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Sefton Council 

MEETING: LICENSING AND REGULATORY COMMITTEE
DATE: Monday 10 June 2024
TIME: 6.30 pm
VENUE: Committee Room - Bootle Town Hall, Trinity Road, Bootle, L20 7AE

Member

Cllr. John Kelly (Chair)
Cllr. Sonya Kelly (Vice-Chair)
Cllr. Clare Carragher
Cllr. Karen Cavanagh
Cllr. Jennifer Corcoran
Cllr. John Dodd
Cllr. Nina Killen
Cllr. Mike Morris M.B.E.
Cllr. Brenda O'Brien
Cllr. Maria Porter
Cllr. Dave Robinson
Cllr. Carla Thomas
Cllr. Lynne Thompson
Cllr. Veronica Webster
Cllr. Joanne Williams

COMMITTEE OFFICER: Amy Dyson Democratic Services Officer
Telephone: 0151 934 2045
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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.

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AGENDA

1. Apologies for Absence

2. Declarations of Interest

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

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

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

3. Minutes

(Pages 5 - 8)

Minutes of the meeting held on 11 March 2024

4. Taxi Licensing Annual Report 2023/24

(Pages 9 - 16)

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

5. Local Licensing Annual Report

(Pages 17 - 22)

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

6. Proposed Traffic Regulation Orders – Southport Town centre – receipt of objections.

(Pages 23 - 32)

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

7. Hastings Road and Windy Harbour Road Southport, School Street Traffic Regulation Order

(Pages 33 - 48)

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

8. Birkdale, Weld Road Accessibility Improvements

(To Follow)

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

9. Southport Eastern Access Highway Improvements

(Pages 49 -
76)

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

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

LICENSING AND REGULATORY COMMITTEE

**MEETING HELD AT THE BIRKDALE ROOM - SOUTHPORT TOWN
HALL, LORD STREET, SOUTHPORT, PR8 1DA
ON 11 MARCH 2024**

PRESENT: Councillor John Kelly (in the Chair)
Councillor Waterfield (Vice-Chair)

Councillors Bradshaw, Corcoran, Hardman,
Harrison, Sonya Kelly, Morris, O'Brien, Thomas and
Lynne Thompson

31. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Carragher, Lloyd-Johnson, Spencer, and Anne Thompson.

32. DECLARATIONS OF INTEREST

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

33. MINUTES

RESOLVED:

That the Minutes of the meeting held on 6 November be confirmed as a correct record.

34. PETITIONS - REVISED LICENSED DRIVER CONVICTIONS POLICY

The Committee considered two petitions which had been received by the Council from Joseph Johnson, H&PH Trade Representative and Frank West, H&PH Trade Representative.

The petitions stated that the Hackney and Private Hire Trade disagreed on two points within the Policy, both clearly noted at "Consultation 5.1" of the principal officer report. The petitioner requested on behalf of the Hackney and Private Hire trade that Members amend the driver convictions policy in relation to the disqualification period for the use of a handheld device and revised the wording to cover testing of blood samples taken by Police following a roadside stop that resulted in no further action.

The Committee asked if there had been any objections in neighbouring authorities to the Revised Licensed Driver Convictions Policy and discussed the national standard of the policy.

Agenda Item 3

LICENSING AND REGULATORY COMMITTEE - MONDAY 11TH
MARCH, 2024

Joseph Johnson and Frank West were in attendance to present the petitions.

RESOLVED:

That the petitions be noted.

35. REVISED LICENSED DRIVER CONVICTIONS POLICY

The Committee considered the report of the Assistant Director of Place (Highways and Public Protection) which requested Members approval to the suggested changes to the driver convictions policy in line with national statutory standards.

The Committee discussed the convictions policy with regard to violent offences and the use of a mobile phone while in control of a vehicle.

It was moved by Councillor Waterfield, seconded by Councillor Kelly that:

The proposed changes to the Council's current convictions policy be agreed.

Following a show of hands, the Chair declared the motion was carried by 10 votes to 1 and it was:

RESOLVED:

That the proposed changes to the Council's current convictions policy be agreed.

36. LICENSING AND REGULATORY COMMITTEE - LOCAL LICENSING FEES AND CHARGES

The Committee considered the report of the Assistant Director of Place (Highways and Public Protection) which sought the approval of Members for the fees and charges for Local Licensing Services in 2024/2025.

RESOLVED:

That the proposed fees and charges for 2024/2025 as listed in the Annex be endorsed and approved.

37. CONTINUATION OF THE PUBLIC SPACES PROTECTION ORDER -DOG CONTROL

The Committee considered the report of the Assistant Director of Place (Highways and Public Protection) which provided information concerning dog control and an overview of the public consultation on the proposed

Agenda Item 3

LICENSING AND REGULATORY COMMITTEE - MONDAY 11TH
MARCH, 2024

extension of the existing Public Spaces Protection Order Dog Control 2021 for a further three years.

The Committee emphasised the need for relevant education and discussed the consultation process, the use of pitches, enforcement resources and CCTV. The Committee requested a report detailing a breakdown of the locations that fixed penalty notices for Dog Control have been issued.

RESOLVED:

That the Council be recommended to give approval for the extension of the Public Spaces Protection Order Dog Control 2021 for a further three years.

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Agenda Item 4

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 12 June 2024
Subject:	Taxi Licensing Annual Report 2023/24		
Report of:	Head of Highways and Public Protection	Wards Affected:	(All Wards);
Portfolio:			
Is this a Key Decision:	N	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To report the progress of the Taxi Licensing service during 2023/24.

Recommendation(s):

- (1) Note the contents of this report, and
- (2) Request that similar reports be brought on an annual basis

Reasons for the Recommendation(s):

In order that the Licensing & Regulatory Committee can have an overview of the work carried out by the Taxi Licensing Service.

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

None

What will it cost and how will it be financed?

(A) Revenue Costs

The costs associated with producing Taxi Licensing Performance Reports will be met from existing service budgets.

Agenda Item 4

(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):	
The cost of the service is wholly recovered from the ring-fenced Taxi Licensing Trade Account (Revenue Budget BD12).	
Legal Implications:	
Equality Implications: There are no equality implications	
Climate Emergency Implications:	
The recommendations within this report will	
Have a positive impact	N
Have a neutral impact	Y
Have a negative impact	N
The Author has undertaken the Climate Emergency training for report authors	Y
There are no proposals in this report that that will alter any impact on climate change	

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Ensure the safety of the travelling public.
Facilitate confident and resilient communities: Supporting independent travel of vulnerable adults and protection of children travelling to school
Commission, broker and provide core services: Provide update on taxi licensing service provision.
Place – leadership and influencer:
Drivers of change and reform:
Facilitate sustainable economic prosperity:
Greater income for social investment:

Cleaner Greener

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD7667/24) and the Chief Legal and Democratic Officer (LD5767/24) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

None

Implementation Date for the Decision

N/A

Contact Officer:	Mark Toohey
Telephone Number:	Tel: Ext 2274
Email Address:	mark.toohey@sefton.gov.uk

Appendices:

There are no appendices to this report

Background Papers:

There are no background papers available for inspection.

Agenda Item 4

Background

- 1.1 The Taxi Licensing Service comprises two distinct service elements:
 - a) The licensing function, administered through the Council's One Stop Shop (OSS); and
 - b) The 'Enforcement' function provided by the Environmental Health and Licensing Section.
- 1.2 Policy is determined and reviewed by the Council's Licensing & Regulatory Committee and client feedback provided by an established trade consultation regime.
- 1.3 The primary role of taxi licensing is to ensure the safety of the travelling public by ensuring the drivers, operators and vehicles meet standards of safety and good conduct.
- 1.4 To become a licensed driver in Sefton, all new applicants must satisfy the following;
 - A full driving licence. A driver record check is compulsory to check current entitlement to drive
 - A full vocational (DVLA Group II) medical examination obtained via the applicant's General Practitioner or a registered Doctor provided they have access to the applicant's medical records at the time of the examination. Medicals are currently required on first licensing, on reaching 45 years of age, then 55 years of age and on reaching 65 years of age and every 3 years thereafter.
 - A "fee-paid" satisfactory Disclosure and Barring Service (DBS) "Enhanced" disclosure. EU applicants may be permitted a short-term licence provided they can produce a "Certificate of Good Conduct" from their last country of residence until an "Enhanced" DBS certificate can be provided.
 - It is a requirement of all new driver applications to take a 'Knowledge of Conditions Test'. This must be obtained without the aid of an interpreter and the pass mark is 70%
 - Evidence that the applicant is legally entitled to work in the UK
- 1.5 All vehicles must obtain a 'certificate of compliance' from an approved testing station which is the equivalent of the current Department for Transport MOT plus extra checks on the condition and appearance of the vehicle.

