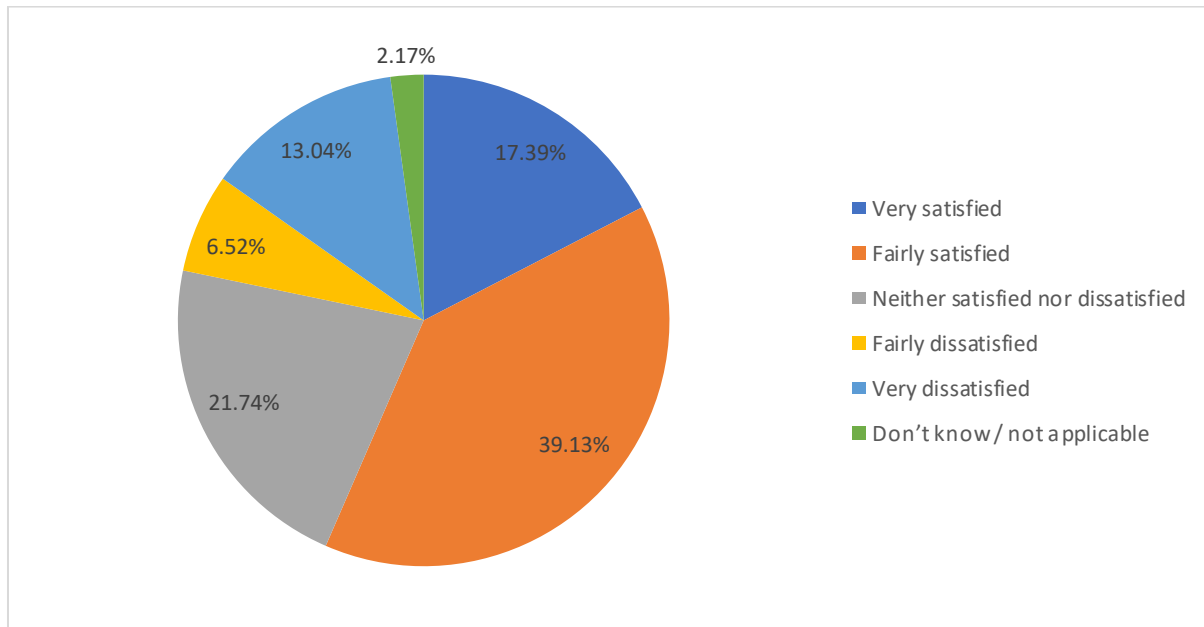
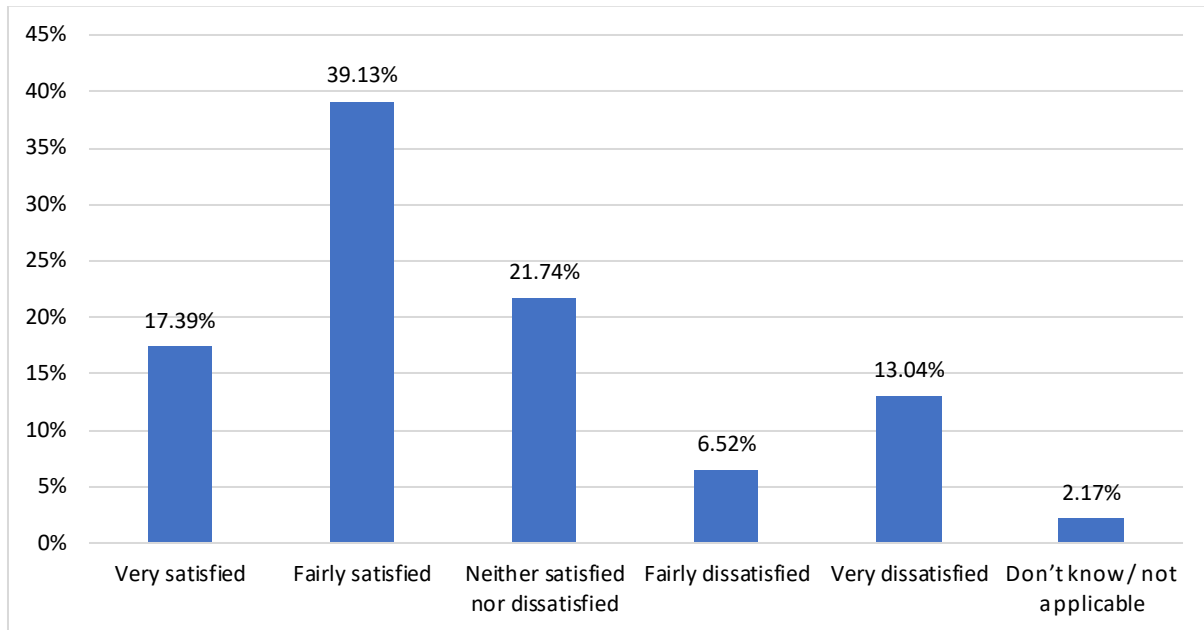


Q3: How satisfied or dissatisfied are you with your journey whilst using the route (Satisfaction).

How satisfied or dissatisfied are you with your journey whilst using the route.	Total %	Total
Very satisfied	17.39%	8
Fairly satisfied	39.13%	18
Neither satisfied nor dissatisfied	21.74%	10
Fairly dissatisfied	6.52%	3

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Very dissatisfied	13.04%	6
Don't know / not applicable	2.17%	1
Total	100%	46



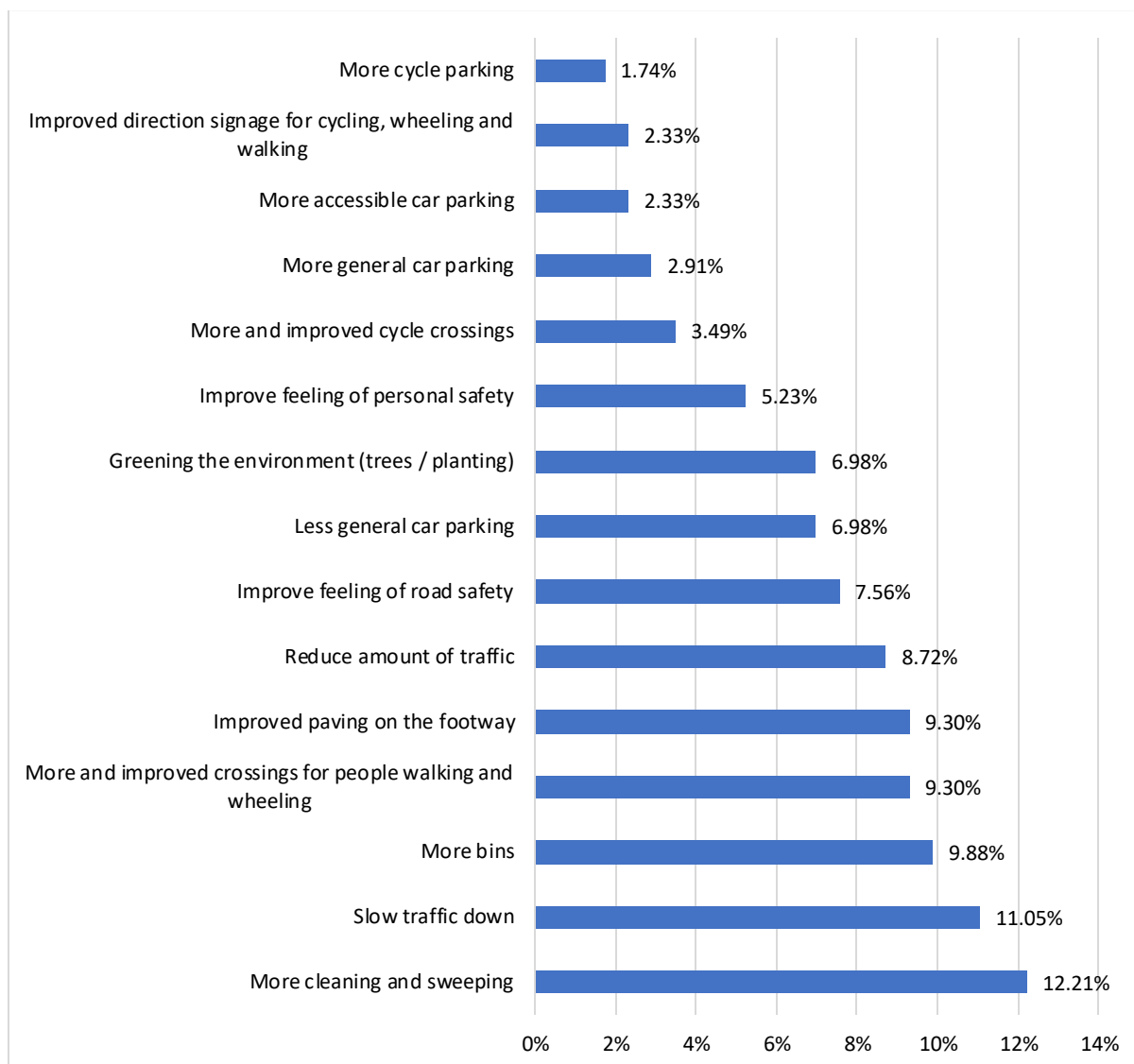
Q4 - Do you think there is anything that can be done to improve the route (Improve the route)

Do you think there is anything that can be done to improve the route.	Total %	Total
More cleaning and sweeping	12.21%	21
Slow traffic down	11.05%	19
More bins	9.88%	17
More and improved crossings for people walking and wheeling	9.30%	16
Improved paving on the footway	9.30%	16

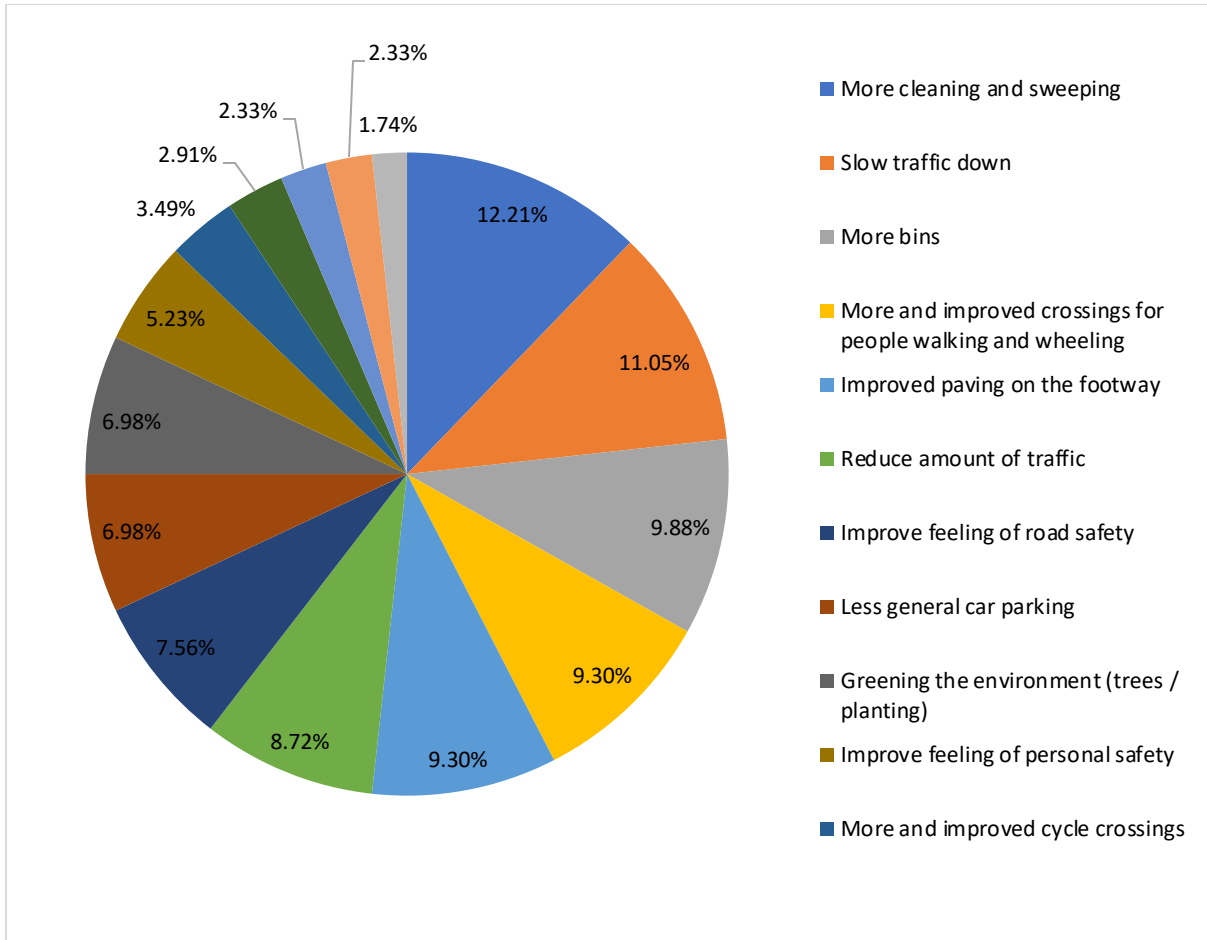
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Reduce amount of traffic	8.72%	15
Improve feeling of road safety	7.56%	13
Less general car parking	6.98%	12
Greening the environment (trees / planting)	6.98%	12
Improve feeling of personal safety	5.23%	9
More and improved cycle crossings	3.49%	6
More general car parking	2.91%	5
More accessible car parking	2.33%	4
Improved direction signage for cycling, wheeling and walking	2.33%	4
More cycle parking	1.74%	3
Total	100%	172



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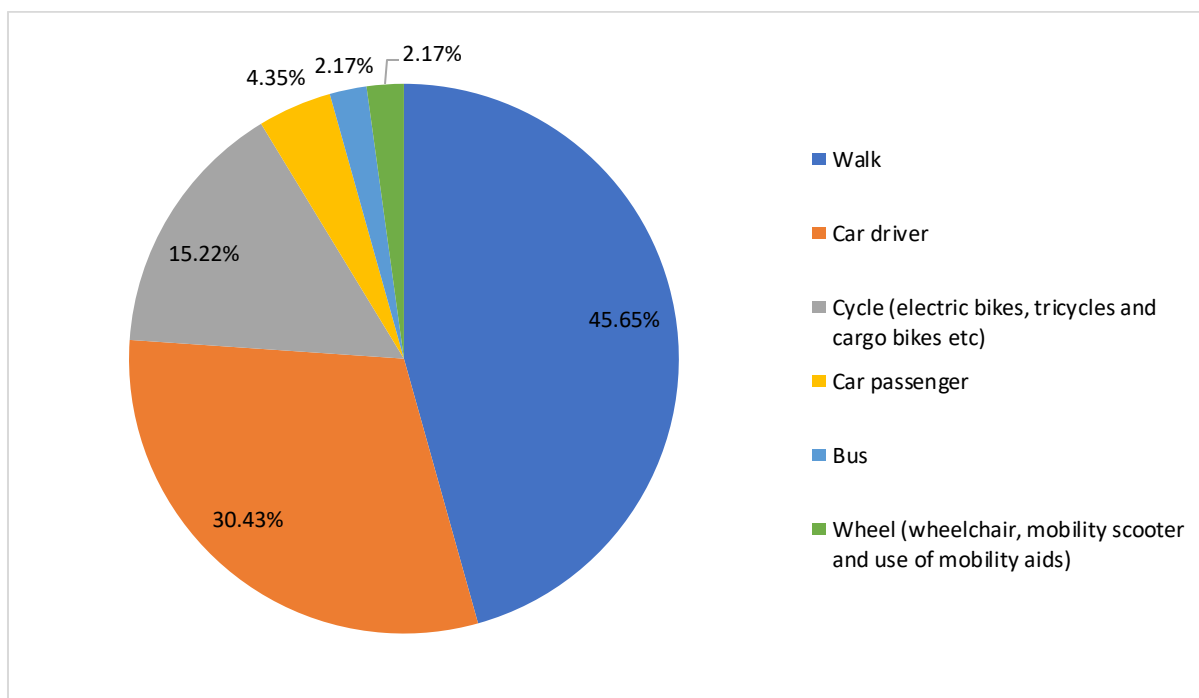
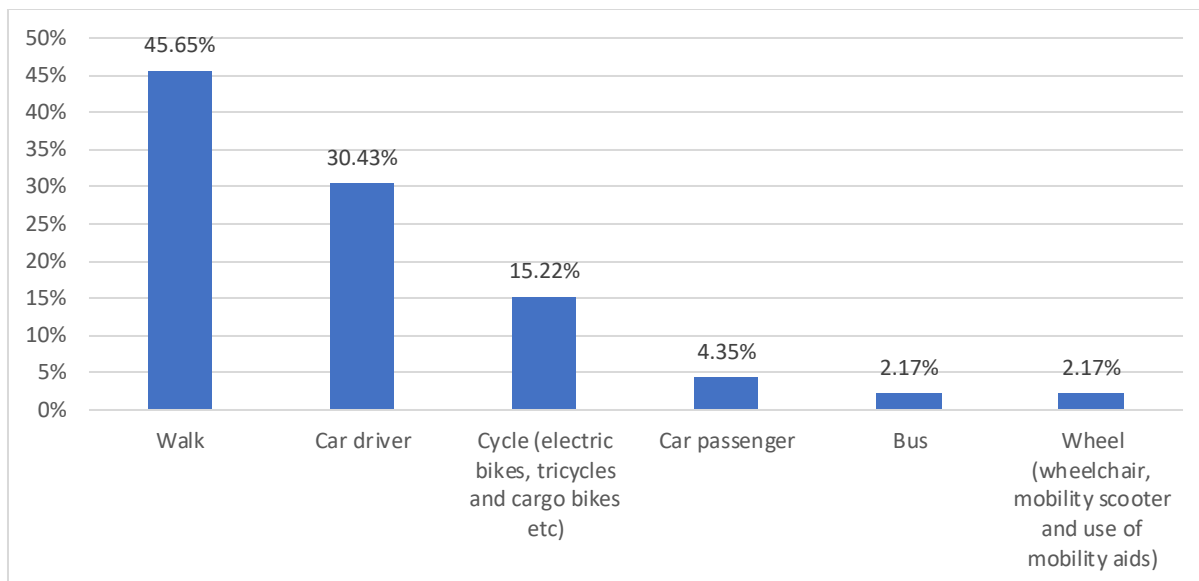


Q5 - What is your main way or mode of travel for short journeys (under 2 miles or 3 kilometres).

What is your main way or mode of travel for short journeys (under 2 miles or 3 kilometres).	Total %	Total
Walk	45.65%	21
Car driver	30.43%	14
Cycle (electric bikes, tricycles and cargo bikes etc)	15.22%	7
Car passenger	4.35%	2
Bus	2.17%	1
Wheel (wheelchair, mobility scooter and use of mobility aids)	2.17%	1
Total	100%	46

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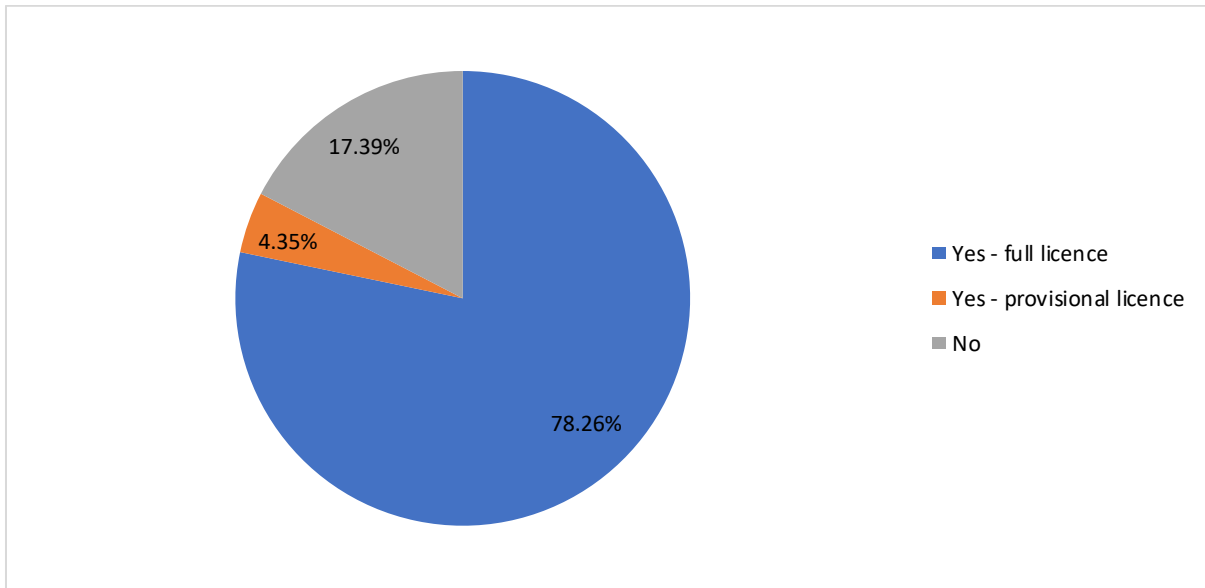
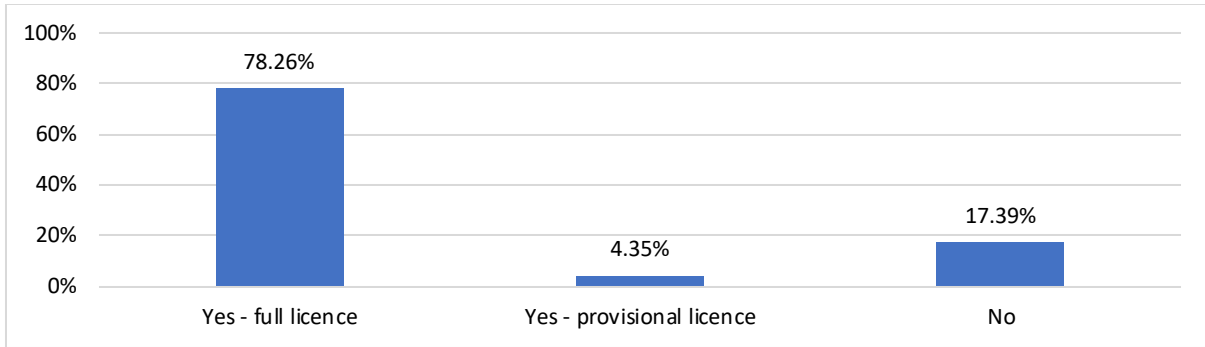
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Q6 - Do you hold a valid UK driving licence or provisional UK driving licence.

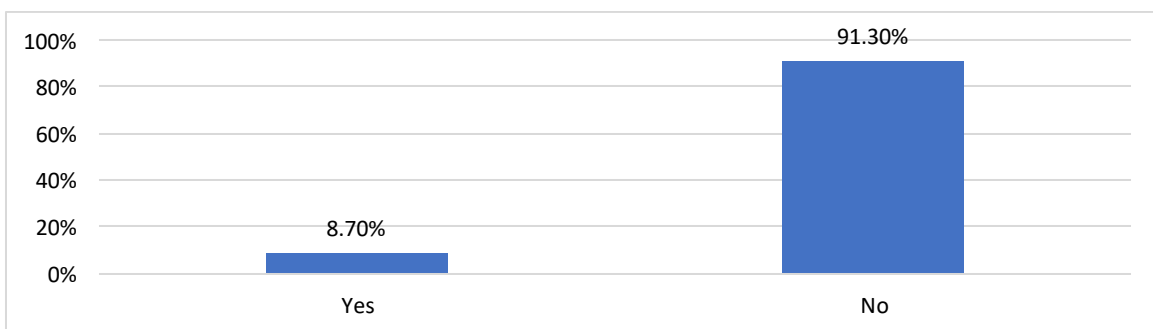
Do you hold a valid UK driving licence or provisional UK driving licence.	Total %	Total
Yes - full licence	78.26%	36
Yes - provisional licence	4.35%	2
No	17.39%	8
Grand Total	100%	46

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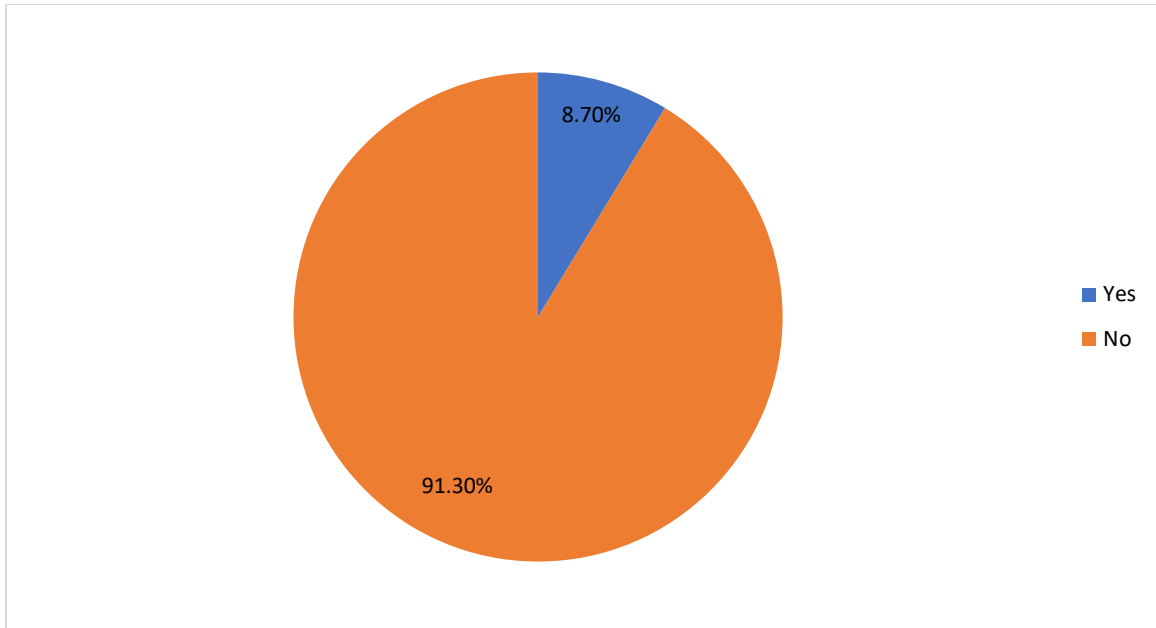
Q7 - Are you a blue badge holder.

Are you a blue badge holder.	Total %	Total
Yes	8.70%	4
No	91.30%	42
Total	100%	46



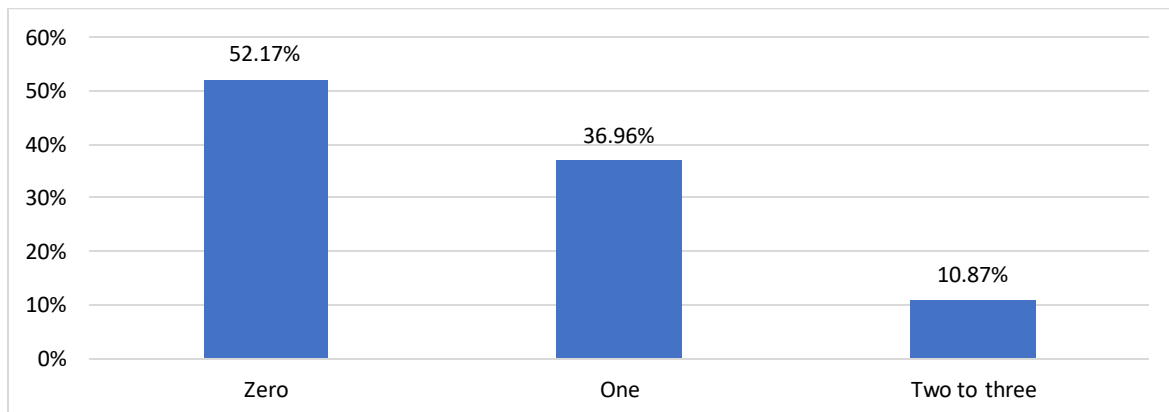
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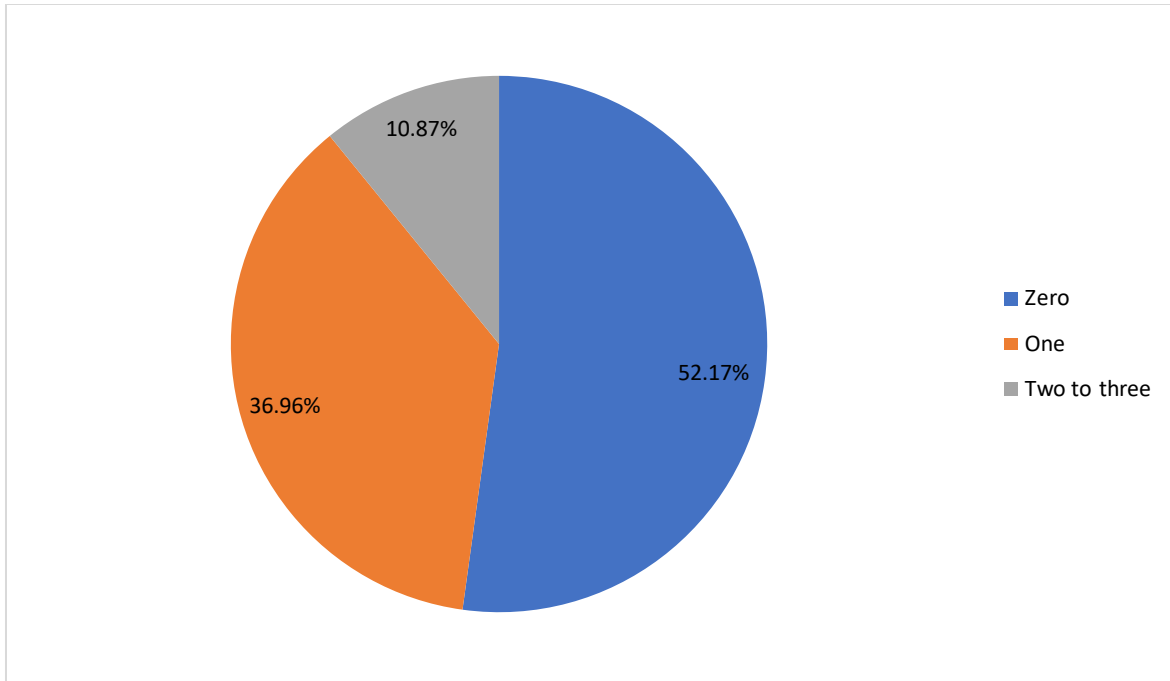


Q8 - Which forms of personal transport do you have access to (Cycle, electric cycle or cargo bike etc).

Which forms of personal transport do you have access to - Cycle, electric cycle or cargo bike etc	Total %	Total
Zero	52.17%	24
One	36.96%	17
Two to three	10.87%	5
Total	100%	46

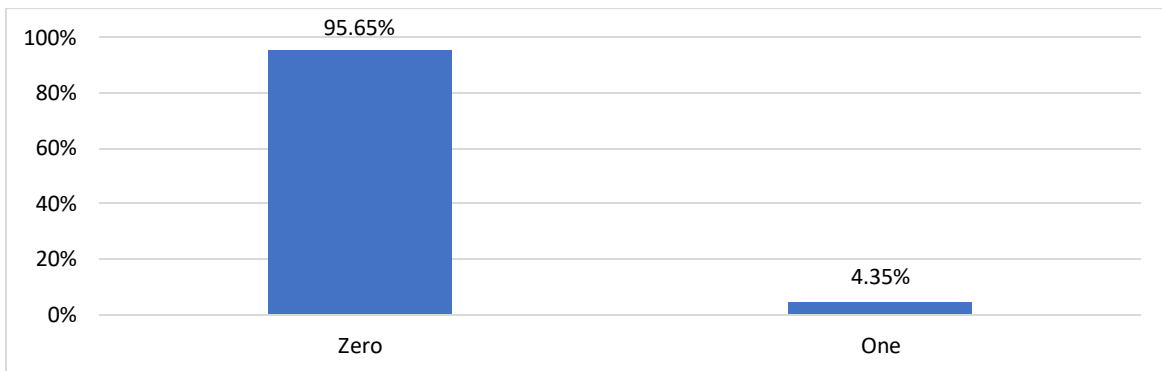


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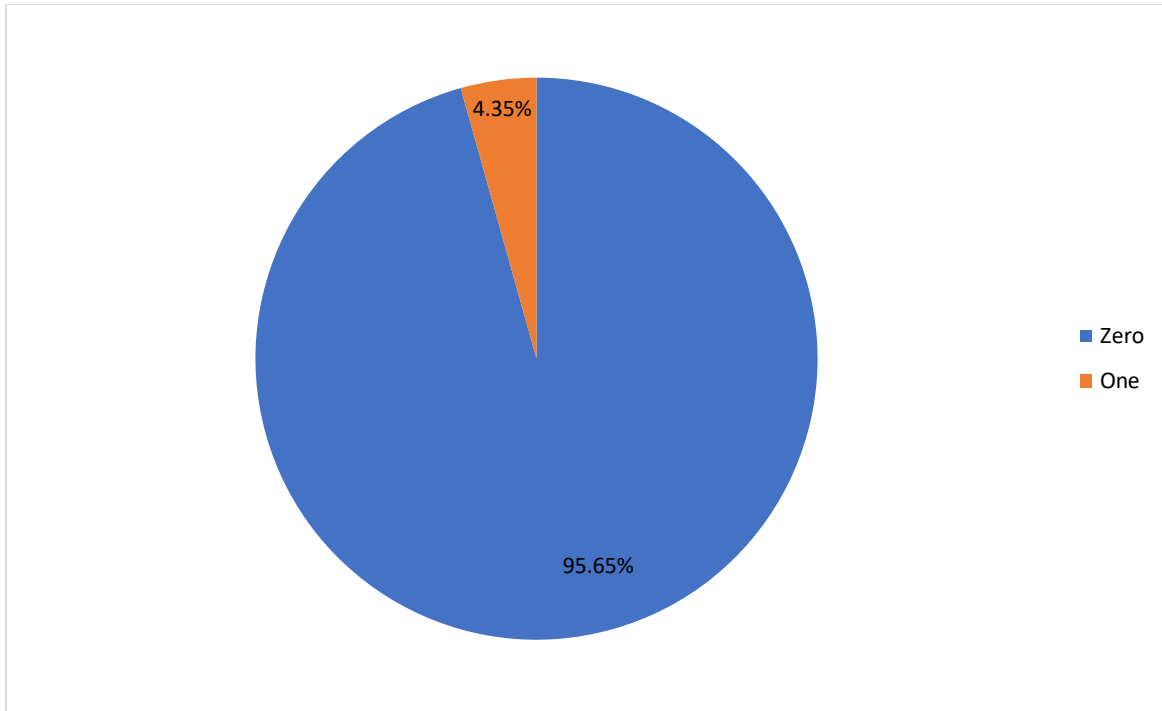
Q9 - Which forms of personal transport do you have access to (Mobility Scooter or Wheelchair).

Which forms of personal transport do you have access to - Mobility Scooter or Wheelchair	Total %	Total
Zero	95.65%	44
One	4.35%	2
Total	100%	46



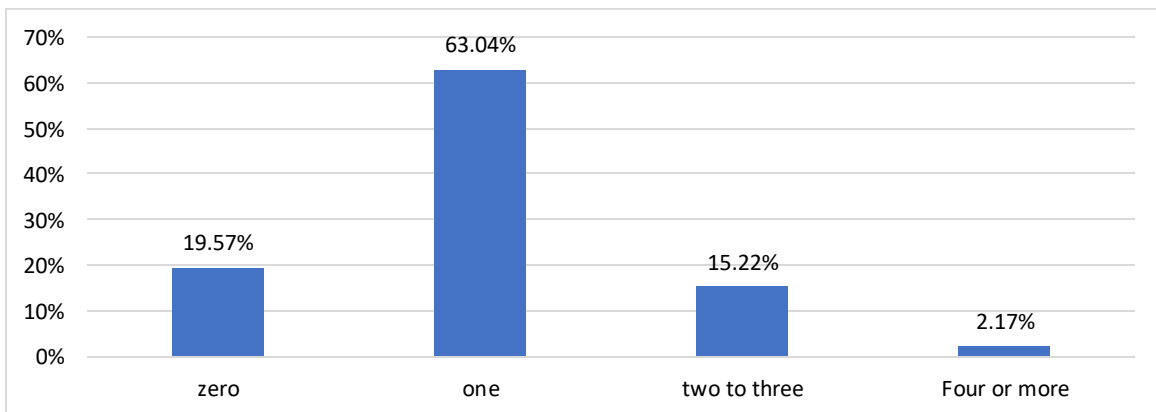
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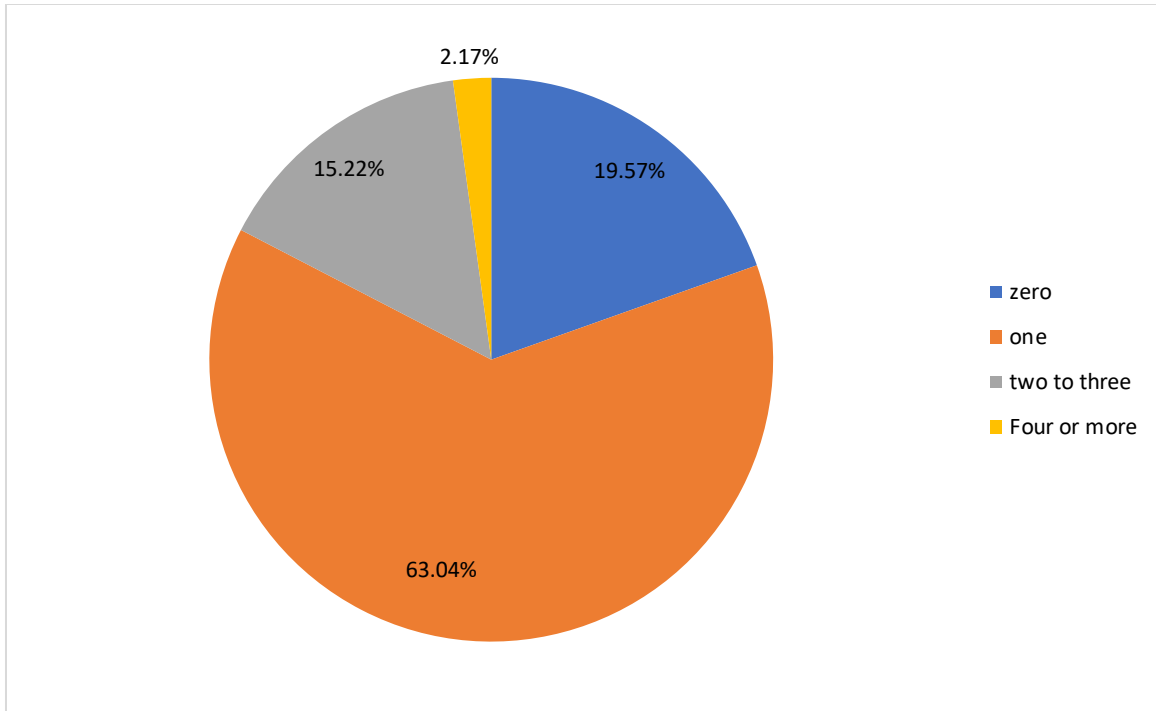


Q10 - Which forms of personal transport do you have access to (Car)

Which forms of personal transport do you have access to - Car	Total %	Total
zero	19.57%	9
one	63.04%	29
two to three	15.22%	7
Four or more	2.17%	1
Total	100%	46

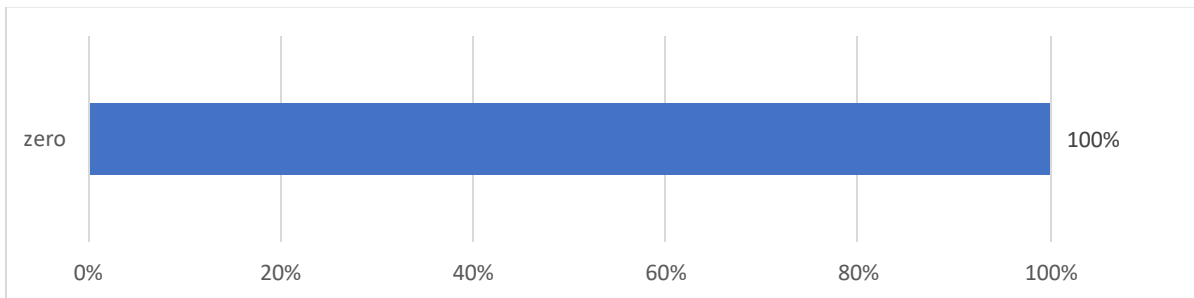


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Q11 - Which forms of personal transport do you have access to (Van)

Which forms of personal transport do you have access to - transport - Van	Total %	Total
Zero	100%	46
Total	100%	46



BUSINESSES

There were a total of 21 business responses.

Q1 - Are you and your employees aware of the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.