2. Licence Numbers

- 2.1 The table below shows a summary of licence applications processed during 2023/24;

Workloads processed by One Stop Shop staff in 2023/24

Vehicles:

New	1,401
Renewal	5,173
Transfer	89
Variation or Change	496
Total	7,159

Drivers:

New Drivers Licensed	597
<i>*New Drivers Licensed – after lapsing</i>	185
Renewals	2,823
Total	3,605

Knowledge Tests:

Tests offered	1,463
Tests booked	1,330
Failed to Attend	206
Failed test/Void	595
Passed test	529

2.2 On 1 April 2024, the total number of live licences was 11,190 compared to 10,717 on 1 April 2023.

3. Driver Licence Appeals, Breaches and Panel Decisions

3.1 Before the Council grants any driver licence, applicants must demonstrate they are a 'fit and proper person' to hold that licence. The Council requires all drivers (new and renewals) to obtain an enhanced Disclosure and Barring Service (DBS) report which will contain information about any criminal records including motoring convictions.

3.2 If the applicants report potential breaches of Council Policy, then the application will normally be refused. If an applicant appeals this decision, the first step in the decision-making process is for the Council to review the original decision made during the application process at the One Stop Shop.

Agenda Item 4

- 3.3 A review of the original decision is considered by a panel of officers who review the application data and hear representations from the applicants. The appeals panel have considered details of 53 cases relating to new applicants. Out of these cases, 21 were granted, 23 are pending 9 were refused due to convictions relating to violence and drugs.
- 3.4 The panel also considers reports and allegations of misconduct by existing licence holders. In 2023/24 the panel considered 56 cases which led to 35 revocations.
- 3.5 Typical reasons for revoking a current licence holder include the possession or supply of drugs, violence, sexual offences, driving offences including drink & drug driving and assistance dog refusal.

4. Hackney Carriage & Private Hire Vehicle Checks

- 4.1 During 2023/24, the Taxi Licensing Unit carried out a total of 676 inspections. A total of 235 advisory defect notices were issued which were mostly for bodywork condition. The team also issued a total of 186 stop notices in relation to bodywork condition.

5. Prosecutions

- 5.1 The Taxi Licensing Unit has prosecuted 2 unlicensed operators using uninsured vehicles and there is currently one prosecution pending relating to unlicensed operating.

6. Requests for Service

- 6.1 The service dealt with 846 various requests for service, complaints or enquiries. The most common types of enquiries are as follows;

- new operator enquiries & checks
- exemption certificate applications & enquiries
- general requests for advice
- document irregularities
- unlicensed activity complaints
- driving style complaints
- complaints regarding driver conduct or appearance
- lost property enquiries
- vehicle advice requests
- overcharging complaints
- vehicle accident reports
- notification of convictions
- public body enquiries
- solicitor enquiries
- plate/livery enquiries

- 6.2 The total number of requests for service has increased by 8 over 2023/24 totals.

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Agenda Item 5

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 10 June 2024
Subject:	Local Licensing: Annual Report 2023/24		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	(All Wards);
Portfolio:			
Is this a Key Decision:	N	Included in Forward Plan:	N
Exempt / Confidential Report:	N		

Summary:

To report the work carried out during 2023/24 by the Local Licensing Unit.

Recommendation(s):

That Licensing and Regulatory Committee:

- i) Notes this report; and
- ii) Requests that similar reports be brought on an annual basis.

Reasons for the Recommendation(s):

In order that the Licensing & Regulatory Committee can have an overview of the work carried out by the Local Licensing Unit.

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

None

What will it cost and how will it be financed?

(A) Revenue Costs

Costs are met from within the existing Local Licensing Budget (BD11).

(B) Capital Costs

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

Agenda Item 5

Implications of the Proposals:

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

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Ensuring local businesses comply with relevant licensing requirements.
Facilitate confident and resilient communities: Confidence in the community that licensing restrictions are adhered to.
Commission, broker and provide core services: Ensuring mandatory licensing functions are carried out
Place – leadership and influencer:
Drivers of change and reform:
Facilitate sustainable economic prosperity: Supporting local businesses by ensuring they are aware of and compliant with licensing legislation
Greater income for social investment:
Cleaner Greener:

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services has been consulted and notes the report indicates no direct financial implications for the Council. (FD7666/24).

The Chief Legal and Democratic Officer has been consulted with regard to any legal implications and any comments have been incorporated into the report. (LD5766/24).

(B) External Consultations

None.

Implementation Date for the Decision

Immediately following the Committee meeting.

Contact Officer:	Jacqueline Charlton
Telephone Number:	Tel: 07973 457713
Email Address:	jackie.charlton@sefton.gov.uk

Appendices:

None.

Background Papers:

There are no background papers available for inspection.

Agenda Item 5

1. Details of licensing applications accepted for process

1.1 The licensing team deal with a range of licence applications and handle complaints and requests for service in relation to these licences – the following report is a summary of the work carried out by the section.

1.2 During the period 1 April 2023 to 31 March 2024, 1121 applications were accepted for process under the Licensing Act 2003 (“the LA03”) compared to 1061 applications received during the equivalent 12-month period for 2022/2023.

1.3 Breakdown of licence applications:

	2023/24	2022/23
Animal Welfare	36	40
Late Temporary Event Notices	170	131
Gaming Permits	7	13
Personal Licences	170	166
Personal Treatment registration	65	57
Premise Licence	340	339
Scrap Metal Licences	7	8
Scrap Metal	2	2
Small Society Lottery Registration	4	4
Street Collections	24	46
Temporary Event Notices	272	229
House to House	23	26

2. Reports submitted to Licensing Sub-Committee

2.1 During the relevant period 12 Reports were submitted by the Unit for consideration by the Licensing Sub-Committee compared to the 16 Reports submitted during the equivalent 12-month period for 2022/2023.

3. Details of Reviews held

3.1 During the relevant period 2 premise licence review applications were dealt with, compared to 1 review dealt with during the equivalent 12-month period for 2022/2023.

4. Details of Service Requests received

4.1 During the relevant period the Unit received and dealt with 1,178 service requests, an increase of 75 over the 1,103 service requests received during the equivalent 12-month period for 2022/2023.

4.2 Breakdown of requests for service:

	2023/24	2022/23
Licensing Act Complaints	22	10
General Licensing Complaints	13	13
Licensing Act Advice/Enquiry	831	780
Gambling Act Advice/Enquiry	60	17

Agenda Item 5

General Licensing Advice/Enquiry	237	269
Doorman Logbooks	15	14

- 4.3 All of the above matters were attended to within the departmental timescales laid down for such matters.

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Agenda Item 6

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 10 June 2024
Subject:	Proposed Traffic Regulation Orders – Southport Town centre – receipt of objections.		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Cambridge; Dukes;
Portfolio:	Housing & Highways		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To report the receipt of objections to the progression of a permanent Traffic Regulation Orders in relation to the Southport Town Centre cycle route.

Recommendation(s):

It is recommended that : -

- (1) the objections be noted;
- (2) the Traffic Regulation Orders be progressed as originally advertised;
- (3) the objectors be advised accordingly.