Are you and your employees aware of the walking, wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.	Total %	Total
Yes	100%	21
No	0%	0

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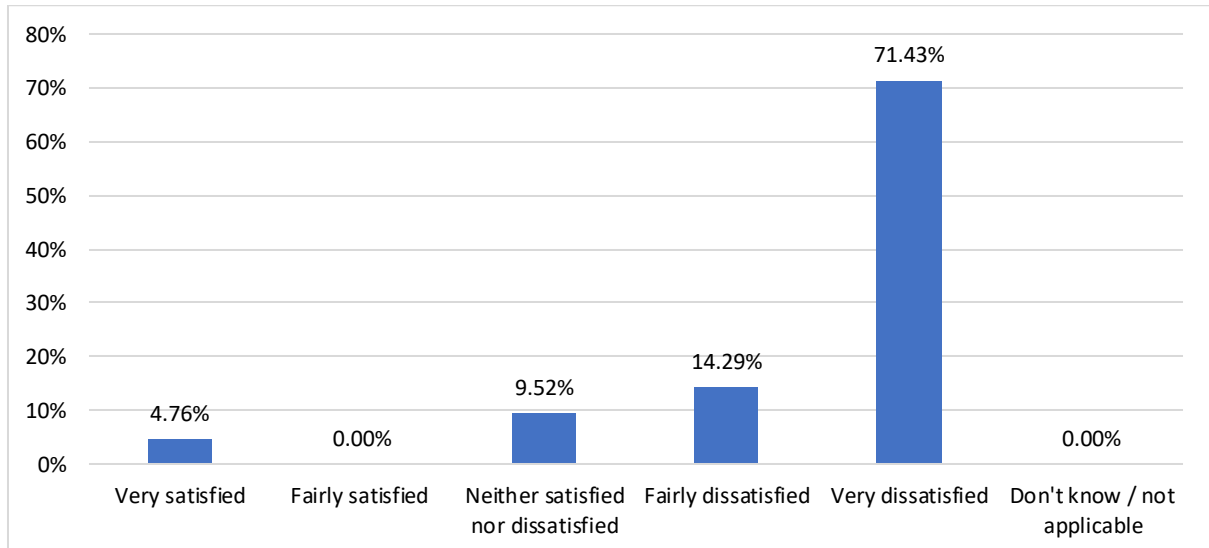
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Not sure	0%	0
Total	100%	21

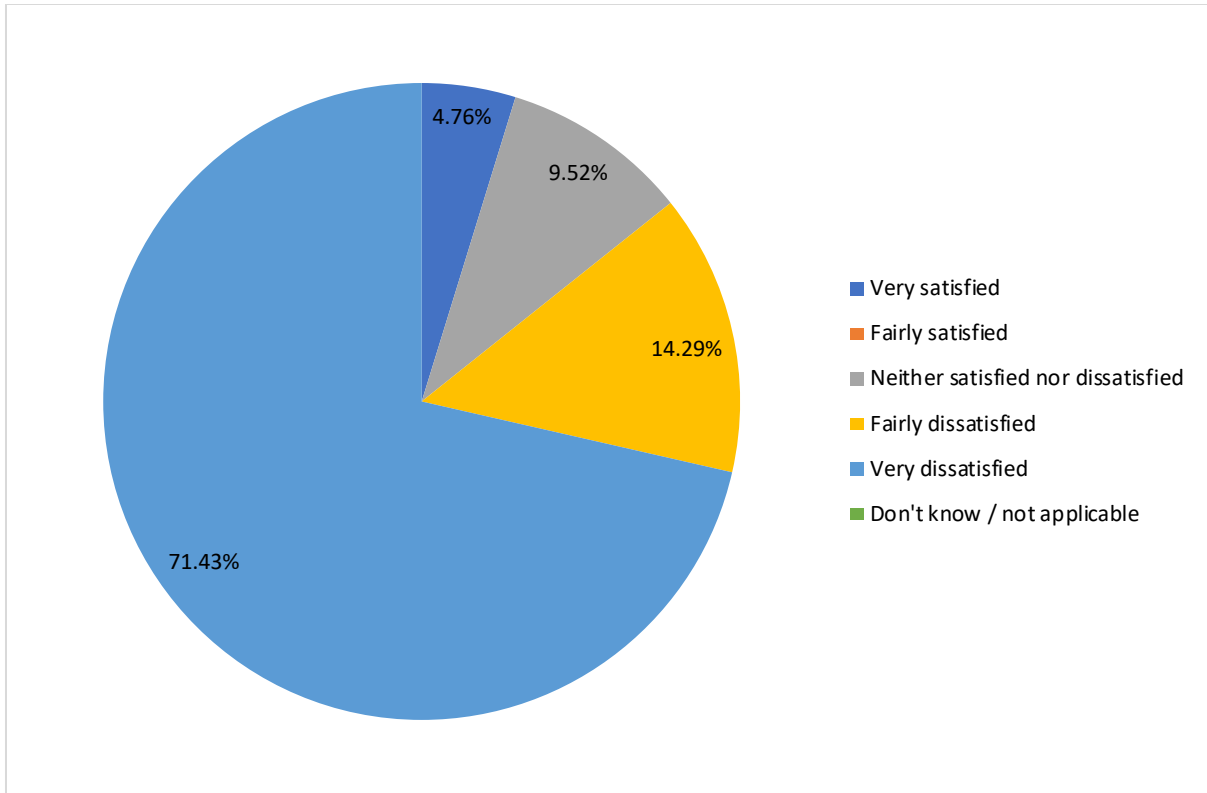


Q2 - How satisfied are you of the route from the perspective of your business.

How satisfied are you of the route from the perspective of your business.	Total %	Total
Very satisfied	4.76%	1
Fairly satisfied	0.00%	0
Neither satisfied nor dissatisfied	9.52%	2
Fairly dissatisfied	14.29%	3
Very dissatisfied	71.43%	15
Don't know / not applicable	0.00%	0
Total	100%	21



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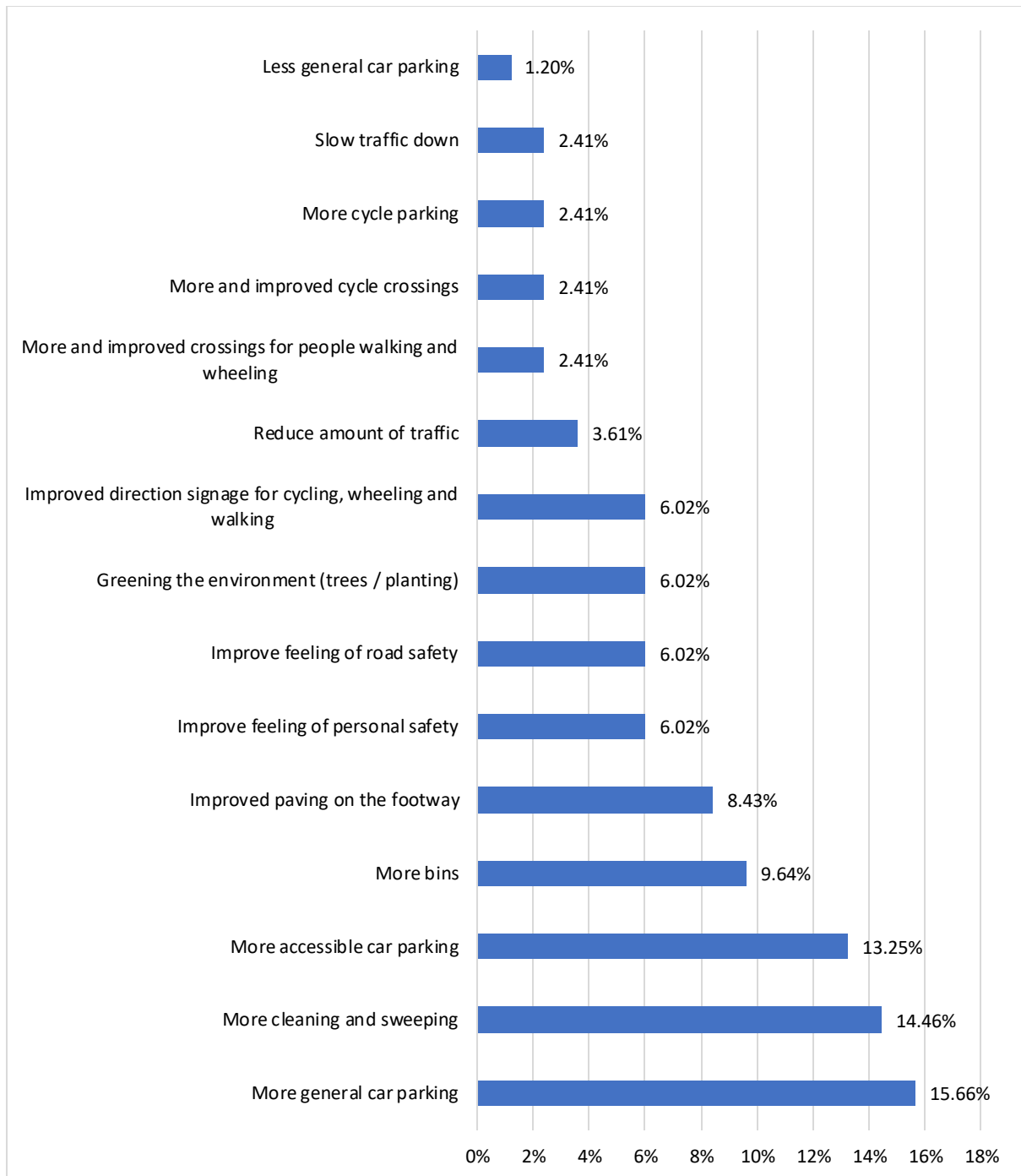


Q3 - Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - What can we do to improve the route.

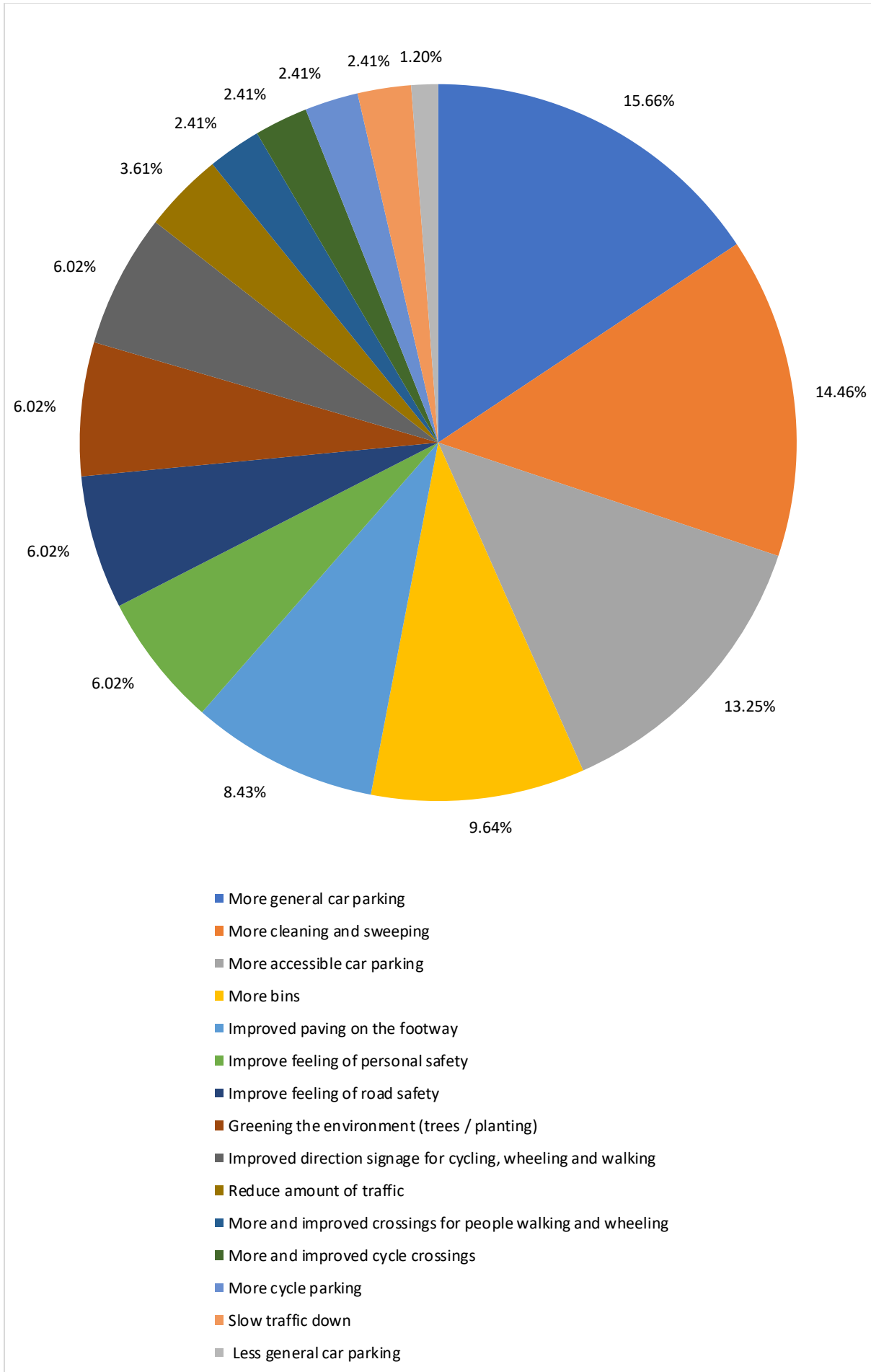
Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - What can we do to improve the route.	Total %	Total
More general car parking	15.66%	13
More cleaning and sweeping	14.46%	12
More accessible car parking	13.25%	11
More bins	9.64%	8
Improved paving on the footway	8.43%	7
Improve feeling of personal safety	6.02%	5
Improve feeling of road safety	6.02%	5
Greening the environment (trees / planting)	6.02%	5
Improved direction signage for cycling, wheeling and walking	6.02%	5
Reduce amount of traffic	3.61%	3
More and improved crossings for people walking and wheeling	2.41%	2
More and improved cycle crossings	2.41%	2
More cycle parking	2.41%	2
Slow traffic down	2.41%	2
Less general car parking	1.20%	1
Total	100.00%	83

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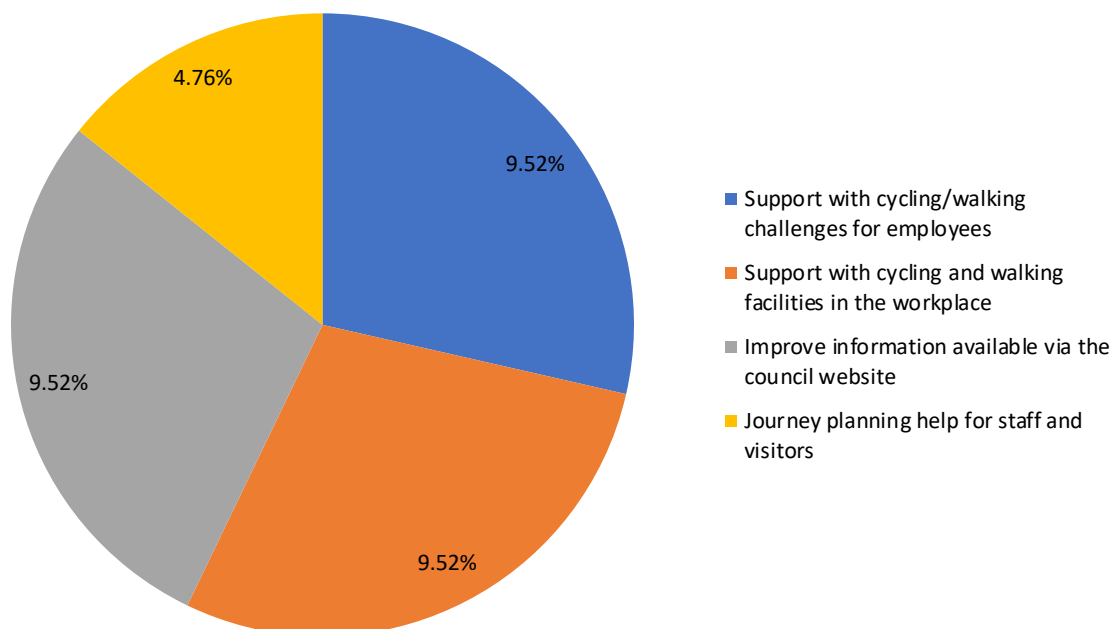
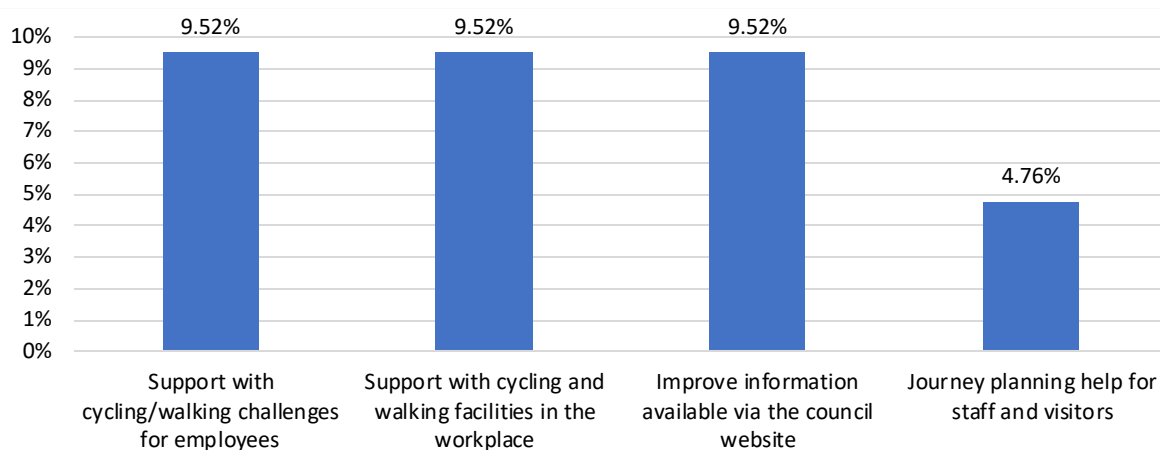


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Q4 - How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes - How can we help?

How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes - How can we help?	Total %	Total
Support with cycling/walking challenges for employees	9.52%	2
Support with cycling and walking facilities in the workplace	9.52%	2
Improve information available via the council website	9.52%	2
Journey planning help for staff and visitors	4.76%	1



COMMUNITY, VOLUNTARY OR FAITH ORGANISATION

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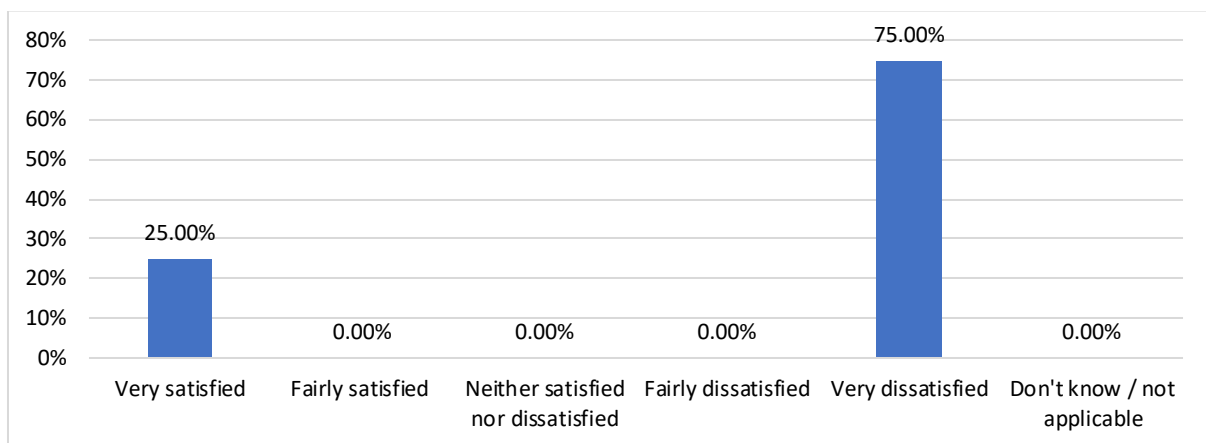
There were a total of 4 Community, Voluntary or Faith Organisation responses.

Q1 - Are you aware of the walking wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.

Are you aware of the walking wheeling and cycling route in Southport from Birkdale to Hesketh Park via Southport Town Centre.	Total %	Total
Yes	100%	4
No	0%	0
Not sure	0%	0
Total	100%	4

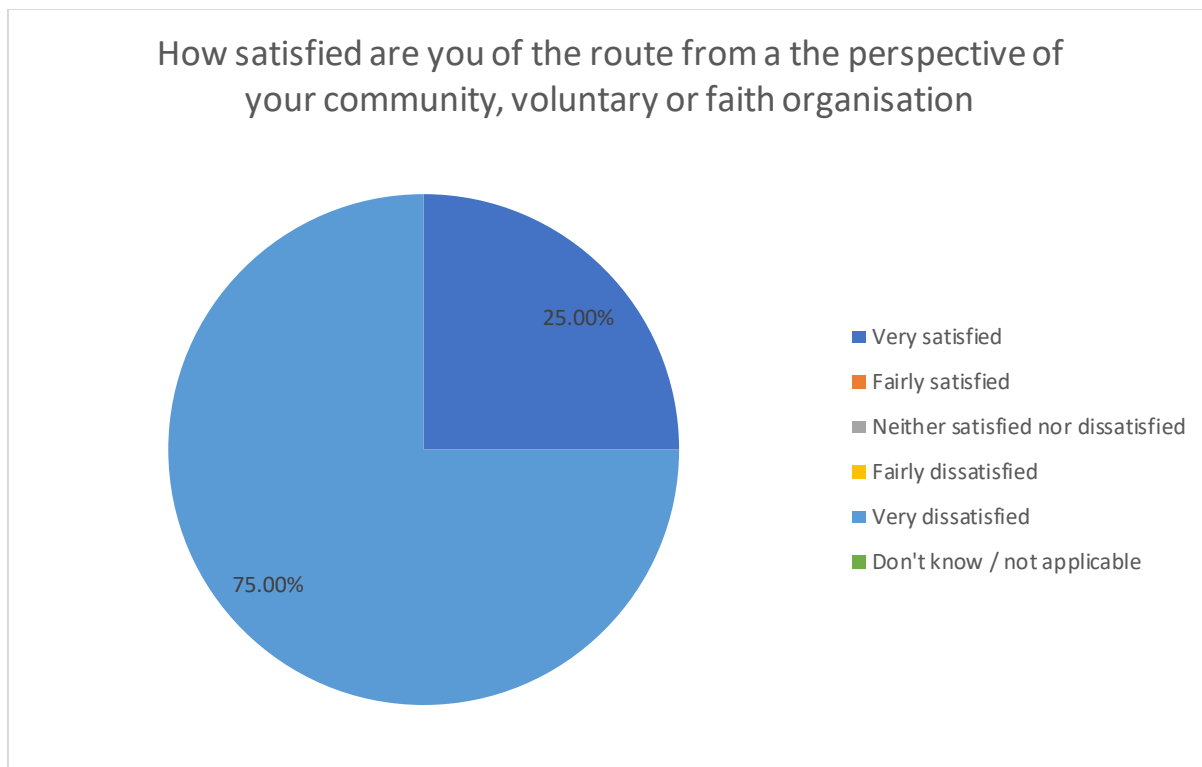
Q2 - Question 2: How satisfied are you of the route from a the perspective of your community, voluntary or faith organisation.

How satisfied are you of the route from a the perspective of your community, voluntary or faith organisation	Total %	Total
Very satisfied	25.00%	1
Fairly satisfied	0.00%	0
Neither satisfied nor dissatisfied	0.00%	0
Fairly dissatisfied	0.00%	0
Very dissatisfied	75.00%	3
Don't know / not applicable	0.00%	0
Total	100.00%	4



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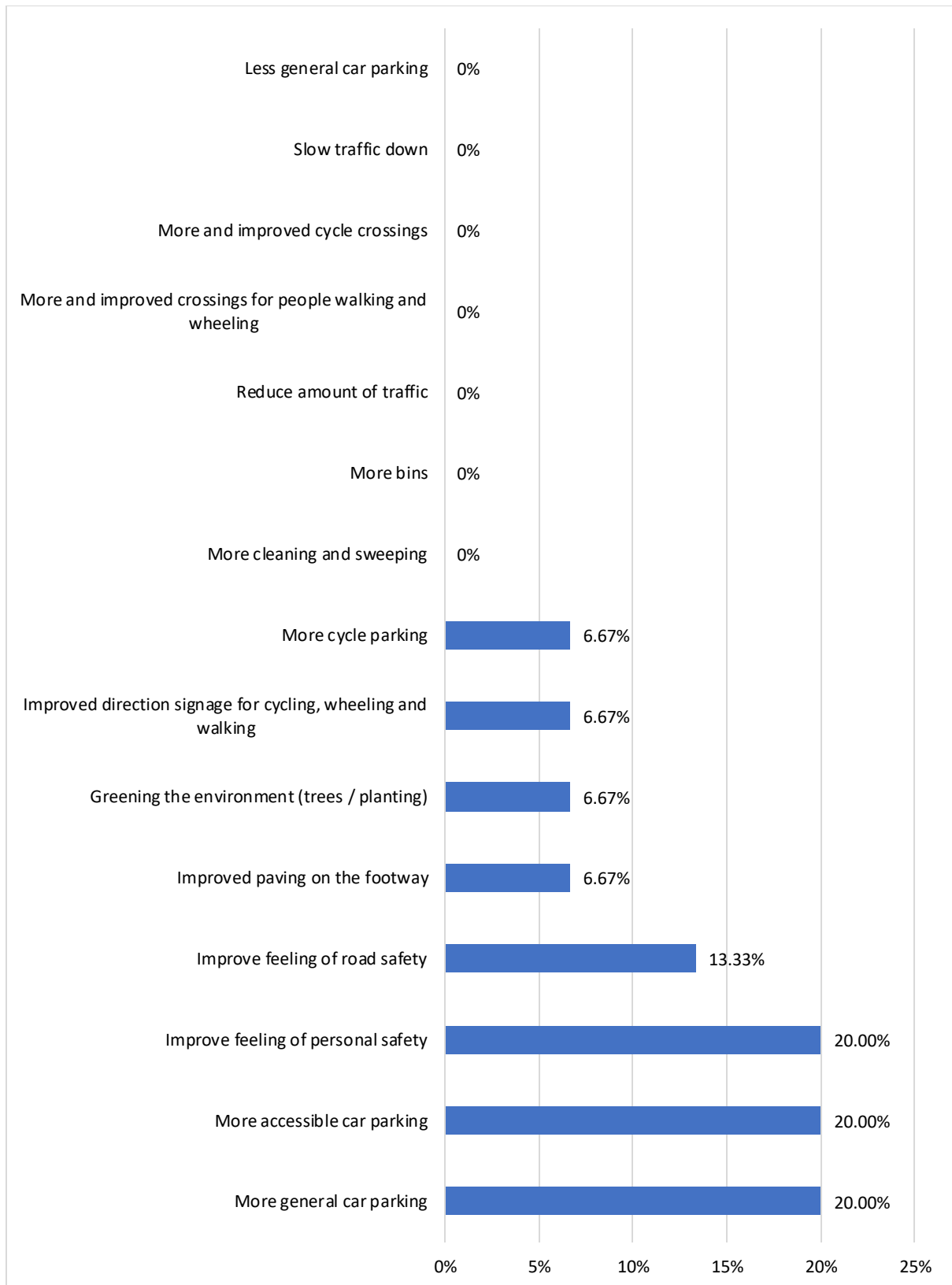
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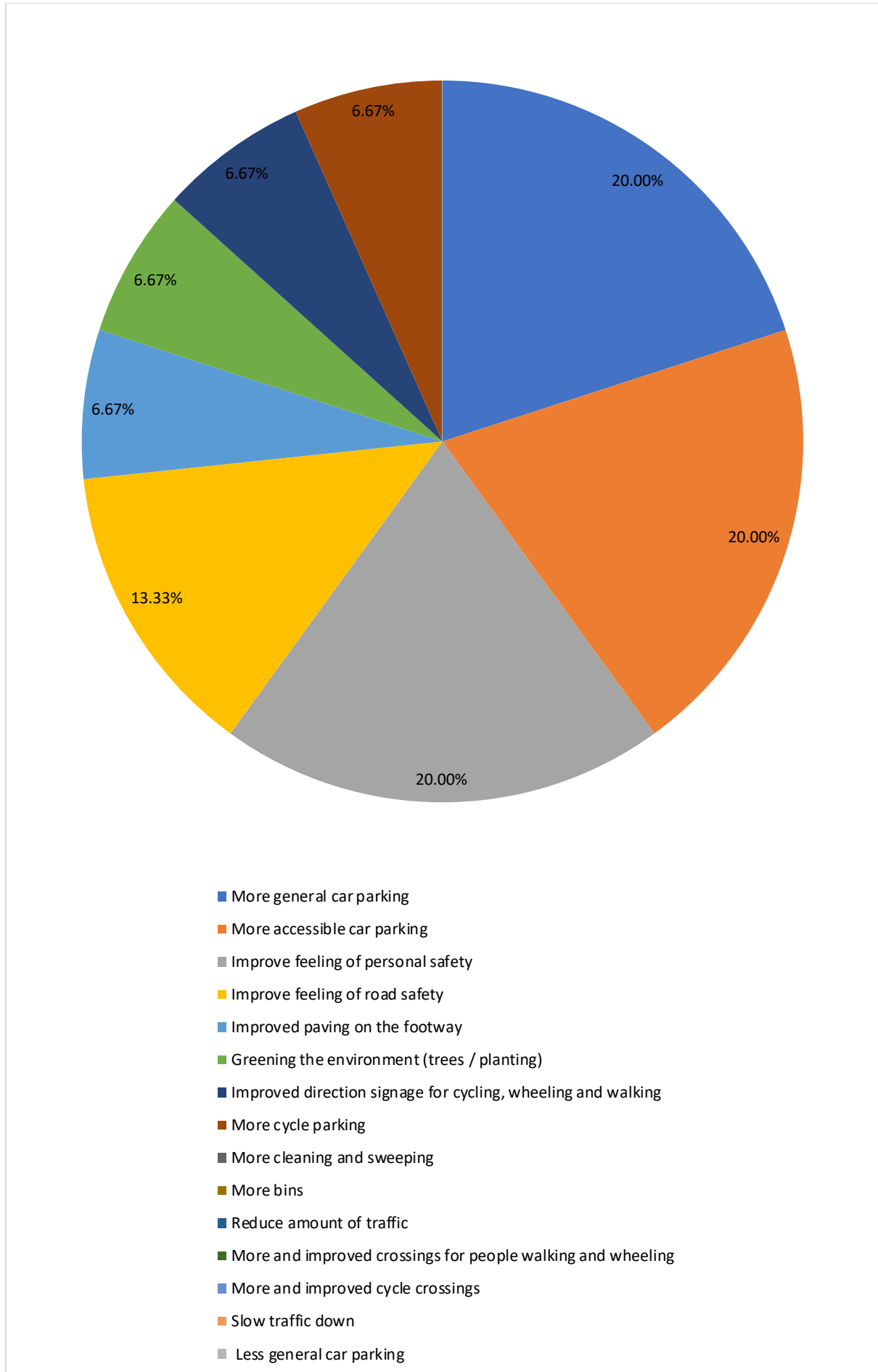


Q3 - Do you think there is anything we can do to improve the look and feel of the streets along the route.

Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - What can we do to improve the route	Total %	Total
More general car parking	20.00%	3
More accessible car parking	20.00%	3
Improve feeling of personal safety	20.00%	3
Improve feeling of road safety	13.33%	2
Improved paving on the footway	6.67%	1
Greening the environment (trees / planting)	6.67%	1
Improved direction signage for cycling, wheeling and walking	6.67%	1
More cycle parking	6.67%	1
More cleaning and sweeping	0%	0
More bins	0%	0
Reduce amount of traffic	0%	0
More and improved crossings for people walking and wheeling	0%	0
More and improved cycle crossings	0%	0
Slow traffic down	0%	0
Less general car parking	0%	0
Total	100%	15

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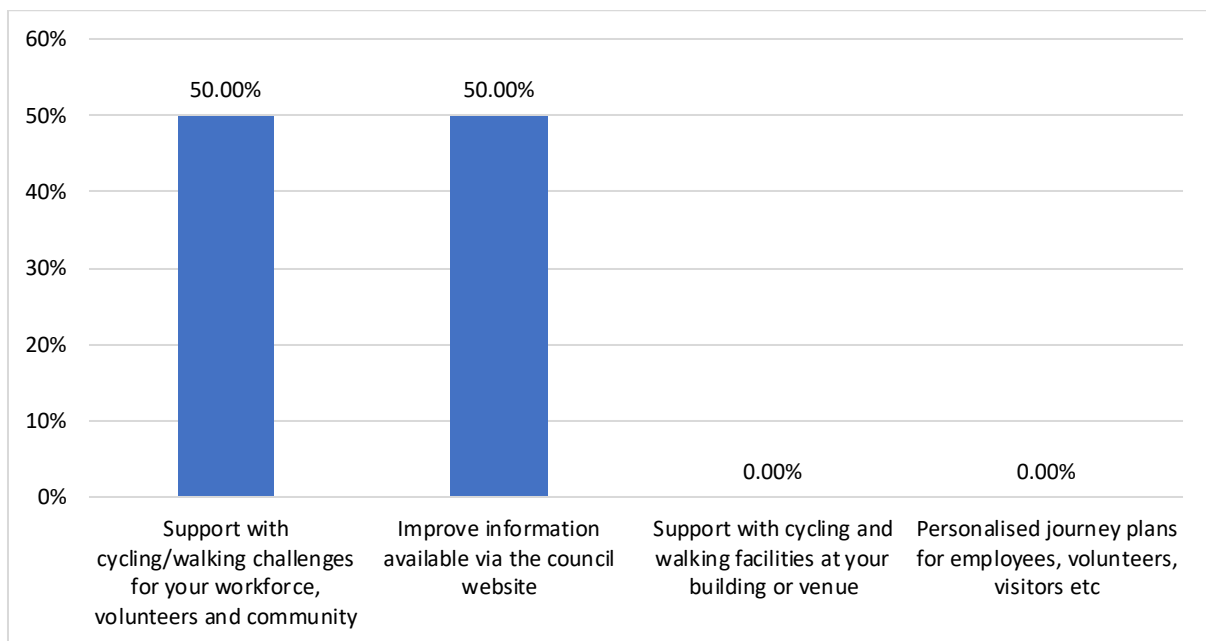


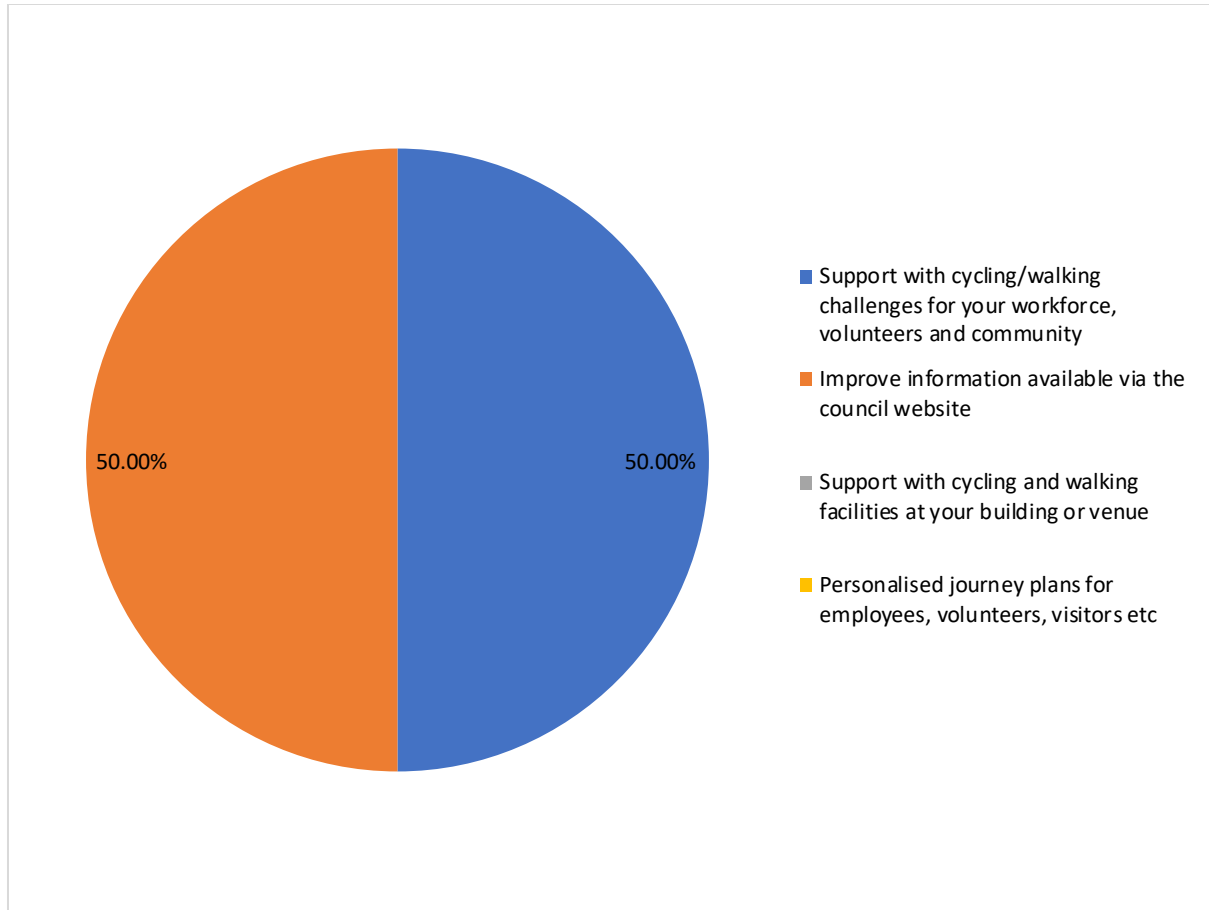


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Q4 - How can we help your organisation to reduce their carbon footprint and promote active lifestyles.

How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes - How can we help?	Total %	Total
Support with cycling/walking challenges for your workforce, volunteers and community	50.00%	1
Improve information available via the council website	50.00%	1
Support with cycling and walking facilities at your building or venue	0.00%	0
Personalised journey plans for employees, volunteers, visitors etc	0.00%	0





DEMOGRAPHICS (Residents)

Age

Age	Total %	Total
18 - 29	6.52%	3
30 - 39	2.17%	1
40 - 49	4.35%	2
50 - 59	19.57%	9
60 - 69	32.61%	15
70 - 79	28.26%	13
85+	2.17%	1
Not Answered	2.17%	1
Prefer not to say	2.17%	1
Total	100%	46

Gender

Gender	Total %	Total
Female	50.00%	23
Male	45.65%	21
Not Answered	2.17%	1

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Prefer not to say	2.17%	1
Total	100%	46

RESIDENTS OPEN QUESTIONS

How satisfied or dissatisfied are you with your journey whilst using the route – comment on your experience when using the route.

Positive feedback:

- Double yellow lines work well to reduce parking in designated bike lanes.
- Route is good and well used by cyclists.
- Most satisfied with Belmont Street to Hesketh Park.
- Segregated cycle lanes are most effected at preventing cars parking in cycle lanes.
- Reduced congestion.
- Feels safe.
- The increased safety levels has boosted cyclist confidence to cycle more.
- Good idea.

Negative feedback:

- Non permitted vehicles ignoring no entry signs on Queens Road.
- Restricting certain vehicles to use Hoghton Street and Queens Road has resulted in surrounding roads to become more congested, due to re-routing.
- Speeding cars on the route.
- Lack of use by cyclists.
- Footpath and road surface is poor.
- Street cleaning required.
- Pinch points on Duke Street, Portland Street and Eastbank Street.
- Too much street furniture on footways resulting in reduced accessibility levels to wheelchair users and those with prams.
- Cars parking on footways (especially on Talbot Street).
- Cars parking in cycle lanes.
- The removal of well used on-street car parking in favour of underused cycle lanes have negatively impacted businesses.
- Cyclist behaviour needs to be improved.
- Hard to cross the busy road.

Suggestions on how to improve the route:

- Enforcement of no entry signs for cars
- More bins
- Speeding cars on the route, traffic calming measures and enforcement is needed.
- Footpath and road surface requires resurfacing.
- Street cleaning required.
- Return the roads to how they were before cyclist provision was introduced.

Do you think there is anything else that can be done to improve the route – please note down any other improvements we can make.

Suggestions on how to improve the route:

- Extend route further.
 - o Into Birkdale along York Road.
 - o On both sides of Chapel Street.

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- Enforcement of no entry signs for cars.
- Better/more signage to no entry to Queens Road.
- Enforce 20mph speed limit.
- 20mph road markings to help reduce speeding cars.
- More dropped kerbs.
- More cycle wayfinding.
- More green infrastructure along route.
- Different surfacing colour on share footways for pedestrians and cyclists.
- Improve pedestrians crossings.
 - o Westley to Talbot Street.
 - o Along Eastbank Street.
- More seating along the route for rest as Queens Road as many residents are in a senior age bracket.
- More bins.
- Prevent general traffic on Talbot Street.
- Remove underused/unnecessary cycle lanes:
 - o Queens Road.
 - o Hesketh Road to Houghton Street
- Remove road blocking (Low Traffic Neighbourhood infrastructure).
- More effective ways to prevent parking in cycle lanes.
- Improve drainage.
- Secure bike parking to prevent bike theft.
- Street cleaning (especially on Chapel Street).
- Investigate one-way streets to cater for widening pavements to make it safer for pedestrians and cyclists.

Concerns:

- Over access to the One Stop Shop for large delivery lorries.
- Adverse impact onto businesses due to vehicle restricted access.
- Queens Road has proved that car free does not work.

BUSINESSES OPEN QUESTIONS

How satisfied are you of the route from the perspective of your business - Further comments

Possible feedback:

- No positive feedback received.

Negative feedback:

- Lack of use by cyclists.
- Cycle lanes are disproportionate for the amount it is used.
- Cyclists do not use the dedicated cycle lanes (instead use the footway).
- Cycle lanes negatively impact businesses.
 - o Trade (some businesses suffered 10% decline in sales since cycle lanes implemented).
 - o Deliveries
 - o Confusion of how to access premises.
 - o No customer/client parking.
- Bollards are not visible enough.
- Holy Trinity Church have experienced a decline in worshippers.
- Frustration over the road closure of Queens Road, due to longer re-routing required.

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- Cyclist using the wrong cycle lane (going the opposite direction).
- Argued that it cannot be environmentally friendly due to the amount of vehicle re-routing and longer journeys caused resulting in more fuel.

Suggestions on how to improve the route:

- Cycle lane should only be on one side of Hoghton Street resulting in less disruption.
- Cycle lanes in Hoghton Street should be removed with immediate effect.
- For business to thrive, there needs to be more parking which is free/cheap.

Do you and your employees think there is anything we can do to improve the look and feel of the streets along the route - Please note down any improvements we can make.

Negative feedback:

- Remove cycle lanes (Hoghton Street).
- Reopen Queens Street to vehicles.

Suggestions on how to improve the route:

- Invest money into Cambridge Arcade.
- Enforcement of no entry signs for cars.