Reasons for the Recommendation(s):

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

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

None

Agenda Item 6

What will it cost and how will it be financed?

(A) **Revenue Costs:** None

(B) **Capital Costs:** The cost of all legal and administrative procedures, amounting to £2000 will be funded from the allocation within the Transport Capital Programme.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): All costs associated with the introduction of the Traffic Regulation Order will be funded from the allocation within the Transport Capital Programme.

Legal Implications: There are no legal implications

Equality Implications: There are no equality implications.

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 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.
Facilitate confident and resilient communities: The scheme in its current form improves walking and cycling facilities to and in the town centre.
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: N/A
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: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Greater income for social investment: N/A
Cleaner Greener: 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 (FD.7665/24.....) has been consulted and notes the report indicates all costs associated with the introduction of the Traffic Regulation Orders, amounting to £2000, will be funded the allocation within the Transport Capital Programme.

The Chief Legal and Democratic Officer (LD.5765/24....) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on the proposed Traffic Regulation Order has been undertaken in accordance with the proposals approved by the Public Consultation and Engagement Panel and the outcome is set out in the Cabinet Member – Locality Services report, dated 9 January 2024.

Agenda Item 6

Implementation Date for the Decision

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

Contact Officer:	Dave Marrin
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Appendices: None

(Please delete as appropriate and remove this text)

Background Papers:

Cabinet Member – Locality Services report dated 3rd January 2024, entitled ‘North South Active Travel Route in Southport – Next Steps’. [Sefton Home](#)

Overview & Scrutiny Committee (Regeneration & Skills) of the 19th February 2024, report entitled ‘North South Active Travel Route in Southport – Next Steps’ [Sefton Home](#)

1. Introduction/Background

- 1.1 On 3rd January 2024, Cabinet Member - Locality Services received a report, which set 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 to be made as to whether to retain, modify or remove the route.
- 1.2 The report also sought approval to advertise necessary Traffic Regulation Orders if the Cabinet Member decided to retain or modify the route. A copy of the report can be found here:- [Sefton Home](#)
- 1.3 It was Cabinet Member's decision that:-
- 1) the monitoring and evaluation data for the temporary cycle route set out in the report be considered;
 - 2) the retention of the current Southport route be approved;
 - 3) the progression of the further work identified within the report to explore short, medium, and longer-term improvements to the route be supported, including better incorporating active travel provision within wider public realm improvements within the town centre;
 - 4) 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 be approved;
 - 5) an application to the Secretary of State for an extension of the current Temporary Traffic Regulation Order be supported, to allow the period of consultation and consideration relating to a permanent Traffic Regulation Order to be completed;
 - 6) the process for advertising Permanent Traffic Regulation Order as set out in the Report be approved.
- 1.4 This decision was subsequently called-in under the terms of the constitution and was referred to the Overview & Scrutiny Committee (Regeneration and Skills) for determination.
- 1.5 At its meeting on 19th February 2024, Overview & Scrutiny Committee (Regeneration and Skills) resolved that:-
- 1) the validity of the call-in be accepted: and
 - 2) the Committee is not concerned and accepts the decision made by the Cabinet Member – Locality Services in relation to the North South Active Travel Route in Southport – Next Steps.
- 1.6 A copy of the report can be found here:- [Sefton Home](#)
- 1.7 Following Overview & Scrutiny Committee's acceptance of the decision made by the Cabinet Member – Locality Services, officers subsequently progressed the public notices in the local Press and on site regarding the changes to the Traffic Regulation Orders required to allow the cycle route to become permanent. These appeared in the Press and on site on 8th May 2024, giving people 21 days to forward any objections to the Traffic Regulation Orders if they so desired.

Agenda Item 6

- 1.8 For clarification, the retention of the cycle route requires the following Traffic Regulation Orders to be permanently modified or introduced:-
- a) Talbot Street – Introduction of a ‘Prohibition of Driving’ Order to prohibit any vehicle except pedal cycles and Emergency Services vehicles to enter Talbot Street, Southport, at its junction with Belmont Street in a north-easterly direction.
 - b) Talbot Street (Portland Street to Eastbank Street) – to revoke the Pay & Display bays on the south-east side and replace them with double yellow lines.
 - c) Talbot Street (Portland Street to Duke Street) – to introduce Limited Waiting parking bays on the south-east side.
 - d) Wesley Street pedestrianised area – amend the ‘Prohibition of Driving’ Order to exempt cyclists.
 - e) Tulketh Street pedestrianised area - amend the ‘Prohibition of Driving’ Order to exempt cyclists.
 - f) Chapel Street pedestrianised area - amend the ‘Prohibition of Driving’ Order to exempt cyclists.
 - g) Hoghton Street - to revoke the Pay & Display bays on both sides and replace them with double yellow lines.
 - h) Queens Road - Introduction of a ‘Prohibition of Driving’ Order to prohibit any vehicle except pedal cycles, local service buses and Emergency Services vehicles to enter Queens Road from Manchester Road and Park Road.

2.0 Objections

- 2.1 Following publication of the proposals in the local Press and on site, two objections have been received within the 21-day objection period.
- 2.2 Copies of the objections, with the names and addresses redacted, are shown in Annexes A & B.
- 2.3 The first objection received relates solely to the introduction of the ‘Prohibition of Driving’ Order on Queens Road, at its junctions with Manchester Road and Park Road.
- 2.4 The second objection received relates solely to Hoghton Street.
- 2.5 No objections have been received within the objection period, relating to any of the proposed Traffic Regulation Orders on Talbot Street, Wesley Street, Tulketh Street or Chapel Street, and these will be progressed as originally advertised.

3.0 Discussion

- 3.1 The objections raise a number of points regarding usage of the route by cyclists and the effect on the surrounding network, but these issues were discussed within the monitoring and evaluation report presented to Cabinet Member – Locality Services on 3rd January 2024. The principle of continuing the cycle route through the town centre, was also discussed by Overview & Scrutiny Members at its

Agenda Item 6

meeting on 19th February 2024 where Members resolved to continue with making the route permanent.

- 3.2 The objections do not raise any points which have not previously been considered by the then Cabinet Member – Locality Services and the Overview & Scrutiny Committee (Regeneration & Skills). Consequently, it is suggested that the objections be noted and that the Orders be implemented as advertised.
- 3.3 Under the Council's constitution Licensing & Regulatory Committee have three options in dealing with this objection:-
- Accept the recommendations in this report;
 - Accept the recommendations in this report with minor changes or
 - Refer the matter back to Cabinet Member – Housing and Highways, giving reasons and recommendations for the referral.

Agenda Item 6

Annex A

FAQ Highways Management Manager Magdalen House Trinity Road Bootle L20 3NJ

11th May 2024

I am writing to lodge an objection regarding the restrictions to vehicle access to Queens Road in either direction on its junctions with Manchester Road and Park Road,

I have been advised by Andrew Dunsmore that the closure of these access points was to create a quiet street for cyclists by reducing traffic.

This has effectively turned this street into a low traffic neighbourhood which the government are now holding under review. They state that these neighbourhoods should not adversely affect other areas and are locally supported.

I can advise that the closure of these access points has most definitely affected other areas. Many of the side roads leading from Queens Road have now become rat runs. Albert Road and Manchester Road are now suffering from an increased volume of traffic and pollution. The cycle lanes are not used enough to warrant this disruption to the surrounding roads.

As for being publicly supported – Cambridge ward councillor Sinclair D'Alburque set up a petition to remove Queens Road restrictions which currently stands at over 2,234 signatures' suggesting that there is very little public support from the residents it actually affects.

From a purely practical point of view, I would further suggest that the cycle lane is actually not fit for purpose. It being an advisory lane with over half of the road offering off road parking together with two bus stops – the lane therefore is consistently unusable for cyclists who are then moving to the narrow pavements. The lane next to the parking spaces outside local businesses is dangerous as an opening car door could easily hit a cyclist. This was done retrospectively and I would suggest without much thought.