How can we help you, your employees and your visitors to reduce their carbon footprint and promote active lifestyles through our investment programmes – Other, please state

Negative feedback:

- Customers are typically older meaning they do not cycle (or are unable to lead this active lifestyle) and are in need of accessible parking as opposed to cycle lanes.
- Further vehicles restriction to the town centre will result in further commercial decline.
- Argued that it cannot be environmentally friendly due to the amount of vehicle re-routing and longer journeys caused resulting in more fuel.
- Cycle lanes are not needed.
- Cycle lane is not required on both sides of roads.

COMMUNITY, VOLUNTARY OR FAITH ORGANISATION OPEN QUESTIONS

How satisfied are you of the route from the perspective of your community, voluntary or faith organisation - Further comments.

Negative feedback:

- Lack of use by cyclists.
- Cycle lanes are in the wrong place/location.
- Route outside of Church is causing danger, inconvenience and misery for many parishioners, schoolchildren and parents and church attendees.
- Loss of approximately 15 parking spaces for cycle lanes.
- Removed parking has resulted in those with limited mobility to have less access to church.
- No disabled parking spaces less than 1/4 miles away.
- No parking spaces for funeral or weddings cars.
- Church is self-sufficient and find it increasingly harder to rent out their venue due to less/limited parking.

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- Sefton Council say they are committed to creating inclusive, and safe streets for all. In fact what you have done on Hoghton Street is anything but safe and inclusive.

Suggestions on how to improve the route:

- Routes should be for leisure, not commuting.
- Cycle lanes should be re-routed due to the negative impact it has on the church financial income and 400 plus hall users.

Do you think there is anything we can do to improve the look and feel of the streets along the route – improvements.

Positive feedback:

- Support cycle lanes, but they must be in a suitable location/right location.

Negative feedback:

- Cycle lanes are not practical on Queens Road and Hoghton Street.
- Remove the cycle lanes on Hoghton Street and Queens Road.

Suggestions on how to improve the route:

- Remove the cycle lanes on Hoghton Street and Queens Road and re-route them along Park Avenue onto the Promenade. That would eliminate danger and invite leisure cyclists to use the route.

How can we help your organisation to reduce their carbon footprint and promote active lifestyles - How can we help?

Negative feedback:

- Southport is a retirement town and the demography reflects that meaning those who would love to cycle are unable to, due to health limitations.

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SOUTHPORT - BIRKDALE TO HESKETH PARK ACTIVE TRAVEL ROUTE INTERCEPT SURVEY.

Following latest Department for Transport Guidance, primary research was conducted in the form of intercept surveys based around the following points:

- Journey purpose.
- Origin and destination.
- Factors influencing decision to use route.
- Mode shift / has the journey changed with the new active travel route.
- Perceptions of safety.
- Demographics.

The Southport intercept survey (interview) was conducted on 06/10/2022. In total there were 36 respondents to the survey. 27 of the respondents were cycling, 7 walking, 1 wheeling and 1 unknown (blank).

Findings

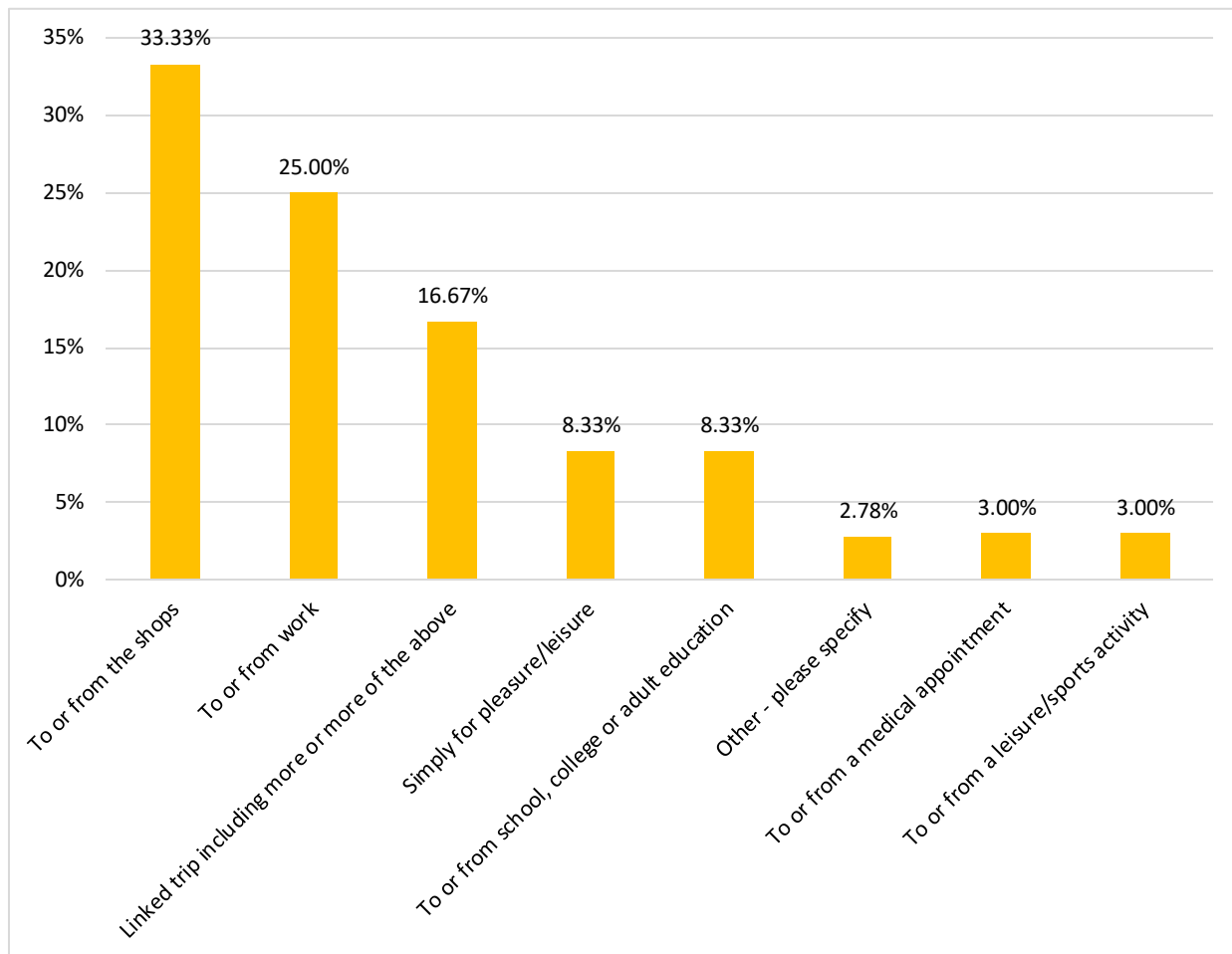
Q3 - What was your journey / trip purpose today?

Question three shows that 12 respondents journey purpose was 'to or from the shops' when surveyed (33.33%). This was followed by 25% (9) of respondents traveling 'to or from work' and 16.67% (6) of respondents traveling 'as part of a linked trip' (so more than one of the responses above).

What was your journey / trip purpose today?	Cycli ng	Walki ng	Wheeli ng	(Blan k)	Tot al	Total %
To or from the shops	8	3	1		12	33.33 %
To or from work	5	3		1	9	25.00 %
Linked trip including more or more of the above	6				6	16.67 %
Simply for pleasure/leisure	3				3	8.33 %
To or from school, college or adult education	2	1			3	8.33 %
Other - please specify	1				1	2.78 %
To or from a medical appointment	1				1	3.00 %
To or from a leisure/sports activity	1				1	3.00 %
Total	27	7	1	1	36	100%

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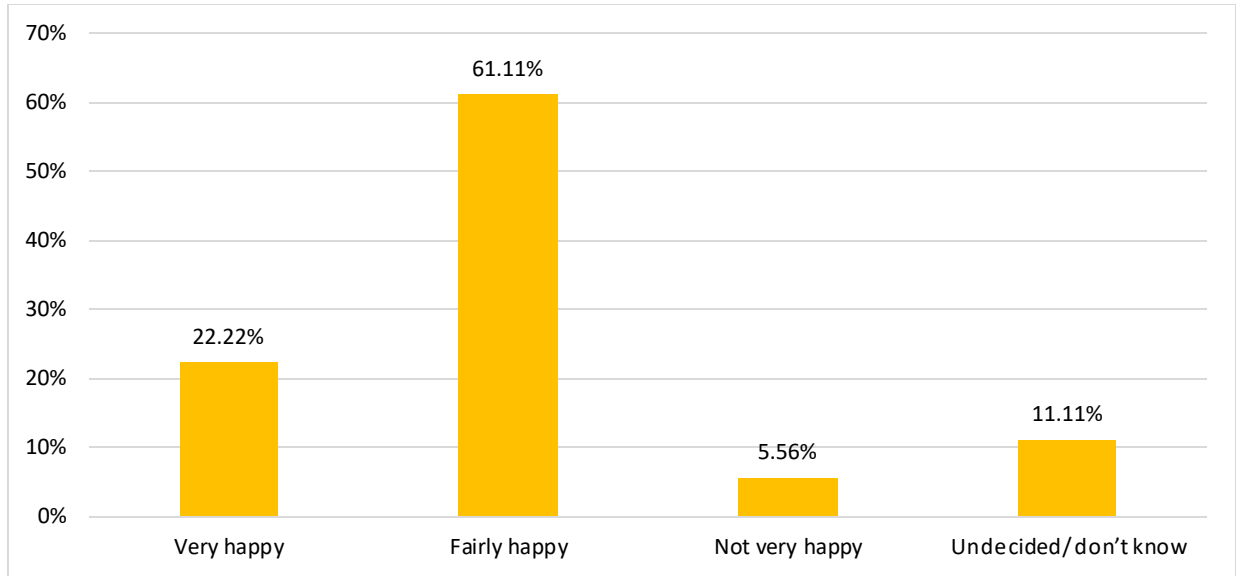


Q4 - How do you feel about your journey/trip along the route today?

Question four shows that 83.33% (30) of respondents were either 'fairly happy' or 'very happy' with how they felt about their trip along the route. Only 5.56% of respondents (all of which were cyclists) stated that they were 'not very happy' with their trip.

How do you feel about your journey/trip along the route today?	Cyclin g	Walkin g	Wheelin g	(Blank)	Tota l	Total %
Very happy	5	2	1		8	22.22%
Fairly happy	18	3		1	22	61.11%
Not very happy	2				2	5.56%
Undecided/don't know	2	2			4	11.11%
Total	27	7	1	1	36	100%

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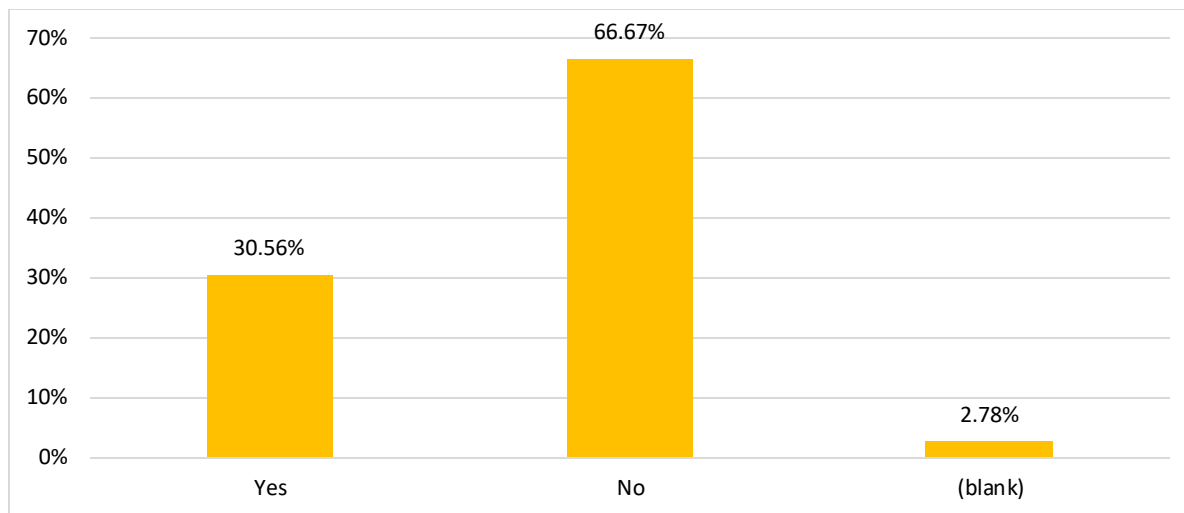
Q5 - Has this route which you are using today, made you feel safer on your trip today than before?

Question five shows that 66.67% (24) of respondents said that they do not feel safer using the new active travel route compared to what it was before new measures. Only 30.56% (11) of resident felt safer. The only wheeling respondent did however feel safer.

Has this route which you are using today, made you feel safer on your trip today than before?	Cyclin g	Walkin g	Wheelin g	(Blank)	Tota l	Total %
Yes	8	2	1		11	30.56 %
No	18	5		1	24	66.67 %
(blank)	1				1	2.78%
Total	27	7	1	1	36	100%

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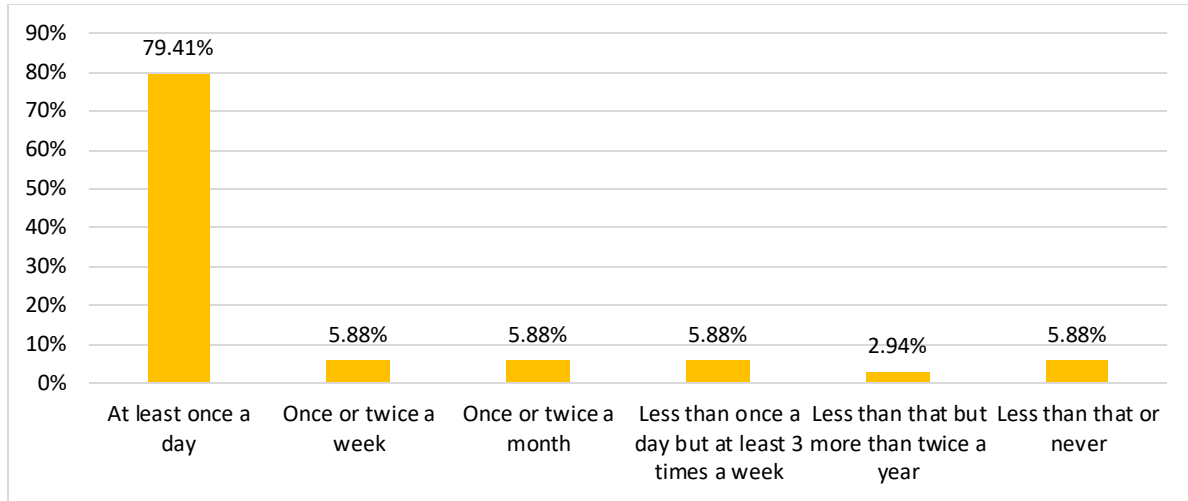


Q6 - How frequently do you walk, wheel and/or cycle along any part of this route? Please count each single trip as one journey, each return trip as two.

Question six shows that the majority of respondents surveyed were conducting their daily routine journeys as 75% (27) were travelling along a route that they use at least once a day.

How frequently do you walk, wheel and/or cycle along any part of this route? Please count each single trip as one journey, each return trip as two.	Cyclin g	Walkin g	Wheelin g	(Blank)	Tota l	Total %
At least once a day	19	6	1	1	27	79.41 %
Once or twice a week	2				2	5.88%
Once or twice a month	2				2	5.88%
Less than once a day but at least 3 times a week	1	1			2	5.88%
Less than that but more than twice a year	1				1	2.94%
Less than that or never	2				2	5.88%
Total	27	7	1	1	34	100%

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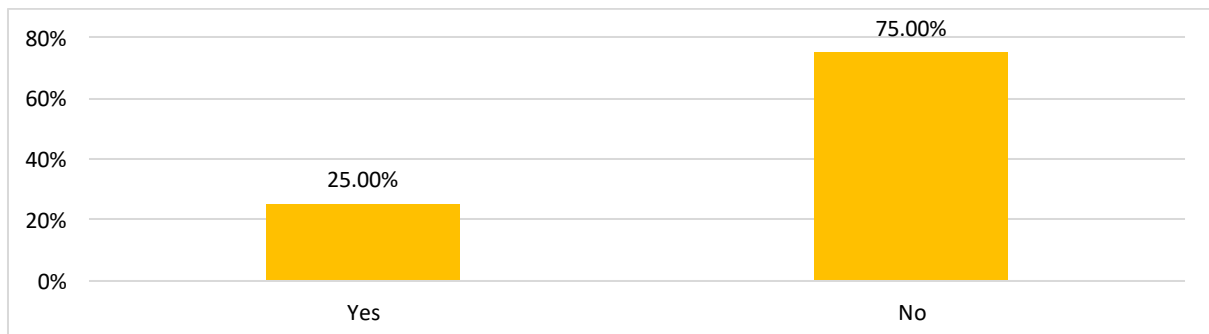


Q7 - Has this route which you are using today, encouraged you to make more journeys by walking, wheeling and/or cycling than before the route was put in?

Question seven shows that the new active travel measures had not encouraged 75% of respondents to make more journeys by walking, wheeling and/or cycling. This response could reflect that these users were already using the route before it was improved.

25% (9) of the respondents said that they are encouraged to use the route more, which 5 being cyclists, 3 walkers and one wheeler.

Has this route which you are using today, encouraged you to make more journeys by walking, wheeling and/or cycling than before the route was put in?	Cycling	Walking	Wheeling	(Blank)	Total	Total %
Yes	5	3	1		9	25.00%
No	22	4		1	27	75.00%
Total	27	7	1	1	36	100%



Q8 - Were you travelling alone or with anyone else on this journey today?

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Question 8 shows that there was a mix between respondents traveling alone and with somebody else.

Were you travelling alone or with anyone else on this journey today?	Cycling	Walking	Wheeling	(Blank)	Total	Total %
Yes	11	4			15	41.67%
No	16	3	1	1	21	58.33%
Total	27	7	1	1	36	100%

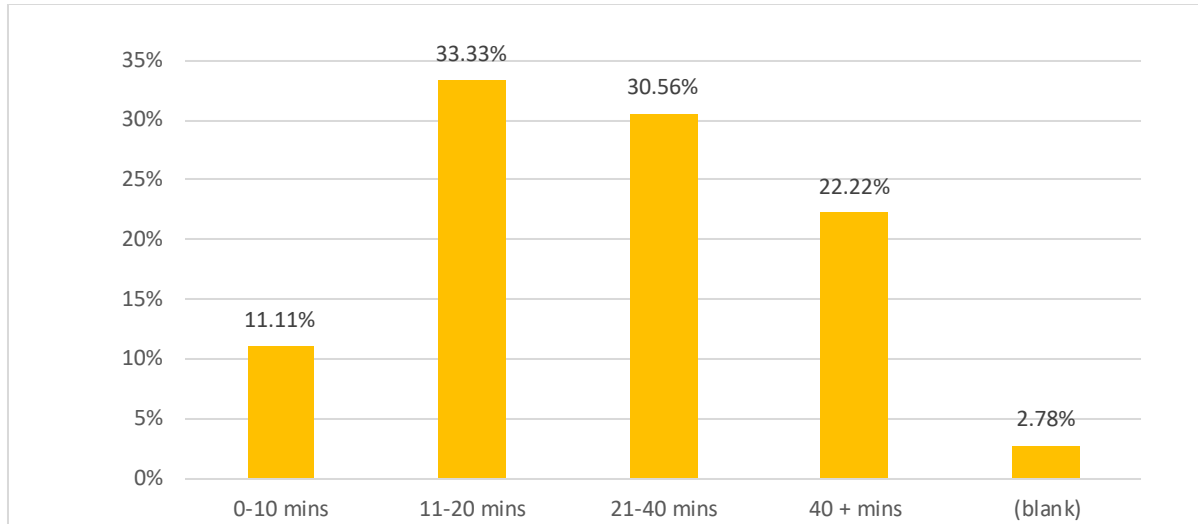


Q9 - How long was this trip/journey you were taking today?

Question 9 shows that respondents use the route for different periods of time. Cyclists typically use the route for longer compared to walking and wheeling.

How long was this trip/journey you were taking today	Cycling	Walking	Wheeling	(Blank)	Total	Total %
0-10 mins		3	1		4	11.11%
11-20 mins	9	2		1	12	33.33%
21-40 mins	9	2			11	30.56%
40 + mins	8				8	22.22%
(blank)	1				1	2.78%
Total	27	7	1	1	36	100%

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INTERCEPTSUVREY OPEN QUESTIONS

Q10 - Are there any changes you would make to this route?

The survey provided respondents with an opportunity to comment on any changes they would like to see along this route. A total of 27 comments were received. These comments have been coded to provide an overview on the responses and understand common themes. The table below summarises these responses:

Suggested change	Number
No changes on route	12
Better cycle lane road markings	6
More links with other cycle routes.	2
More cycle lane segregation barriers	2
Ban cyclists.	1
Remove cycle infrastructure	1
Remove benches to stop skateboarders	1
Safer junctions	1
Two-way cycle lane on Wright Street	1
Reduce cyclist speed	1
More shared use footways	1
Improve roads	1
More cycle routes	1
Improve overall cycle safety	1

Q11. Sefton Council are developing a future network plan for walking and cycling – are there any routes or places we should think about as part of this plan?

A total of 32 responses were collected from this question. These comments have been coded to provide an overview of the responses and understand common themes.

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Suggested change	Number
No other locations	9
Liverpool Road	3
Eastbank Street	2
Improve wayfinding.	2
Make routes connected (for example Crosby to Southport)	1
All roads should have at least one cycle lane	1
Wykecock Road opening backup through	1
Cycle lanes reduce on-street parking	1
More walks	1
Remove cycle infrastructure on Queens Road	1
Albert Road	1
Make Lord Street safer	1
Wright Street	1
Better cycle lane segregation/markings on Chapel Street	1
Improve cycling all over Sefton	1

From Question 12 onwards, respondents were asked to provide information about themselves. The purpose of this is so an Equality Impact Assessments (EQIA) can be provided. These act as an important framework for demonstrating due regard through considering evidence and analysis to help identify the likely positive and negative impacts that policy proposals may have on certain protected groups and to estimate whether such impacts disproportionately affect such groups.

SOUTHPORT - BIRKDALE TO HESKETH PARK ACTIVE TRAVEL ROUTE VIVACITY ANALYSIS

VivaCity traffic counts are a form of automatic trip counter which uses artificial intelligence to provide real time fully classified counts. In order to monitor the schemes successfully, VivaCity sensors will be used continuously to monitor the number of people walking and cycling. Automatic cycle counters, like VivaCity, provide a vast amount of data and it is recommended that data is collected for three years after scheme implementation. Some seasonality profiling may be possible using the VivaCity sensors Green Dashboard as this provides the ability to monitor weather conditions.

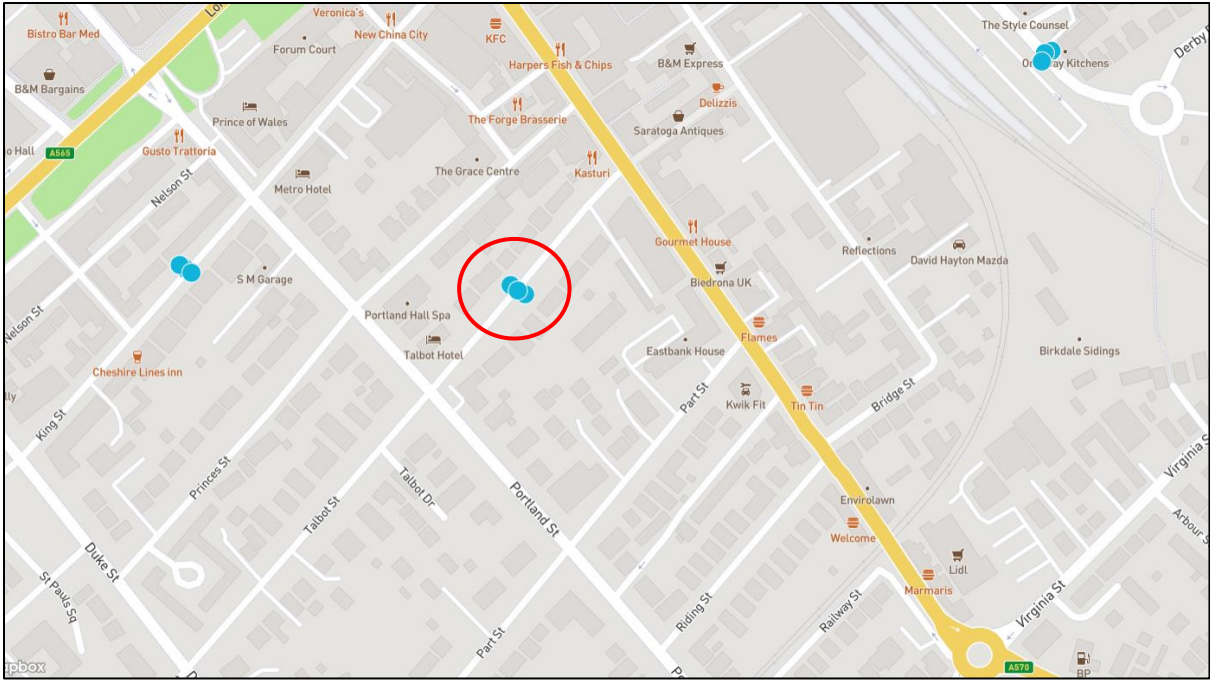
During the analysis, 'in' and 'out' movement was investigated to check for any anomalies in the data, those found will be noted and explanation provided in the findings (e.g., Covid-19 restrictions lifting).

There are VivaCity sensors installed across Sefton. Only five VivaCity sensors are relevant for this scheme and these are:

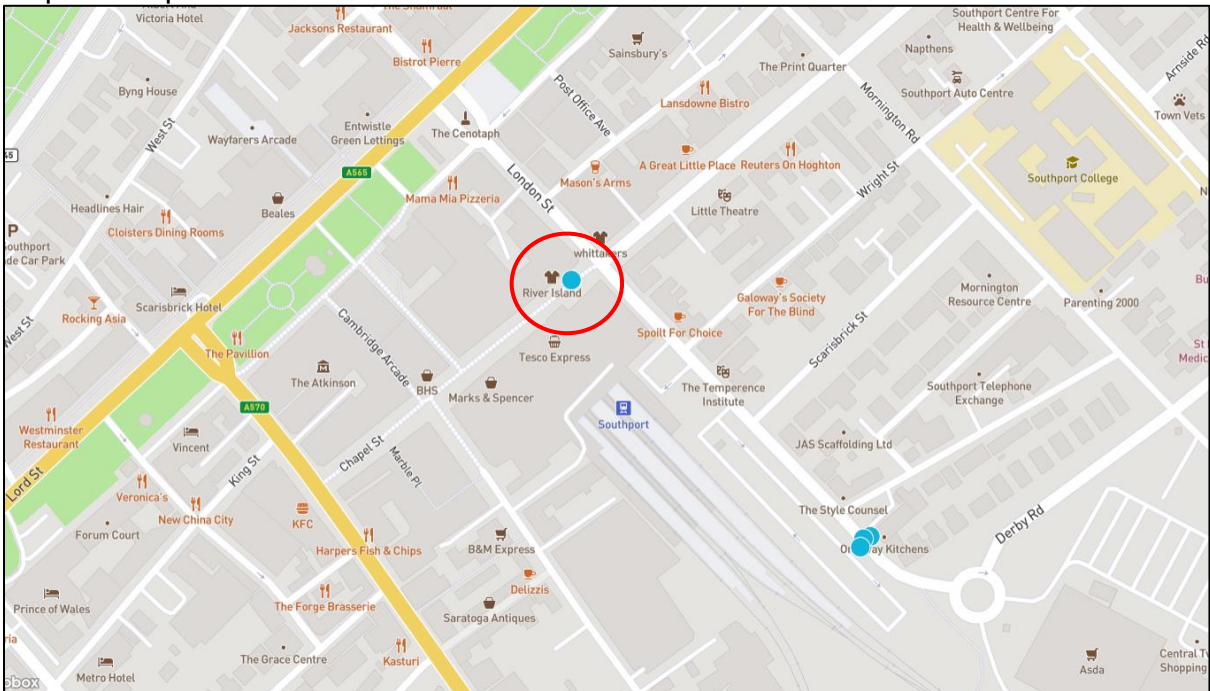
- Talbot Street: Sensor 6.
- Chapel Street: Sensor 5.
- Hoghton Road: Sensor 73 and 74.
- Queens Road: Sensor 75.

A map is provided below of the location for each sensor.
Map of Talbot Street sensor 6

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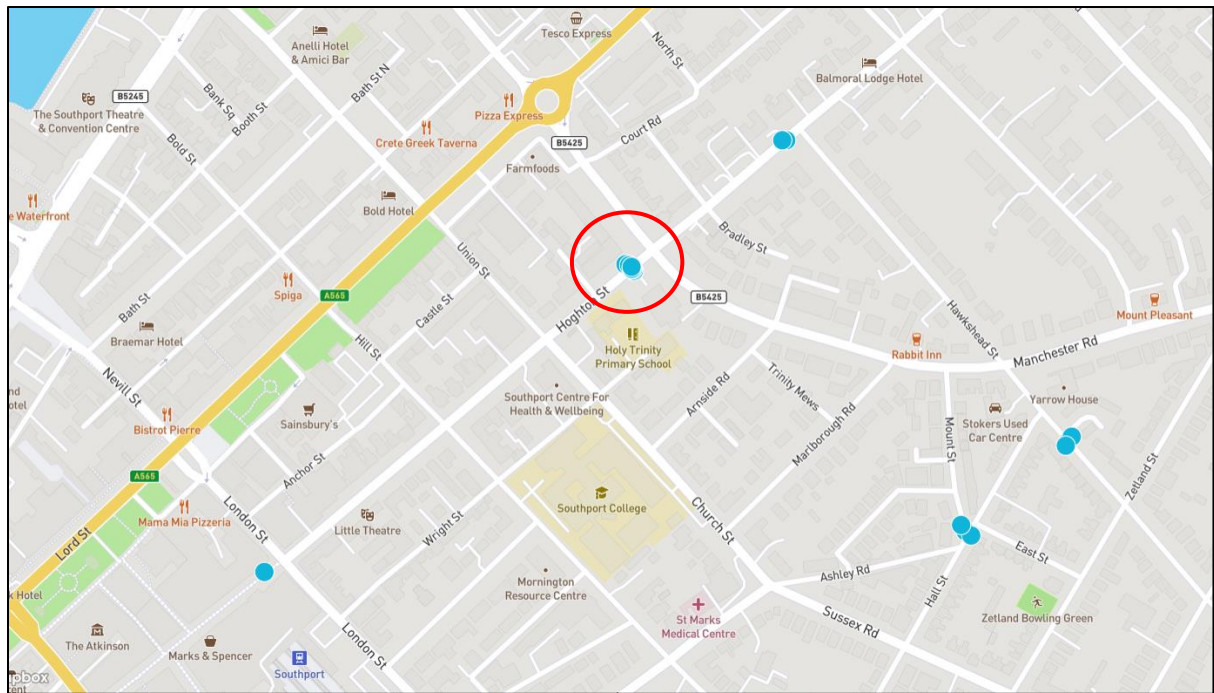
Map of Chapel Street sensor 5



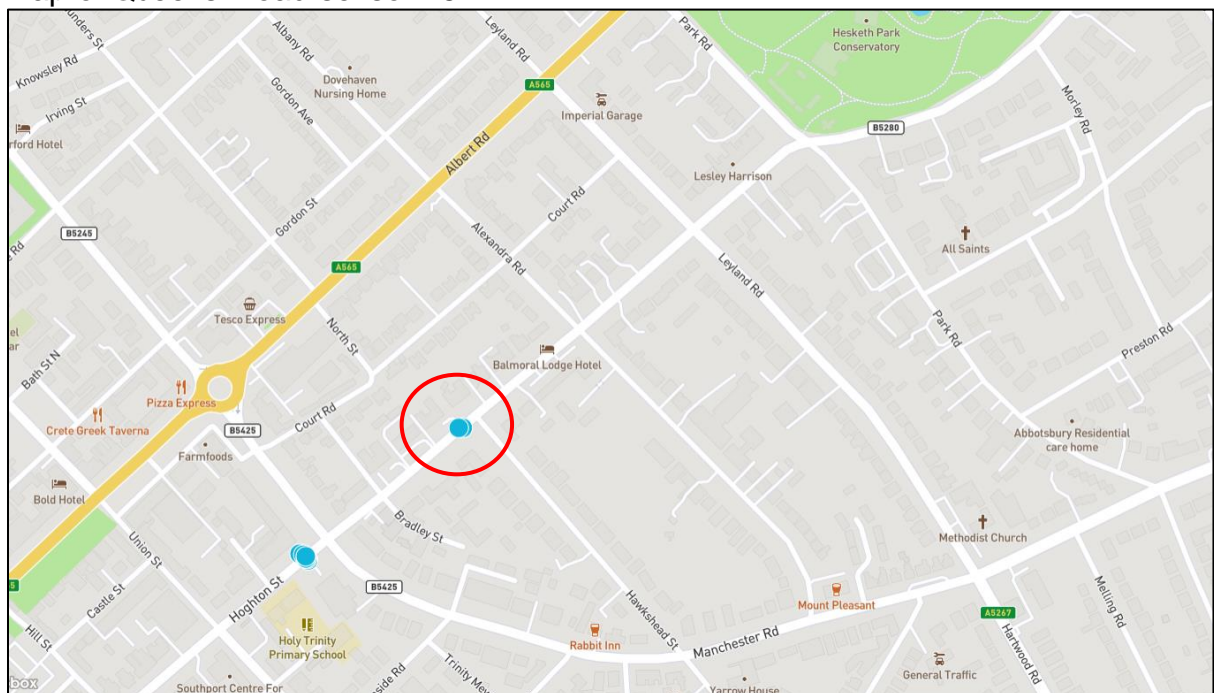
Map of Hoghton Road sensor 73 and 74

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Map of Queens Road sensor 75



This data has been used to understand:

- seasonal variation.
- mode split (including cyclist usage).

Findings

The VivaCity counters provide an insight into the number of pedestrians, cyclists and vehicles travelling during the time period January 2023 to August 2023. Data for each sensor is only available for after the active travel infrastructure was introduced

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and not before, meaning there is no baseline data for before the implementation of the walking and cycle route.

Another limitation of the data is Queens Road sensor 75 only counts pedestrians, cyclists and vehicles on the road and not the footway, meaning that data is not truly representative. This has resulted in pedestrian and cyclists numbers being captured lower than the actual.

VIVACITY – Active Travel seasonal variation

To understand seasonal variation for active travel, data has been analysed for summer (July, 01/07/2023 to 31/07/2023) and winter (January, 01/01/2023 to 31/01/2023) in 2023.

Talbot Street

	July Summer 2023		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	4,194	15.09%	2,172	11.86%
Pedestrian	23,608	84.91%	16,144	88.14%
Total	27,802	100%	18,316	100%

The data for Talbot Street shows that 4,194 cyclists were recorded during July 2023 and 2,172 during January 2023. This highlights that the active travel route on Talbot Street is used more in the summer compared to the winter with a total difference of +2,022 cyclists and +7,464 pedestrians.

Chapel Street

	July Summer 2023		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	10,782	3.77%	7,088	3.19%
Pedestrian	275,515	96.23%	214,881	96.81%
Total	286,297	100%	221,969	100%

The data for Chapel Street shows that 10,782 cyclists were recorded during July 2023 and 7,088 during January 2023. This highlights that the active travel route on Chapel Street is used more in the summer compared to the winter with a difference of +3,694 cyclists and +60,634 pedestrians.

Hoghton Road

	July/August Summer 2023*		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	7,584	16.21%	4,988	11.36%
Pedestrian	39,210	83.79%	38,907	88.64%
Total	46,794	100%	43,895	100%

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The data for Hoghton Road shows that 7,584 cyclists were recorded during July/August 2023 and 4,998 during January 2023. This highlights that the active travel route on Hoghton Road is used more in the summer compared to the winter with a difference of +2,596 cyclists and +303 pedestrians.

*Summer data for Hoghton Road has had to be collected for a month period which spans across both July and August (13/07/23 to 10/08/2023) due to missing data, due to a sensor outage.

Queens Road

	July Summer 2023		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	6,410	100%	3,680	100%
Pedestrian	*n/a	*n/a	*n/a	*n/a
Total	6,410	100%	3,680	100%

The data for Queens Road shows that 6,410 cyclists were recorded during July 2023 and 3,680 during January 2023. This highlights that the active travel route on Queens Road is used more in the summer compared to the winter with a difference of +2,730 cyclists.

* Due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table.

Total for all roads.

	July Summer 2023		January Winter 2023	
Mode	Quantity	%	Quantity	%
Cyclist	28,970	7.89%	17,928	6.23%
Pedestrian	338,333	92.11%	269,932	93.77%
Total	367,303	100%	287,860	100%

The data for the total route (including all sensor data) shows that there is a seasonal variation.

Cyclists: 28,970 were recorded in July 2023 and 17,928 during January 2023, this being an additional +11,042 (+61.59%) in the summer compared to the winter.

Pedestrians: 338,333 were recorded in July 2023 and 269,932 during January 2023, this being an additional +68,401 (+25.34%) in the summer compared to the winter.

This data shows that there is greater seasonal variation in numbers of cyclists than pedestrians.

VIVACITY – Mode split

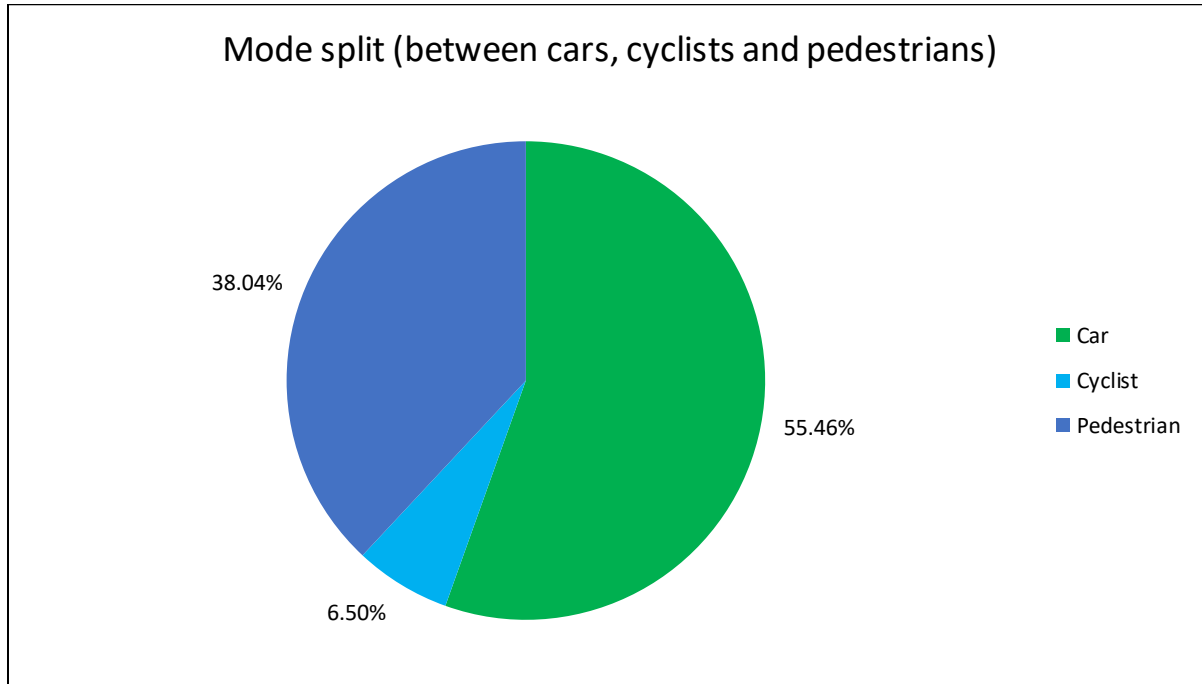
To understand the split between different transport modes (car, pedestrian and cycle), data has been analysed for January to August 2023 (01/01/2023 to 23/08/2023).

Talbot Street

Talbot Street mode share data shows that there have been 29,103 cyclists (6.50% of all users), 170,425 pedestrians (38.04% of all users) and 248,465 cars (55.46% of all users) recorded.

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Mode	Quantity	%
Car	248,465	55.46%
Cyclist	29,103	6.50%
Pedestrian	170,425	38.04%
Total	447,993	100%



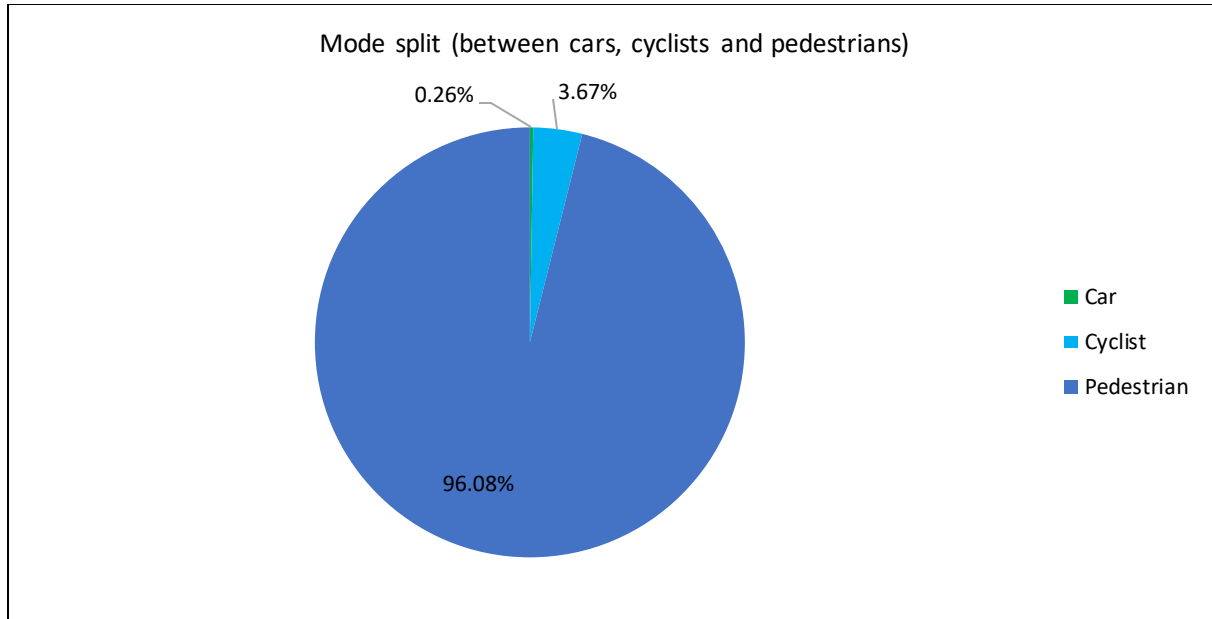
Chapel Street

Chapel Street mode share data shows that there have been 77,459 cyclists (3.67% of all users), 2,029,579 pedestrians (96.08% of all users) and 5,407 cars (0.26% of all users) recorded.