Whilst the restrictions may have made the road quieter there are still five junctions leading onto the road so it is still hosting a certain volume of traffic. Cycling embassy UK states that in practicality side road junctions should be closed,

This lane was created initially very quickly without proper forethought or planning or any meaningful community involvement. Anyone who actually lives in the area would tell you it was not and is not required, they would know that Court Road, running parallel to most of Queens Road, was already being used as a quiet street for cyclist and pedestrians, as it was and is, already a quiet Road.

I would hope that you have been to the area on a regular basis to see for yourself the problems these hastily implemented lanes have actually caused from a highway perspective and if so I am sure you will agree that it cannot and should not be made permanent in its current form.

Kind Regards

Annex B

Dear Sir

I would like to
object to the temporary
cycle lanes being made
permanent on Houghton St
Southport. I see very
few cyclists as I walk
every day into town
and cannot understand
your decision.

Yours faithfully

(name)

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Agenda Item 7

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 10 June 2024
Subject:	Hastings Road and Windy Harbour Road Southport, School Street Traffic Regulation Order		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Ainsdale; Birkdale; Dukes;
Portfolio:	Housing and Highways		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To report the receipt of objections against the proposal; and to make a legal order the effect of which would see the Southport School Street Pilot (Hastings Road and Windy Harbour Road) become permanent.

Recommendation(s):

- (1) The objections be noted.
- (2) The legal order Experimental Traffic Regulation Order (ETRO) for Hastings Road and Windy Harbour Road in Southport be made permanent to create a permanent School Street outside Greenbank High School and Birkdale High School.
- (3) The objectors be advised accordingly.

Reasons for the Recommendation(s):

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

Alternative Options Considered and Rejected: (including any Risk Implications)
No

Agenda Item 7

What will it cost and how will it be financed?

(A) Revenue Costs

The advertising of the Traffic Regulation Orders of a cost of £1,000 inclusive for the two legal orders. Costs to be met from the School Streets budget line within the Transportation Capital Programme.

(B) Capital Costs

The existing advance warning signs will remain in place so therefore there are no further capital costs for creating a permanent order.

Implications of the Proposals:

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

There are no resource implications directly related to the recommendations in this report. Support has been secured from Sustrans to continue to work with Greenbank High School and Birkdale High School to further embed the permanent scheme. The monitoring and evaluation report is due which will evaluate the scheme in more depth.

Legal Implications:

Legal Implications include making permanent the existing two Experimental Traffic Regulation Orders for Greenbank High School and Birkdale High School. This would in effect make permanent the two school streets on Hastings Road and Windy Harbour Road in Southport.

The Council has applied for the powers to dual enforce moving traffic offences to assist with compliance with the project. However, we are awaiting for the order to be laid before parliament.

Equality Implications:

This scheme has positive equality diversity and inclusion benefits. This scheme seeks to support / improve the travel offer for pupils at each school. Intersectionality occurs within this project where pupils could be disadvantaged for being young and be further disadvantaged due to their sex, sexual orientation, or disability for example. This project seeks to address equality, diversity and inclusion in the round. Please refer to the Equality Impact Assessment completed as a combined assessment for the Active Travel funding.

Impact on Children and Young People: Yes

This project is the first in the Council to gain Child Friendly Project Status. This project has been well thought through to ensure young people benefit as much as possible from the project from collaborate design, group work and discussions and seminars around travel and transport.

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

Contribution to the Council's Core Purpose:

Protect the most vulnerable:

The ability for our children and young people to enjoy a healthy, safe and enjoyable trip to school has been reduced year on year since the 1960's. Providing a safer, car free street for children and young people to enjoy as they reach their place of education can help protect the most vulnerable people in the community.

Facilitate confident and resilient communities:

Ability to travel independently and to take part in physical activity is a key part of developing and sustaining communities who are able to freely take part in society. Unlocking independent travel at a young age starts with school travel. By creating safer spaces around Birkdale High School and Greenbank High School this will provide enticing alternatives to being driven to school by car.

Commission, broker and provide core services:

Creating safer and more inviting roads and streets which connect people to the places they want/need to go to is a core service of the Council.

Place – leadership and influencer:

By creating school streets in this form, as a collective, the whole school community and the council are showing the art of the possible, and how our lives could change by taking action to reduce car dominance in places and spaces where our most vulnerable members of the community are.

Drivers of change and reform:

Showing the art of the possible via a pilot programme to provide young people with more space directly outside the front of their school at key arrival and departure times will provide a key demonstrator of wider transport planning interventions not just school streets.

Facilitate sustainable economic prosperity:

Agenda Item 7

By creating greater opportunity to walk and cycle at a young age on a regular journey i.e. travelling to school each day will create a lifelong habit which is more likely to be continued into adulthood. This could also be a catalyst for mode shift for parents, who as a result of the changes are freed of the burden of the school run and for staff who have greater varied options as an alternative to travelling by car.

Greater income for social investment:

By creating places and spaces where our most vulnerable in our communities feel safe and secure especially around the pilot schools. Opening up for community engagement within the scheme and a sense of ownership by the whole school community.

Cleaner Greener

This scheme embodies this corporate objective. Creating safer more inviting opportunities for our young people to travel to school independently, embedding healthy/green travel habits at a young age.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services has been consulted and notes the report indicates all costs associated with the introduction of the Traffic Regulation Order, amounting to £1,000 , will be funded from the Highway Capital Programme – School Streets budget line. (FD7659/24) and the Chief Legal and Democratic Officer (LD5759/24) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

The Experimental Traffic Regulation Order to create the School Streets have been advertised in the Metro Newspaper on 24th May 2023, with an operational date commencing 1st July 2023 and a 6 month objection period.

This co-production project has seen strong links being made with pupils, school staff and the local community who have worked with us to develop this project. During this project stakeholder engagement and co-production has been undertaken with the following;

- Local Residents
- Birkdale High School
- Greenbank High School
- Hillside Golf Club
- Merseyside Police
- Liverpool City Region Combined Authority

Implementation Date for the Decision

Immediately following the Committee / Council meeting.

Contact Officer:	Lee Davies
Telephone Number:	
Email Address:	lee.davies@sefton.gov.uk

Appendices:

- Appendix A - Legal Order
- Appendix B - Temporary TRO Extents Plan – Greenbank High School
- Appendix C - Temporary TRO Extents Plan – Birkdale High School

Background Papers:

Cabinet Member Report; Southport School Street and Neighbourhood Pilot Report
Publication Date of 21/02/2023.

<https://modgov.sefton.gov.uk/ieDecisionDetails.aspx?ID=11442>

Public Engagement and Consultation Report; Proposal to Undertake Public Engagement and Consultation Activity – School Street and School Neighbourhood Projects Across Sefton 10/09/2021;

<https://modgov.sefton.gov.uk/documents/s104971/Item%209%20Proposal%20Report%20-%20School%20Streets.pdf>

Public Engagement and Consultation Panel Report; Feedback and Evaluation Report – Southport School Street Pilot – Feedback Report 08/09/2023;

<https://modgov.sefton.gov.uk/documents/s119114/6.%20Feedback-report-template-2021-acc%20Southport%20School%20Street%20Pilot%20Feedback%20Report.pdf>

Equality Impact Assessment;

https://modgov.sefton.gov.uk/documents/s115183/Appendix_A_EQIA.pdf

Agenda Item 7

1. Introduction/Background

- 1.1 In 2020 The Government published Gear Change – A bold Vision for cycling and walking. This plan set out the challenges we have to increase walking and cycling. School Streets are specifically mentioned in this plan as a measure to discourage parents from driving to school to drop off children through the temporary closure of streets during drop off and pick up times.
- 1.2 A key focus of this project is to encourage independent travel, to equip pupils with the skills and confidence to travel to and from school and for leisure activities independently. By embedding regular physical activity this also helps to address other associated key health issues such as obesity and the quality of local air.
- 1.3 We worked (and continue to work) with pupils at both schools to identify the problems and issues experienced on their journeys to school. From this a School Manifesto was created. This manifesto was subject to wider public consultation, the results of which were presented to Cabinet Member in February 2023. This Cabinet Member decision report not only reported on the results of the consultation but also approved the necessary legal activities to create the Experimental Traffic Regulation Order.
- 1.4 The legal order creating a School Street at Birkdale High School and Greenbank High School came into force on Saturday 1st July 2023. The extent of the Experimental Traffic Regulation Orders can be seen in Appendix A. The plans are shown in Appendix B & C.

2.0 Objection Period

- 2.1 During the objection period which commenced on the launch date (Monday 3rd July 2023) and ran for 6 months, a number of objections / negative responses were received mainly to the transport.planning email in box. For transparency all the comments identified as being negative have been detailed in this report. In total there were 7 negative comments / objections;

- 6 negative comments / objections regarding Windy Harbour Road Experimental Traffic Regulation Order
- 1 negative comment / objection regarding Hastings Road Experimental Traffic Regulation Order

3.0 Windy Harbour Road Objections / Negative Comments

- 3.1 Objection / Negative Comment 1 – “You have disregarded the congestion in local areas that will be caused by closing Windy Harbour Road. It will not increase cycling and walking rates from students. Congestion and collisions will only increase”.
- 3.2 Response to Objection / Negative Comment 1

Agenda Item 7

- The scheme is being monitored by real time technology. This monitoring allows comparison of before and after to be undertaken. The monitors are on Liverpool Road and Waterloo Road.
 - The initial pupil survey showed that many do want to walk and cycle to get to and from school, however there are issues that stop them from doing so. The challenge here is to work with the pupils and identify those issues (which we are doing) to help unlock healthy and active journeys to school.
 - We have set out our monitoring and evaluation plan which will be formed into a report shortly.
 - Early indications are the intervention has increased walking and cycling to Birkdale High School and that air quality has improved in the vicinity of the school. A full monitoring and evaluation report is currently being prepared.
- 3.3 Objection / Negative Comment 2 – “As I have explained to you previously on the decision I feel that it is totally on the side of Windy Harbour Road. The original survey included the addition of cycle and walking paths and the change of the traffic lights at the junction with Liverpool Rd. None of these appear to have been upheld. I don't believe there will be an increase in children cycling or walking to school”.
- 3.4 Response to Objection / Negative Comment 2 - The consultation results showed that respondents did not want to have cycle lanes in the local streets around Birkdale High School and Greenbank High School. The Council took the decision at that time not to progress the routes. However as we had already started work with the local High Schools it was decided this work would continue. For further information on this decision please read the decision report which can be found here; Cabinet Member Report; Southport Walking and Cycling Consultation and Active Travel Tranche 2; Date of issue 10th January 2022. <http://smbc-modgov-03/documents/s107193/Southport%20Walking%20and%20Cycling%20Consultation%20and%20Active%20Travel%20Tranche%202.pdf>
- 3.5 Our work with the schools has shown a keen interest in more walking and cycling friendly routes and spaces. Early indications are the intervention has increased walking and cycling to Birkdale High School and that air quality has improved in the vicinity of the school. A full monitoring and evaluation report is currently being prepared.
- 3.6 Objection / Negative Comment 3 – “You are implementing the closure without considering the fact that you are encouraging cyclists and an intensification of traffic in the same vicinity. There should be wardens/posts to prevent parking on the verges next to the junction at Liverpool Road.”
- 3.7 Response to Objection / Negative Comment 3
- The Windy Harbour Road / Liverpool Road / Waterloo Road junction has been highlighted as a hazard by pupils as the project has been co-produced. Sefton Council are committed to looking seriously at all the hazards identified by the

Agenda Item 7

pupils and residents. The hazards will be fully investigated, and we will be planning in improvements to address the hazards in future years.

- Civil Enforcement Officers (Traffic Wardens) prioritise attendance at Primary School locations across the borough, unfortunately Sefton Council do not have the resources to allocation enforcement officers to senior schools as a matter of course.

- 3.8 Objection / Negative Comment 4 – “It has caused difficulty for traffic entering and exiting roads connecting to Waterloo Road. Parents are indiscriminately parking on footways. A waste of time and money. A better solution would be to offer a park and ride scheme.”
- 3.9 Response to Objection / Negative Comment 4 - We are working closely with Birkdale High School to change behaviours, we know many pupils would like to travel actively to school but there are things stopping them. We are in the process of identifying those issues and developing a plan to address them. We have expanded the cycle parking at Birkdale as part of Active Travel Schools. We will continue to work with the pupil leadership team on behaviour change activities.
- 3.10 The School Streets have been implemented at a cost of £1k for the advertising and creation of the legal orders and £5k for the associated required signs including advance warning signs.
- 3.11 Sefton Council do not have the resources or facilities to create, manage and maintain a park and ride service for high schools. There are a range of buses which students can use which include the publicly available buses. We have delivered a travel workshop with partners from Travel Safe, Merseytravel and VivaCity, and we will continue this work to further embed healthier and more active travel choices.
- 3.12 Objection / Negative Comment 5 – “The first week was great but now everyone ignores it. What a waste of tax payers money”.
- 3.13 Response to Objection / Negative Comment 5 - When the two school streets were introduced at Greenbank High and Birkdale High, only the Police could enforce the restrictions. However, Sefton Council was about submit to the Department for Transport (DfT) an application to gain the powers to undertake moving traffic enforcement (MTE) which would then have allowed the Council to enforce the school streets at the two schools itself by means of camera. The Order was to be laid before Parliament in early March 2024 and would have come into force in April. Unfortunately, on the day that the Order was due to be laid, the Council were notified by the DfT that the Order had been delayed and that . “This Order will now be laid alongside other plan for drivers measures – likely later this year or early next year.”
- 3.14 The School Streets have been implemented at a cost of £1k for the advertising and creation of the legal orders and £5k for the associated required signs including advance warning signs.

- 3.15 Objection / Negative Comment 6 – “We have raised numerous objections to the school street pilot but to no avail. We have never had cause to complain about the access of students to the school because it is a quiet street with no through traffic and low speeds.
For the most part of the day, Windy Harbour Road has no moving traffic, so if the cameras are enforced will they be in operation Monday-Friday for the specified times, term time only?
As residents, we feel that the restricted access of the road to out our visiting friends and family at certain times of the day is an infringement to our rights and ask that residents are permitted to offer friends and family visitor passes should they have to arrive or leave during these restricted periods. If now, can we be compensated through a reduction of council tax?
Already looking at camera enforcement this soon after the pilot shows that the consultation with the residents was just a tick box exercise without there being any scope to look at possible alternatives!
Monitoring the pilot ourselves, for the few weeks that it has been up and running fails to show any favourable impact to the reduction of parents dropping their children off by car. The problem has just been diverted to Liverpool Road instead (this includes the problem of parents letting their engines run idle while waiting).
Some alternative solutions we have suggested are: staggered pupil arrival/departure time, separate pedestrian/cycles entrances to spread pupils out, invest in public transport/school bus passes, invest in safe cycle lanes.”
- 3.16 Response to Objection / Negative Comment 6 - Please refer to background report(s) setting out the justification for the scheme and how this scheme meets our corporate objectives. Council tax will not change as part of this or any future Active Travel School Project.
- 3.17 Staggered start times would be unworkable in a school setting for a number of reasons. Our main aim is to maximise learning time for the pupils and this means ensuring that all pupils access a school day that meets the statutory requirements. The school timetable is complex and introducing staggered start times would have a negative impact on the ability of the school to provide a timetable that meets the needs of the pupils. The start of the school day is also a vital period of time in the early identification of any safeguarding issues and consistency at this time allows us to promote excellent attendance and punctuality from all pupils.
Separate cycle and walking entrances to spread out pupils would not offer an advantage as lower and upper years both access via Windy Harbour Road and the cycle facilities are located in close proximity to the respective gates for that year group.
- 3.18 The Liverpool City Region Combined Authority are investing in public transport and a recent decision to adopt a bus franchising model is the next step to for a London Style transport system implemented here in the City Region. Further information on this can be found on the Liverpool City Region Combined Authority Website.
- 3.19 The Active Travel Schools project works closely with Merseytravel and has recently held a workshop to discuss travelling to school by bus, comments made will be fed into planning work around bus reform.