Mode	Quantity	%
Car	5,407	0.26%
Cyclist	77,459	3.67%
Pedestrian	2,029,579	96.08%
Total	2,112,445	100%

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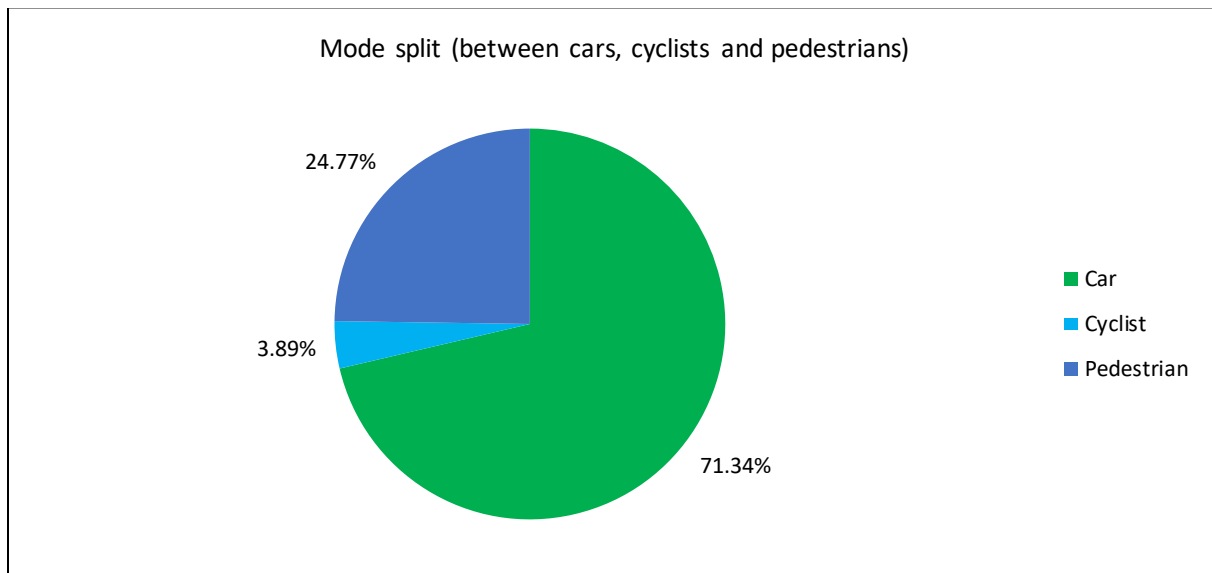
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Houghton Road

Houghton Road mode share data shows that there have been 27,449 cyclists (3.89% of all users), 174,625 pedestrians (24.77% of all users) and 502,981 cars (71.34% of all users) recorded.

Mode	Quantity	%
Car	502,981	71.34%
Cyclist	27,449	3.89%
Pedestrian	174,625	24.77%
Total	705,055	100%

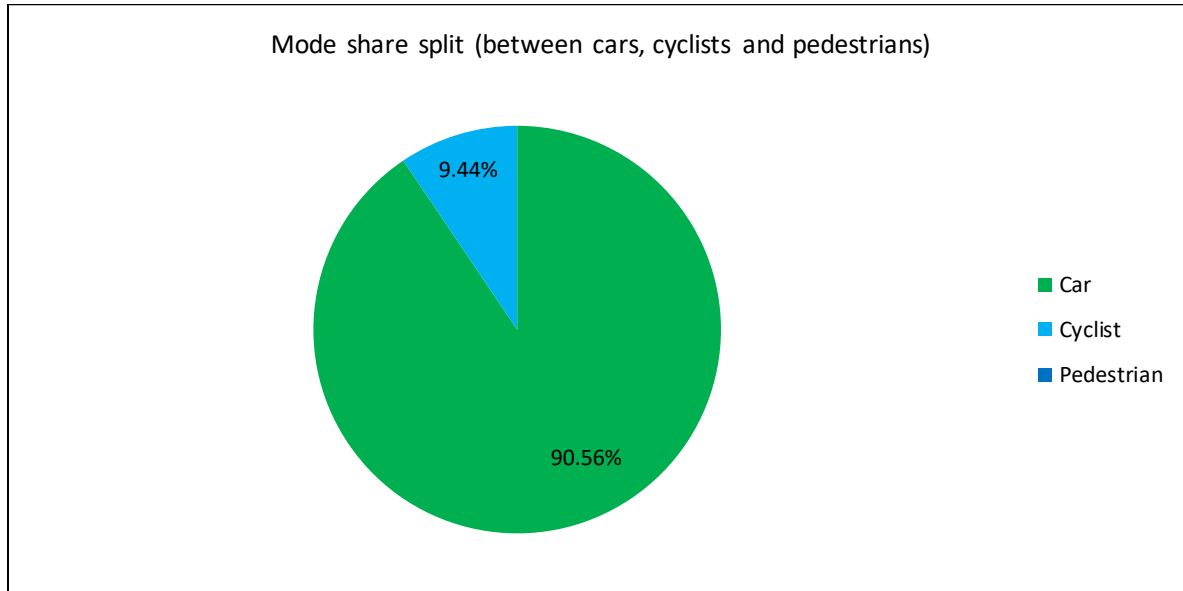


Queens Road

Queens Road mode share data shows that there have been 23,739 cyclists (9.44% of all users), and 227,668 cars (90.56% of all users) recorded. *To note, due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table.

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Mode	Quantity	%
Car	227,668	90.56%
Cyclist	23,739	9.44%
Pedestrian	n/a	n/a
Total	251407	100%



Total for all roads

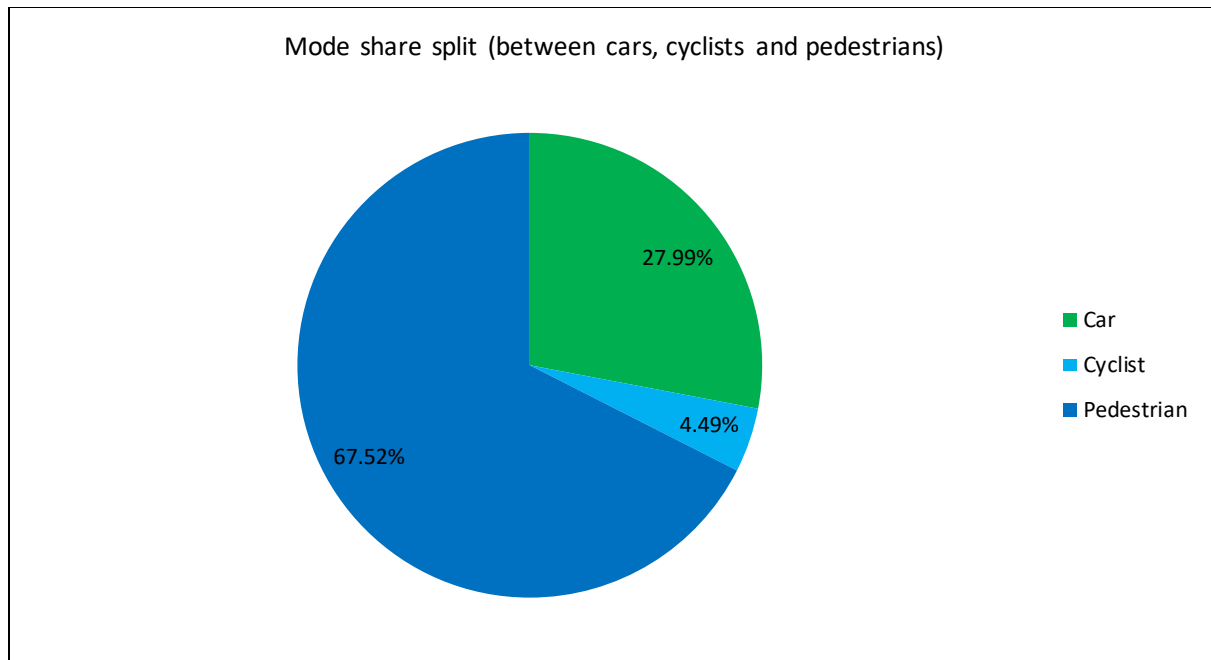
Mode share data for the total route (including all sensor data) shows that there has been 157,750 cyclists (4.49% of all users), 2,374,629 pedestrians (67.52% of all users) and 984,521 cars (27.99% of all users) recorded during the time period January 2023 to August 2023.

To note, due to a technology issue with Queens Road sensor 75, data has not been recorded for pedestrians therefore has been displayed as n/a in the table. This has resulted in pedestrian and cyclists numbers being captured lower than the actual.

Mode	Quantity	%
Car	984,521	27.99%
Cyclist	157,750	4.49%
Pedestrian	2,374,629	67.52%
Total	3,516,900	100%

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VIVACITY – other data trends

Commuter pattern

The data for sensors:

- Talbot Street (S6)
- Chapel Street (S5)
-

Appendix 2 – Equality Impact Assessment

Equalities Impact Assessment Southport & Bootle Emergency Active Travel Routes

Section 1: Active Travel Tranche 1 – (Emergency Routes)

Title of Assessment:

Bootle and Southport Emergency Walking and Cycling Routes – Active Travel (Tranche 1) Programme

EIA Lead Officer Name:

L Davies

Team

Strategic Transport Planning and Infrastructure

Service Area

Highways and Public Protection

Date

08/06/2022

Section 2: Summary

As a local authority, Sefton Council are required by the Equality Act 2010 to comply with the Public Sector Equality Duty. This means we need to carry out an equality analysis, in the form of an Equality Impact Assessment (EQIA) of our proposed highways and transport schemes to ensure that proper consideration and due regard is given to the needs of diverse groups in order to:

- Eliminate discrimination
- Advance equality of opportunity and access; and
- Foster good relations between different groups in the community.

This EQIA will help to ensure that equality, diversity, cohesion, and integration are at the heart of everything the Council does. The following assessment looks at the likely (or actual) effects of policies on people in respect of protected equality characteristics as listed in Section 3 below. This assessment includes an initial screening and then a more in depth analysis of the opportunities to promote equality within active travel schemes; alongside mitigating negative or adverse impacts that can be removed or mitigated.

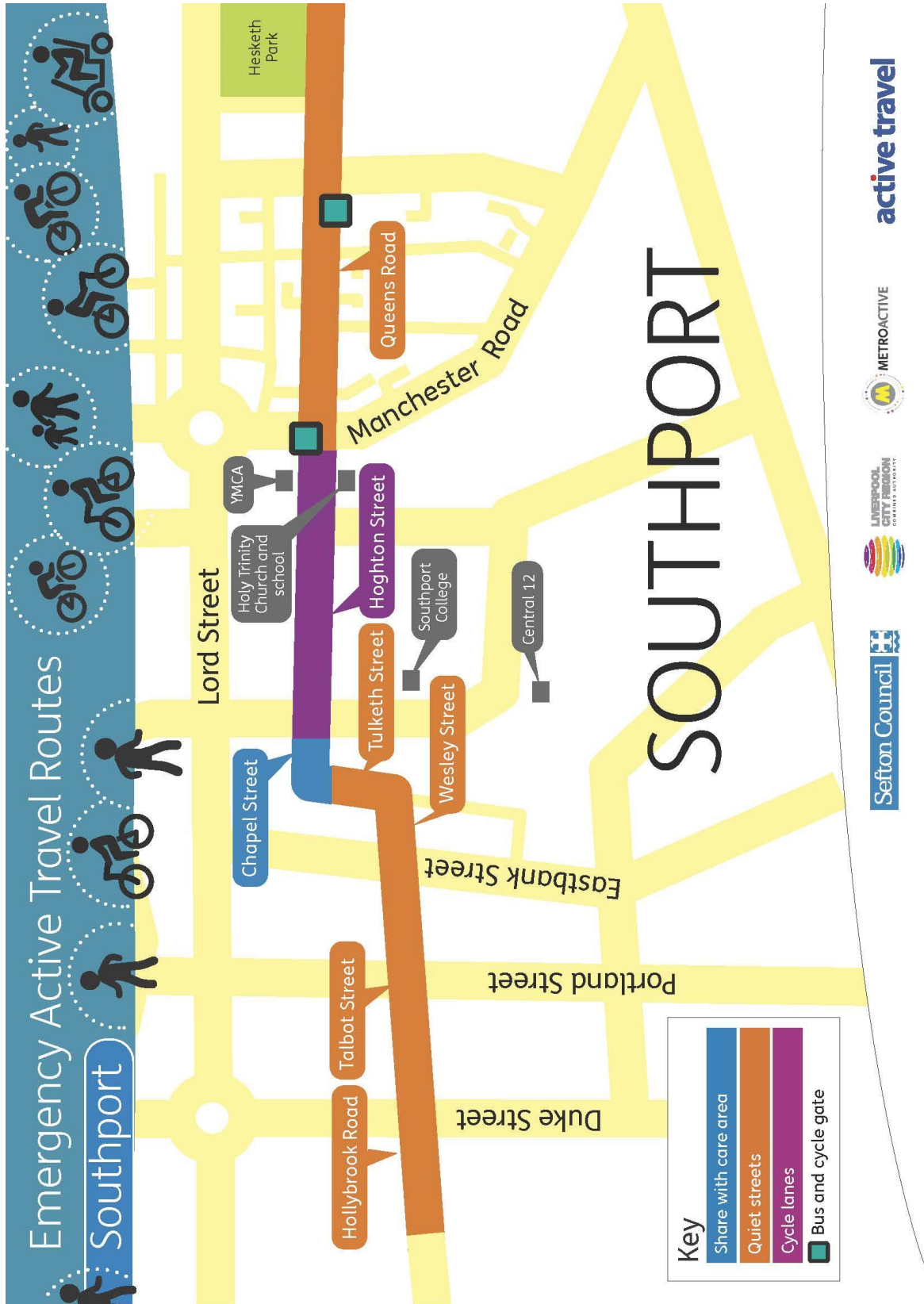
This EQIA assesses the Active Travel Tranche 1 programme which includes the following two schemes, implemented in 2020 as part of the Governments response to funding for active travel, during the peak of the COVID-19 pandemic.

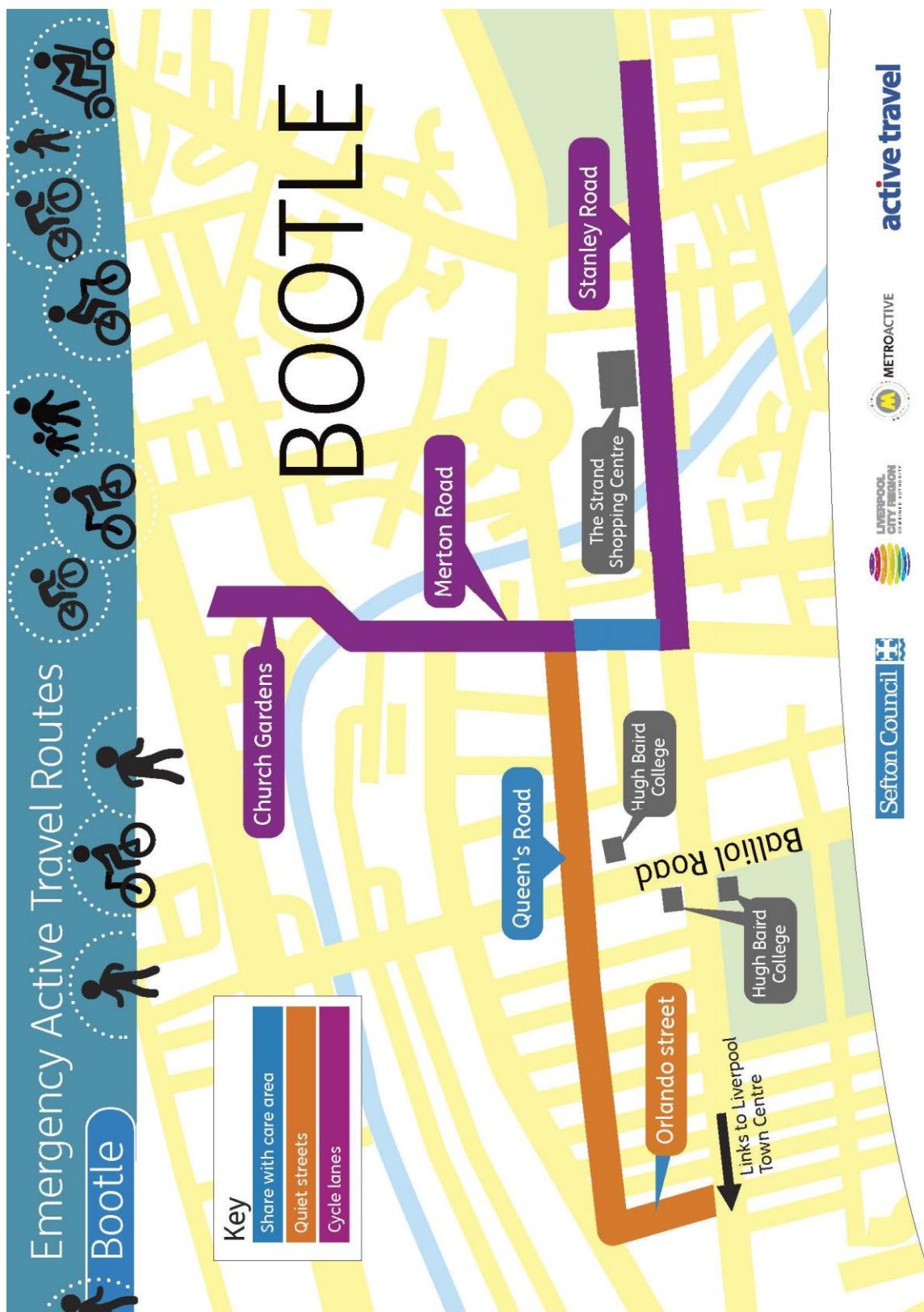
Southport Walking and Cycling Route.

- Linking Birkdale to Hesketh Park

Bootle Walking and Cycling Route.

- Linking Crosby to Bootle Town Centre





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Section 3: Initial Screening

Is the proposal likely to impact on the way Sefton Council is showing 'due regard' to the three aims of the Public Sector Equality Duty? Please indicate the relevant aim as detailed below;

Public Sector Aim	Yes / No
Eliminating unlawful discrimination, harassment, and victimisation	Yes
Advancing equality of opportunity	Yes
Fostering good relations between different groups of people	Yes

Please identify if the project/ scheme is likely to have an impact on any of the following protected characteristics?

Protected Characteristic	Yes / No
Age	Yes
Disability	Yes
Gender reassignment	
Marriage and Civil Partnership	Yes
Pregnancy and Maternity	Yes
Race	Yes
Religion or Belief	
Sex	Yes
Sexual Orientation	

Section 4: Beneficiaries and Objectives

Who should benefit from the proposals, and how does the proposal fit with Sefton Council's Vision, Climate Emergency Declaration?

Improvements in active travel infrastructure are intended to support more people to choose to make more journeys by walking or cycling, replacing trips made by car. This switch from car to walking and cycling brings many benefits to residents, visitors, and workers, including reduced carbon emissions, improved air quality, reduced congestion and improved health and wellbeing. These benefits have positive impacts for Sefton as a Borough helping to address the climate emergency and supporting economic activity.

Particular benefits from any improvement to walking and cycling infrastructure can be felt by people who experience disability (including long-term health conditions) and socio-economic groups who are excluded from employment or face barriers in accessing services due to the cost of transport (walking and cycling are relatively cheaper than public transport or owning/running a car).

The COVID-19 pandemic has brought difficulties for people in travelling safely to and from work, shops, and other services due to the necessity of maintaining social distancing on public transport and the reduced capacity that accompanies this and affects people with disabilities and long-term health conditions.

The need to maintain social distancing on pavements and footways also affects people with mobility difficulties and people pushing prams and pushchairs. Therefore, the proposals should benefit many residents in these groups. This proposal allows Sefton Council to meet their Vision and Climate Emergency Declaration which includes providing a safe and socially distanced method of travel which is inclusive for all.

The benefits would support the implementation of several regional and local policies, strategies, and plans:

- LCR - Strategy for Growth

- LCR- Transport Plan

- Local Journeys Strategy

- Local Cycling and Walking Infrastructure Plan (LCWIP)

- Climate Emergency Declaration

- Vision for Sefton 2030

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Section 5: Community Engagement and Consultation Statement

Detail the consultation and engagement process followed with reference to Public Engagement and Consultation Panel.