Agenda Item 7

- 3.20 Sefton Council will be taking on board all the comments made regarding the lack of safe and separate cycling facilities in the area and bring forward plans to address this. This will be in plans called the Local Cycling and Walking Infrastructure Plan.

4.0 Hastings Road Objections / Negative Comments

- 4.1 Objection / Negative Comment; “It will be a miracle if we get the communication for our large golf days gets through to everyone. It will be a huge administration effort. Some of our elderly members have already misplaced their passes.”

- 4.2 Response to Objection / Negative Comment - We have and will continue to work with you to explore longer term systems that allow our young people to have a safer journey to school and your members to access their golf course and golfing shop. Presently we are reliant on enforcement by the police and so paper permits will remain in place. Our application to Government to gain the powers to undertake moving traffic enforcement (MTE) has not yet been laid before Parliament. So our plans to move forward with an easier electronic system can not be progressed as yet.

5.0 Summary and next steps

- 5.1 Each negative comment / objection detailed above has been subject to review and response. Each respondent will be sent a reply in line with the response detailed below and the Frequently Asked Question on the Active Travel Schools webpage will be updated to reflect this.

Appendix A - Legal Order

THE ROAD TRAFFIC REGULATION ACT, 1984

METROPOLITAN BOROUGH OF SEFTON

(WINDY HARBOUR ROAD & HASTINGS ROAD, BIRKDALE)
(PROHIBITION OF DRIVING) EXPERIMENTAL ORDER 2023

**MADE BY THE COUNCIL UNDER SECTIONS 9 AND 10 OF THE ROAD TRAFFIC
REGULATION ACT, 1984
ON THE xxth DAY OF xxxx, 2023.
17th May**

**Authorised Signatory
Legal Department**

Agenda Item 7

METROPOLITAN BOROUGH OF SEFTON
(WINDY HARBOUR ROAD & HASTINGS ROAD, BIRKDALE)
(PROHIBITION OF DRIVING) EXPERIMENTAL ORDER 2023

The Metropolitan Borough of Sefton under Sections 9 and 10 of the Road Traffic Regulation Act 1984, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act hereby make the following Order:-

1. No person shall cause any motorised vehicle to enter and proceed in either direction along Windy Harbour Road, Birkdale, except as provided in Articles 3, 4 and 5 below, during school term-time, Mon – Fri between 8:15am and 9:15am and 2:30pm and 3:30pm.
2. No person shall cause any motorised vehicle to enter and proceed in either direction along Hastings Road, Birkdale, except as provided in Articles 3, 4 and 5 below, during school term-time, Mon – Fri between 8am and 9:15am and 2:30pm and 4pm.
3. Nothing in Articles 1&2 of this Order shall render it unlawful for a duly authorised permit holder to whom a permit has been issued by the Council to enter or proceed in Windy Harbour Road or Hastings Road. The issue and withdrawal of such permits shall be a matter solely for the Council or its duly authorised partner organisations in accordance with arrangements approved by the Council.
4. Nothing in Articles 1&2 of this Order shall render it unlawful for a motorised vehicle to enter and proceed in either direction along Windy Harbour Road or Hastings Road, Birkdale if the vehicle is being used:-
 - (a) for police, ambulance or fire & rescue purposes;
 - (b) for refuse collection, Post Office or other public utilities' purposes;
 - (c) for the purposes of a doctor, nurse or other recognised health visitor on call.
 - (d) Public Service Vehicles (buses and coaches)
 - (e) Delivery & Services Vehicles
5. The provisions of Articles 1&2 shall not apply outside school term-time and on published staff training days / inset days nor when the school premises are required and used by the Council as duly authorised polling station for Local Authority and Parliamentary elections.
5. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by a regulation made or having effect as if made by the Act of 1984 or by or under any other enactment.

6. The Interpretation Act, 1978, shall apply for the interpretation of this Order as it applies for the interpretation of any Act of Parliament.
7. This Order shall come into operation on the 1st day of July 2023, and may be cited as "The Metropolitan Borough of Sefton (Windy Harbour Road and Hastings Road, Birkdale) (Prohibition of Driving) Experimental Order 2023".

THE COMMON SEAL OF THE
BOROUGH COUNCIL OF SEFTON
WAS HEREUNDER AFFIXED THIS
~~xxth DAY OF xxxxxx, 2023~~ 17 day of May 2023
IN THE PRESENCE OF:-



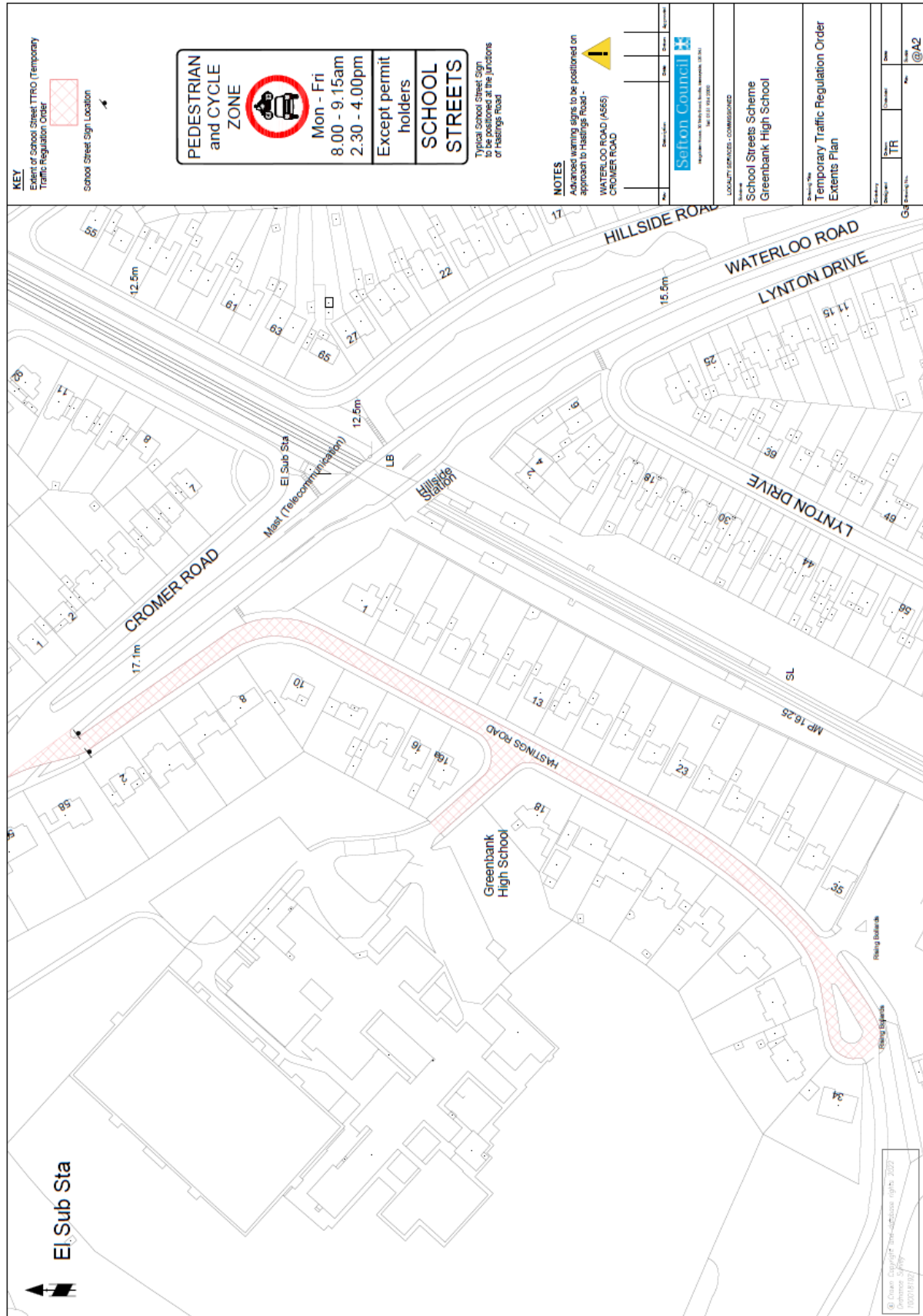
Authorised Signatory
Legal Department



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Agenda Item 7

Appendix B - Temporary TR0 Extents Plan – Greenbank High School



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Agenda Item 9

Report to:	Licensing and Regulatory Committee Meeting	Date of Meeting:	Monday 10 June 24
Subject:	Southport Eastern Access Highway Improvements		
Report of:	Assistant Director Place (Highways and Public Protection)	Wards Affected:	Dukes; Kew; Norwood;
Cabinet Portfolio:	Housing and Highways		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: This report seeks Committee approval to changes to the highway to deliver improvements for the Southport Eastern Access Scheme which defines an area of key routes to and from Southport town centre, including Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue. This improvement will be delivered on a phased approach, with Phase 1 to be completed during 2025/ 2026 and Phase 2 being delivered from 2026 to meet funding requirements. This report specifically relates to Phase 1 and 2 which currently have potential funding from the City Region City Region Sustainable Transport Settlement (CRSTS) of £16.8million and for which the Council is developing a Full Business Case (FBC).

Part of this funding will be steered towards mitigation measures in the wider Norwood area to avoid any rat running of traffic as a result of the junction improvements and to improve the public realm. These mitigation measures are being developed using a collaborative approach with Ward Members and the community and will be brought back to a future L&R Committee meeting.

Recommendation(s):

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

- (1) Bispham Road / Norwood Road - widening of the carriageway to allow for two lanes northbound, to improve operation of junction, cycling lanes and improved crossing facilities and geometry.
- (2) Sussex Road / Norwood Road – widening of carriageway and improved footways and geometry, maintaining existing accesses.

Agenda Item 9

- (3) Foul Lane – opening of Foul Lane to link Kew roundabout to Crowland Street, cycling and walking facilities for the section of Foul Lane from Kew roundabout to Crowland Street.
- (4) Kew Roundabout – improved pedestrian and cycling facilities including segregated crossing points and a segregated cycleway through Meols Park. Widening of the road to allow for the extension of the two-lane approach to the roundabout on Scarisbrick New Road.

Reasons for the Recommendation(s):

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

The Liverpool City Region Combined Authority (LCRCA) have received funding from the City Region City Region Sustainable Transport Settlement (CRSTS) to deliver a number of linked transport projects throughout the City Region including Southport Eastern Access Phase 1 and 2. This funding is conditional on all the funds being expended by March 2027. Approval is sought to ensure that sufficient time is allowed for delivery of the scheme within the funding window.

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

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

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The Construction and any ancillary costs, following award of the main contract, will be funded from the CRSTS programme. An indicative budget of £16.8m has been allocated to these proposals. The Council will receive a Grant Funding Offer (GFO) setting out the terms and conditions of the Capital Funding. These will be reviewed and subject to Council approval incorporated into the Capital Programme.

These will be reviewed and subject to Council approval incorporated into the Capital Programme before any construction and ancillary work on the scheme commences

Implications of the Proposals:

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

The management of the contract will be overseen by staff in Transportation Planning and Highway Development team. The contract administration and supervision will be undertaken by a team from the existing Transport Technical Services Supply Framework. The intention being that this team will administer and supervise several large capital schemes which are expected for delivery at the same time. The staff costs incurred prior to the award of the Contract will be funded from the Development Funding secured by the Council from the LCRCA which is contained within the Transport Capital Programme. Staff Costs, once the contract for the works is awarded, will be funded from the capital funding secured for the construction.

Legal Implications:

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

Equality Implications:

An Equality Impact Assessment has been completed. The assessment has been reviewed and considered in the detailed design process prior to construction.

Impact on Cared for Children and Care Experienced Young People:

The Impact of the scheme cared for children and care experienced young people was considered as part of the Equality Impact Assessment. Options for positive impacts will be considered in the development of the Social Value commitments that the Contractor will be expected to provide.

Climate Emergency Implications:

The recommendations within this report will

Have a positive impact	No
Have a neutral impact	Yes
Have a negative impact	No
The Author has undertaken the Climate Emergency training for report authors	Yes

The construction process will have negative impact in that new materials will be used and there will be a net carbon increase. There will also be a negative impact on traffic movements on the impacted streets whilst works are ongoing. However, the scheme when implemented, will improve accessibility and should encourage people to walk, cycle or use public transport . This should reduce the carbon impact. The scheme is one of a number of schemes currently subject to a Whole Life Carbon Assessment which will be able to provide a definitive picture.

Agenda Item 9

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Not applicable.
Facilitate confident and resilient communities: The scheme should improve walking and cycling in the local area by making employment areas easier to access.
Commission, broker and provide core services: Not applicable
Place – leadership and influencer: The scheme should help improve access for all users to the seafront and town centre..
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 scheme should help improve access to tourism facilities in Southport. The scheme should help improve access to existing and proposed development near Kew Roundabout and Norwood new housing development.
Greater income for social investment: Not applicable.
Cleaner Greener The scheme should improve walking and cycling in the local area by joining cycle infrastructure and making areas of employment easier to access on foot.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD 7668/24) and the Chief Legal and Democratic Officer (LD 5768/24) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on all the proposals identified in the Outline Business Case was completed in 2022. This consultation was completed in accordance with the proposals approved by the Public Consultation and Engagement Panel.

Recognising that further detailed consultation was necessary in order to ensure that all stakeholders, including residents and businesses received full understanding of the

Agenda Item 9

proposals, further engagement has been completed during November and December 2023.

Implementation Date for the Decision

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

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

Appendices:

Appendix A – General Arrangement Plans

Appendix B – Consultation Letters

Appendix C – Summary of Consultation Responses.

Background Papers:

Report to Public Consultation and Engagement Panel.

Agenda Item 9

1. Introduction/ Background

- 1.1 The Liverpool City Region Combined Authority (LCRCA) approved the Outline Business Case (OBC) for the Southport Eastern Access Scheme. This was a series of improvements centred around the area spanning from Eastbank Street/ Bridge Street to Kew Roundabout; and connecting Foul Lane to Meols Cop Station.
- 1.2 The proposals were intended to reduce congestion, improve safety and provide easier access to Southport town centre and the surrounding local area on the eastern approach. In the development of the proposals further consideration was given to how people walking or cycling could better access retail, education and employment sites and hence the scope of the scheme was increased.
- 1.3 The Council were invited to develop and submit a Full Business Case on the understanding that initial costs incurred would be funded from a combination of Development Funding administered by the LCRCA. A condition of this funding was that the scheme be developed to detailed design stage prior to the FBC submission. It was believed that this would improve cost certainty when the FBC was appraised.
- 1.4 Following a baselining review process, the LCRCA have made an allowance of funding of £16.8m from the City Region Sustainable Transport Settlement (CRSTS) towards the scheme. This funding needs to be expended by March 2027. It is recognised, based on assessment of costs incurred to date, that this funding allocation won't be able to fund all the works developed in the OBC. As such, agreement has been reached on the elements of the scheme which will be delivered.
- 1.5 Acknowledging the need to carefully plan the delivery of the work to minimise disruption, an indicative programme of delivery has been developed and consideration given to the phasing. As such Phase 1 will be focussed on the delivery of improvements at junctions where all the land is in the Council's ownership. Cabinet approved a route to procurement for Phase 1. Phase 2 will involve some third party land or approvals. Discussions are ongoing with all the relevant parties with the hope that this land can be secured through negotiation. The FBC will focus on all the improvements targeted for delivery in Phases 1 and 2, however it will reference the future potential work which formed part of the proposals identified in the OBC but won't be funded under the current CRSTS programme.