The walking and cycling routes in Bootle and Southport as show in Section 2, were implemented on an emergency basis. Limited time was afforded by the Department of Transport to undertake consultation and swift implementation of the schemes were a condition of the funding for both routes. The routes were implemented on a test and see basis.

The following communications plan was executed

;

- Letters were distributed to all properties along the route to advise of the works
- Information provided to local press in the form of a press release
- Social media messages

Section 6: Impact of Proposal

Could the proposal have a positive or negative impact on any of the protected characteristics (race, gender, disability, gender reassignment, marriage and civil partnership, age, pregnancy and maternity, religion and belief, sex, sexual orientation)? Please list in the table below and include actions required to mitigate any potential negative impact.

Which groups of people could be affected	Potential positive or negative impact	Action required to mitigate any negative impact																					
Age	<p style="text-align: center;">APPENDIX 1</p> <p>The LCR Walking and Cycling Index 2021 (Appendix A) found that barriers to cycling can be far more pronounced for some people. Safety including road safety and personal safety is the single largest barrier to cycling.</p> <p>Proportion of LCR residents who cycle at least once a week by Age:</p> <table border="1" data-bbox="421 363 1727 632"> <thead> <tr> <th>Age</th> <th>2019</th> <th>2021</th> </tr> </thead> <tbody> <tr> <td>16-25</td> <td>12%</td> <td>20%</td> </tr> <tr> <td>26-35</td> <td>10%</td> <td>20%</td> </tr> <tr> <td>36-45</td> <td>21%</td> <td>14%</td> </tr> <tr> <td>46-55</td> <td>17%</td> <td>16%</td> </tr> <tr> <td>56 – 65</td> <td>11%</td> <td>16%</td> </tr> <tr> <td>66+</td> <td>8%</td> <td>9%</td> </tr> </tbody> </table> <p>Barriers to cycling include being concerned about safety. 46% of residents of the LCR feel they should cycle more and want improved cycle infrastructure including more cycling track along roads which are physically protected from traffic and pedestrians (LCR Bikelife P14)</p> <p>School Age Population</p> <p>Nationally over three quarters of injury deaths for 10 to 18-year-olds are related to motor traffic, and motor traffic injuries are the leading cause of death for children aged 5 to 14 years. – source https://ice.org.uk/news-and-insight/the-civil-engineer/june-2021/streets-work-for-children-work-for-all</p> <p>Recent national research by Living Streets found the following:</p> <ol style="list-style-type: none"> 1. Over a third (36%) are scared about walking to school because of speeding traffic. 2. One in five children and young people are concerned about the lack of safe crossing points on their journey to school. 3. Many children report being scared of walking to school alone, with nearly one in five secondary school pupils worried about being bullied on the walk to school and 39% scared by the risk of stranger danger. <p>Source; https://www.livingstreets.org.uk/media/1398/breakingdownthebarriers.pdf</p> <p>Research undertaken by Sefton Young Advisors asked participants from two Southport High Schools to identify issues when walking and cycling to school, the most common answers were, busy roads, roundabouts and junctions, suspicious people, not enough cycle lanes, no traffic</p>	Age	2019	2021	16-25	12%	20%	26-35	10%	20%	36-45	21%	14%	46-55	17%	16%	56 – 65	11%	16%	66+	8%	9%	
Age	2019	2021																					
16-25	12%	20%																					
26-35	10%	20%																					
36-45	21%	14%																					
46-55	17%	16%																					
56 – 65	11%	16%																					
66+	8%	9%																					

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lights in some places, being approached by strangers, dangerous drivers. The finding report is contained in **Appendix B**.

Holy Trinity CE Primary School located on Manchester Road has a side exit on Hoghton Street in Southport which is formed of the Church car park and community center. Parents and carers use this entrance and exit as well as Manchester Road. The school has 200 pupils on the roll and in 2021, 2 looked after children from a faith background were allocated a place, there were no children allocated a place with a social / medical or pastoral need or who were of CE Faith and attending Holy Trinity Church in 2021 and 2020. In 2021 the school received 50 applications for 30 places.

Source; [Schools Information Guide 2022 \(sefton.gov.uk\)](https://www.sefton.gov.uk/education/schools-information-guide-2022)

Further and Higher Education Age Young People

Hugh Baird College is made up of a number of campuses across South Sefton, two of which are located in close proximity to the Bootle Walking and Cycling Route;

- Balliol Road Campus
- Health Care Campus

The college provides learning opportunities for 14 to 19 year old young people and an adult learning programme. The college provides education and training for around 4,200 individuals across all campuses. 14 high needs learners are based at the main campus in Bootle.

Source; <https://reports.ofsted.gov.uk/provider/31/130490>

Southport College is located on Mornington Road just off Hoghton Street. The College offers vocational and technical courses to 1,433 learners aged 16 to 18.

Source; <https://files.ofsted.gov.uk/v1/file/50150912>

Other settings for children and young people

There are a number of other settings near to the route including a number of nurseries, a family center, and a youth center.

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	<hr/> <p><i>POSITIVE IMPACT</i></p> <hr/>	
<p>Disability</p>	<p>English National Concessionary Travel Pass holders x in Sefton and x in Southport and x in Bootle. – DATA GAP</p> <p>In 2018 (the most up to date national data set) there were 13,751 total valid blue badges held by organisations and individuals in Sefton.</p> <p><i>The LCR Walking and Cycling Index 2021 found that barriers to cycling can be far more pronounced for some people. Safety including road safety and personal safety is the single largest barrier to cycling.</i></p> <p><i>Proportion of LCR residents who cycle at least once a week who identify as having a disability has increased from 7% in 2019 to 15% in 2021. This is compared to 16% of non-disabled residents in 2021 and 15% in 2022.</i></p> <p><i>Wheels for Wellbeing Report; A guide to accessible Cycling can be found here https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/06/FINAL.pdf This report identifies that it is a common myth that Disabled people don't or can't cycle. Research has been undertaken in London and 12% of disabled people regularly or occasionally cycle compared to 17% of non-disabled people.</i></p> <p><i>Wheels for wellbeing have undertaken a survey of disabled people which can be found here; https://wheelsforwellbeing.org.uk/wp-content/uploads/2018/11/Survey-report-FINAL.pdf This survey identifies the top measures for encouraging more disabled people into cycling as follows</i></p> <ul style="list-style-type: none"> <i>• Ensuring cycling infrastructure is accessible and meets the needs of disabled cyclists,</i> <i>• Introducing subsidies to make non-standard cycles less expensive</i> <i>• Introducing legislation that legally recognises cycles as mobility aids</i> 	<p>—</p> <p>N E G A T I V E I M P A C T M I G A</p>

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Focus Group with People First indicated that more members would walk and cycle if there were more routes and safer routes. The group identified issues around availability and cost of adapted bikes as although some representatives in the group cycled many would if they had suitable bikes to use.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972438/transport-disability-and-accessibility-statistics-england-2019-to-2020.pdf

Specific issues identified in relation to this protected characteristic related to the Southport route are as follows;

- Lack of parking for blue badge holders along Hoghton Street generally and within the vicinity of Holy Trinity Church
- Shared use route along Chapel Street

No disabled parking bays were removed

The Southport route along Chapel Street includes a shared area for people walking, cycling and delivery vehicles. At the time of writing this report there have not been any recorded injury accidents along Chapel Street.

A Road Safety Audit of the Southport Route is due to be undertaken and this assessment will be updated based on the findings of this audit.

No specific issues were highlighted in relation to the Bootle route

POSITIVE IMPACT

The scheme includes several improvements to the walking environment such as reducing street clutter. This would assist visually impaired people, those with restricted mobility and people using mobility aids such as wheelchairs or mobility scooters to navigate the space.

Improving cycling safety by creating safe routes will encourage more disabled people to take up cycling. This is seen across the country where cycles are regularly used as mobility aids. There

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M1:
SOUTHPORT &
BOOTLE

Undertake a healthy street audit of the routes – To identify how the health of the streets can be improved.

M2:
SOUTHPORT A review alternative parking locations for blue badge holders along Hoghton Street.

M3:
SOUTHPORT &
BOOTLE
Development of a Monitoring & Evaluation plan

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	<p>is also observed behaviors of those wheeling using the route.</p> <hr/> <p style="text-align: center;"><i>NEGATIVE IMPACT</i></p> <hr/> <p>The construction of the cycle lanes along Hoghton Street has resulted in cars driving over the footway at pedestrian crossing points to access the frontages of their property. Kerb side parking has been removed along the sections of road where the cycle lanes are. Blue badge holders are now not able to park on Hoghton Street where the pay and display bays have been removed, the existing Blue Badge spaces remain.</p>	<p>in line with DfT guidance. M4: SOUTHPORT Monitoring of Chapel Street shared space and consideration in Road Safety Audit.</p>
<p>Gender reassignment</p>	<p><i>There are no National Statistics which show whether there are differences in levels of active travel between different groups in society related to gender identify and gender reassignment. The Office of National Statistics is recommending that new questions on gender identity should be added to the 2021 Census, which would begin to fill this gap. Similarly, Sport England Active Lives and Sustrans Bike Life surveys do not include questions about gender identity.</i></p>	
<p>Marriage and Civil Partnership</p>	<p>DATA GAP - Lone parents in Bootle and Southport</p> <hr/> <p style="text-align: center;"><i>POSITIVE IMPACT</i></p> <hr/> <p>Providing great transport opportunity to access childcare, education and work by creating greater opportunities for independent active travel in older younger people. Providing greater opportunity to exercise as part of everyday life by walking and cycling.</p>	
<p>Pregnancy and Maternity</p>	<p>DATA GAP - % number of residents in Bootle and Southport with children under 1?</p>	

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	<hr/> <p style="text-align: center;"><i>POSITIVE IMPACT</i></p> <hr/> <p>The schemes include many improvements to the walking environment</p> <ul style="list-style-type: none"> • Creating clear and unobstructed footways making it easier to push a pram or carry babies / infants • Adding new and improved crossing points 	
<p>Race</p>	<p>Black, Asian and Minority Ethnic groups are less likely to hold a driving licence (in England between 2014-18 52% of Black ethnic group, 62% of Asian ethnic group, 59% of Mixed ethnic group held a driving license in comparison to 76% of white ethnic group) (Government Website: Drivers License Holders)</p> <p>Black, Asian and Minority Ethnic groups are also less likely to have access to a car or van. Between 2014/18 in England 41% of Black ethnic group, 21% of Asian ethnic group, 31% of Mixed Ethnic Group had no access to car/van in comparison to only 17% of White ethnic group (Government Website: Car or Van Ownership).</p> <p>In LCR, 37.3% of residents who categorise themselves as being of mixed/multiple ethnic groups, 26.0% of Asian/Asian British residents 49.7% of Black residents, and 45.2% of residents in other ethnic groups all live in a household with no car (Census Data 2011 Nomis Web). The equivalent figure for white LCR residents is 26.2%.</p> <p>In the LCR 18% of people from ethnic minority groups cycle at least once per week, which has increased from 10% in 2019, this is compared to 16% of white people in 2021, and 13% in 2019. 45% of people from ethnic minority groups think cycling safety in their local area is good compared to just 15% in 2019 compared with 38% of white people in 2021 and 28% in 2019.</p> <hr/> <p style="text-align: center;"><i>POSITIVE IMPACT</i></p> <hr/>	

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	<p>Providing new and upgraded walking and cycling routes allows more people to be connected to employment, shops and other services.</p>	
<p>Religion or belief</p>	<p><i>Sport England's Active Lives surveys now include questions about people's religious beliefs. Across the country people of all religions tend to be less active than the population as a whole, while people of no religion tend to be more active. But as less than one third of all respondents answered the question about their religion, and the survey covers all forms of activity, not just active travel (cycling and walking), we cannot use this data to determine whether belonging to a particular religion is linked with higher or lower levels of cycling in Liverpool City Region and Sefton.</i></p>	
<p>Sex</p>	<p>Women generally have lower access to cars than men. Across England and Wales Men are more likely to hold a full driving license, 80% males and 71% females. 21% of female residents live in a household without a car, compared with 18% of males. (NTS) For disabled people, whose day-to-day activity is 'limited a lot' this raised to 43% of women (34% men) (NTS) When looking at main drivers – 2/3 of adult men are main drivers, but only half of adult women are main drivers. (NTS)</p> <p>Looking at trips generally, women take more walking trips than men across all age categories except in the 70+ category. Men generally take more cycling trips than women across all age categories. (NTS)</p> <p>Women generally take more local bus journeys than men across all age categories except in the 0–16-year-old. Women generally take less surface rail trips than men.</p> <p>The LCR Walking and Cycling Index 2021 found that barriers to cycling can be far more pronounced for some people. Safety including road safety and personal safety is the single largest barrier to cycling. Proportion of LCR residents who cycle at least once a week by sex is as follows 10% of women and 22% of Men and. The proportion of residents who think cycle safety in their local area is good by gender is 36% of women and 41% men.</p> <p>Summary Women are less likely to have access to a car, more likely to walk more and take local bus journeys.</p>	

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	<p>Women are less likely to cycle than men and cycle safety needs improving.</p> <p>DATA GAP - Do we have local data for the above <i>Census 2001, LC3405EW – Long term health problem or disability by car or van.</i> <i>National Travel Survey 2002-19</i></p> <hr/> <p style="text-align: center;">Positive Impact</p> <hr/> <p>Creating safe family friendly cycle lanes creates conditions that would encourage more women to cycle. This is experienced elsewhere across the Country. Creating easier to cross side roads and main roads, reducing pavement clutter would create a much-improved environment for people walking.</p>	
<p>Sexual orientation</p>	<p>The LCR Walking and Cycling Index 2021 found that barriers to cycling can be far more pronounced for some people. Safety including road safety and personal safety is the single largest barrier to cycling. Proportion of LCR residents who cycle at least once a week by sexual orientation is as follows 14% of LGBTQ+ residents' cycle at least once per week compared with 17% of heterosexual people.</p> <hr/> <p style="text-align: center;">Positive Impact</p> <hr/> <p>Creating safe and welcoming spaces linking to key destinations would encourage more people from an LGBTQ+ background to travel actively. The main barriers to walking and cycling remain road safety and personal safety.</p>	

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Section 7: Evidence

What research / data / information have you used in support of this process? Add detail about links to evidence or provide actual summary. Remember that your evidence is important.

Protected Characteristics	Title/ Source	Date	Data Gaps	Actions to fill the data gap
Age	Information regarding school intake and allocation basis https://www.sefton.gov.uk/media/4901/sefton-schools-admissions-information-guide-2022-23.pdf	08/06/2022	Socio economic group of the pupils is not available	Ask data intelligence unit if this is available by area.
Age	Merseytravel Over 60's pass	08/06/2022	Data requested for Sefton and Southport	ongoing
Age	Pupils attending educational settings along both routes https://reports.ofsted.gov.uk/	23/06/22	Breaking down data further and any possible mode share information	Educational settings to be contracted to request further data.
Disability	Blue badge data – Sefton wide - https://www.gov.uk/government/statistics/blue-badge-scheme-statistics-2018	05/08/2021	Southport data required	Data requested from Blue Badge Department
	English National Concessionary Travel Pass – disability as defined in the Transport Act 2000	05/08/2021	Local and national data not readily available – seek assistance from Merseytravel.	Data requested from Merseytravel.
Gender reassignment	There are currently no national or local data around transport and gender reassignment			Look to include this within future surveys / data gathering.
Marriage and Civil Partnership			Need to explore further any data sets relating	Request assistance from Data Intelligence

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			to loan parents in Southport	Unit
Pregnancy and Maternity			Need to explore any data relating to expectant mothers and those with babies of under school age	Look to include this within future surveys / data gathering – especially around school streets.
Race	No local data available		Need to explore any data sets which may not be readily available – may result in national statistics being used.	Seek advice from LCRCA and internal Data Intelligence Unit.
Religion or belief	No local data available			Include religion and belief on all Equalities Questions moving forward.
Sex	Census 2001 LC3405EW – Long term health problem or disability by car or van. National Travel Survey Factsheet 2018. 2002-19		Need to explore any data we can extract relating to sex on local data sets we hold.	
Sexual orientation			There are currently no national or local data around transport and sexual orientation	

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Section 8: Action Plans – Document Release & Mitigation

The (Draft – Approved) EIA is to be sent to groups representing protected characterises and feedback welcomed. Once feedback has been received from the groups representing the protected characteristics, the EIA will be finalised. The final document will then be sent to all groups as the final EIA.

MITIGATION ACTION PLAN

	Mitigation	Date	Who	Progress
M1	SOUTHPORT & BOOTLE Undertake a healthy street audit of the routes – To identify how the health of the streets can be improved.	09/06/2022	LD/DG	Not started – will follow the Healthy Streets Audit tool https://www.healthystreets.com/
M2	SOUTHPORT A review alternative parking locations for blue badge holders along Hoghton Street.	09/06/2022	AD/LD	Ongoing
M3	SOUTHPORT & BOOTLE Development of a Monitoring & Evaluation plan in line with DfT guidance.	09/06/2022	LD/DG	Monitoring and Evaluation Plan drafted
M4	SOUTHPORT Monitoring of Chapel Street shared space	09/06/2022		Ongoing

Appendix 3 – Proposed Traffic Regulation Order.

1. The Traffic Regulation Order (TRO) used to support the scheme was temporary and administered using a procedure developed by the DfT for use during the Covid restrictions present in 2020. This allowed some flexibility in how the Notice is published allowing the use of online publication, including websites, online newspapers, email communication or social media, leaflet distribution, letter delivery, by post or otherwise.
2. As the current temporary TRO expires in early 2024, a permanent order is proposed to enable the scheme to operate and enforcement action to be taken, as necessary. It is therefore proposed to make the following permanent and to advertise the orders following usual procedures.

It is proposed that:

- (a) No vehicles, except buses and pedal cycles shall enter Queens Road at its junction with Park Road in a south-westbound direction;
- (b) No vehicles, except buses and pedal cycles shall enter Queens Road at its junction with Manchester Road in a north-eastbound direction;
- (c) All Pay & Display bays on both sides of Hoghton Street be suspended and replaced with 'No waiting at any time' parking restrictions;
- (d) Mandatory cycle lanes be introduced on both sides of Hoghton Street, from a point 80m north-east of the north-easterly kerb line of London Street to the south-westerly kerb line of Manchester Road;
- (e) The Metropolitan Borough of Sefton (Chapel Street, Southport) (Prohibition of Driving) Order 2005 (No.2) be temporarily amended to allow pedal cycles to proceed along Chapel Street;
- (f) The Metropolitan Borough of Sefton (Tulketh Street, Southport) (Prohibition of Driving) (No.2) Order 2008 be temporarily amended to allow pedal cycles to proceed along Tulketh Street;
- (g) The Metropolitan Borough of Sefton (Wesley Street, Southport) (Prohibition of Driving) Order 2005 be temporarily amended to allow pedal cycles to proceed along Wesley Street;
- (h) All Pay & Display bays on the south-east side of Talbot Street, between St Andrew's Place and Portland Street be suspended and replaced with 'No waiting at any time' parking restrictions;
- (i) No vehicles, except pedal cycles shall exit Talbot Street at its junction with Eastbank Street;

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- (j) 10.Limited Waiting be introduced on the south-east side of Talbot Street, between Portland Street and Duke Street, limiting waiting to a maximum of 2 hours, within any 3 hours;
 - (k) 11.No vehicles, except pedal cycles shall enter Talbot Street at its junction with Belmont Street in a north-eastbound direction
3. It is acknowledged that any permanent changes to the highway are reported to, and approved by, the Council's Licensing and Regulatory Committee (L&R). It is proposed that the report to the L&R Committee is presented on completion of the advertising of the TROs. This will enable any objections or concerns to be considered by the Committee.

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APPENDIX 2

CALL - IN PROCEDURE NOTE Cabinet Member – Locality Services Decision – 11 January 2024 - North South Active Travel Route in Southport – Next Steps

The Chair to explain the call-in process as follows:

A – Is the call-in valid? – Democratic Services Officer to advise

B – To determine whether the Committee is concerned about the decision as follows:

- 1 1 of the 3 Councillors that have called-in the decision to address the Committee explaining the reason for call-in. (No more than 5 minutes)
- 2 Cabinet Member – Locality Services to explain the decision and the reasons why it was taken. (No more than 5 minutes)
- 3 Officer Representative(s) to report on the issues and the reasons for their recommendation and advice to the Cabinet Member – Locality Services. (No more than 5 minutes)
- 4 Committee Members to ask questions of:
 - (a) the lead call-in Member
 - (b) the Cabinet Member – Locality Services
 - (c) officer representative(s)
- 5 Cabinet Member - Locality Services to sum up (No more than 5 minutes)
- 6 Lead call-in Member to sum up (No more than 5 minutes)
- 7 Is the Committee concerned about the decision in the light of what it has heard?
 - (i) No the Committee is not concerned; or
 - (ii) The Committee is concerned and should proceed to option (a) or (b) below

The options are:

- (a) Referral of the matter back to Cabinet Member –Planning and Building Control for consideration setting out the nature of the Committee’s concerns; or
- (b) referral of the matter to Council to decide whether it wishes to object to the decision. (NB. The Secretary of State in his guidance recommends that Overview and Scrutiny Committees should only use the power to refer matters to the full Council if they consider that the decision is contrary to the policy framework or contrary or not wholly in accordance with the budget.)

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