2.0 Scheme Proposals

- 2.1 In determining the scope of works to be included in Phases 1 and 2, each element of the project has been reviewed to identify those elements where land take is minimal and where a significant positive impact can be made.
- 2.2 The general arrangement plans are contained with Appendix A. These have previously been appraised by the LCRCA and Active Travel England. A further

final review is currently underway led by the LCRCA, but it is unlikely, bearing in mind ATE's previous involvement, that all there will be any significant changes.

2.3 The proposals are shown on the General Arrangement Plans set out in Appendix A.

2.4 Phase 1 will deliver capacity improvements to two key junctions in Southport and will incorporate;

- Bispham Road / Norwood Road - widening of the carriageway to allow for two lanes northbound, to improve operation of junction, cycling lanes and improved crossing facilities and geometry.
- Sussex Road / Norwood Road – widening of carriageway and improved footways and geometry, maintaining existing accesses.

2.5 Phase 2 will incorporate the following changes;

- Foul Lane – opening of Foul Lane to link Kew roundabout to Crowland Street, cycling and walking facilities for the section of Foul Lane from Kew roundabout to Crowland Street.
- Kew Roundabout – improved pedestrian and cycling facilities including segregated crossing points and a segregated cycleway through Meols Park. Widening of the road to allow for the extension of the two-lane approach to the roundabout on Scarisbrick New Road.

2.6 The traffic modelling developed as part of the analysis work required for the Full Business Case identified the benefits of the re-opening of Foul Lane to traffic accessing Southport Town Centre, but also identified the need to ensure that this traffic used the roads best able to accommodate additional traffic.

2.7 With the support of Ward Members a number of community events have been held to help shape possible mitigation and safety measures in this area. These measures are largely aimed at deterring through traffic from using residential areas as well as considering additional crossing points.

2.8 An allowance in the budget has been for supporting the delivery of these measures in Phase 2 of the proposals. These measures will be brought to a future meeting of this committee once wider consultation has been completed and the feedback appraised..

3.0 Consultation

3.1 Noting that Southport Eastern Access Improvements will be delivered via a phased approach, it was considered that the whole scheme needed to be presented for consultation. No specific timings were given for delivery or details as to the phasing of the improvements, to avoid future confusion or expectations by the public.

Agenda Item 9

- 3.2 Initial consultation was completed in 2022. This was aimed at informing residents and business of the potential for the delivery of the project as well as providing the opportunity for concerns and comments to be raised to help influence the scheme development.
- 3.3 Noting the previous in-depth consultation at the Outline Business Case stage in 2022, it was considered sensible to complete some more detailed consultation once these proposals had been further developed. This second consultation process was more to inform key stakeholders, those with a land interest and the general public about the design of the scheme and its objectives. Engagement was undertaken to get comments and feedback which may then inform the design process as the Council moves towards detailed designs and the full business case.
- 3.4 This further engagement in 2023 was separated into two stages.
- 3.5 Stage 1, which began in October 2023 and is ongoing, focused on key stakeholders identified by the Council; and those who have an interest in the land on which the scheme will be delivered, either through a freehold, leasehold or statutory undertaking. This list was identified by the Land Referencing Company and confirmed by the Land Agent, commissioned to support the Council on this scheme. In total 65 letters were sent out to a private survey link on Your Sefton Your Say.
- 3.5 Stage 2 was the wider public engagement and - ran from 3rd November to the 23rd December. This stage consulted the wider public area including residents, schools, college and businesses. All addresses which were adjacent to the improvements were identified via the Council's internal Mapping system and 935 letters were distributed to these addresses inviting them to complete the consultation. In addition, a Social Media campaign was launched on the Council's platforms as well as Press Release being released onto the Council' website. All Protected Characteristics Groups / organisation and regional / national cycling and walking organisations and charities were also invited directly by email to take part in the survey.
- 3.6 The letters are appended in Appendix B.
- 3.7 Comments were received which covered the proposals for all phases of the scheme. As approval is now sought for Phases 1 and 2, specific consideration has been given to those comments relating specifically to this element.
- 3.8 During Stage 1 of the consultation, 17 responses were received online relating to wider scheme; response from a key stakeholder. During Stage 2, which included the public consultation, 241 responses have been received. In addition, there has been 16 emails directly into the transport planning inbox asking for further clarity on elements of the consultation. These have been answered directly.
- 3.9 The main issues identified are set out in Appendix B along with some comments on how the issues are being considered further.
- 3.10 All feedback is being recorded and assessed and direct response to emails have been made. A final feedback report has been placed on the Council web site and

Agenda Item 9

on YSYS – summarising feedback the main concerns raised and the Council's response.

3.11 Responses for the whole engagement including all elements have been logged on the Engagement Log, including comments for all phases of the scheme. For phase 1 and 2 these are set out Appendix B.

3.12 The main findings from the SEA consultation are shown in the table below.

No.	You Said	We Did
1	<p>CONGESTION CONCERNS</p> <p><u>Overall congestion</u></p> <ul style="list-style-type: none"> - A common theme from the Southport Eastern Access consultation was concerns how the proposals may result in more congestion. <p><u>Congestion during construction</u></p> <ul style="list-style-type: none"> - Another theme related to congestion was the impact on journey times as part of the construction phase. 	<p><u>Overall congestion</u></p> <ul style="list-style-type: none"> - Proposals for SEA have been designed to both improve conditions for motorists as well as walking and cycling. Traffic modelling has been undertaken for all key junctions. There is an intention to create a parallel route for traffic along Foul Lane and Wennington Road, which should both ease congestion and improve this route for cyclists. <p><u>Congestion during construction</u></p> <ul style="list-style-type: none"> - Sefton Council appreciate that during the construction phase period an increase in congestion may be experienced by some road users. Construction is to be carefully phased and organised with other developments / planned works to reduce the delays in travel time.
2	<p>SAINBURY'S</p> <p>The new Sainsbury's Southport superstore is planned to open February 2024 and will add a new supermarket offering for Southport residents. The consultation responses raised concerns how the new store may add further congestion to the Kew Roundabout area.</p>	<p>The Council has undergone traffic modelling to confirm roads have enough capacity. The development has its own transport assessments undertaken as part of the planning process.</p>
3	<p>DISPLACED PARKING</p> <p>Displaced parking was raised as a concern from the consultation throughout a couple of the junction improvements.</p>	<p>This will be further considered as part of the design process and fed back accordingly to designers and was mainly in relation to Haig Avenue and phase 3 improvements.</p>
4	<p>ACCESS TO PROPERTIES</p> <p>Comments were received from properties that proposed plans would amend vehicular access to properties.</p>	<p>Sefton Council are aware of these comments and are contacting property owners to find workable solutions. It should be noted that the Council are prioritising properties which fall within earlier phases to be contacted first. A vehicle tracking exercises will be undertaken to confirm that vehicle access meets all standards.</p>

Agenda Item 9

No.	You Said	We Did
5	<p>FLY TIPPING Fly tipping had been raised as a concern with plans associated with Foul Lane being closed at Castlemore junction.</p>	<p>The Council are considering with designers' ways in which areas can be planned to minimise fly tipping.</p>
6	<p>ENVIRONMENTAL IMPROVEMENTS</p> <ul style="list-style-type: none"> - Comments were received for concern of loss of trees and greenspace. - Noise and air pollution were raised in consultation responses. 	<p>The Council are in discussions with Green Sefton around the whole scheme including trees. In addition, this scheme is one of the first schemes to be going through a carbon assessment process which will include the consideration of trees and the need to mitigate this and replace / replant.</p>
7	<p>BISPHAM ROAD</p> <ul style="list-style-type: none"> - Comments were received that fully segregated cycle lanes should be proposed instead of lightly segregated cycle lanes which the Council are looking further into. - Concerns that the Bus 46 (Russel Road – Carr Lane) will be impacted by the proposed banned left turn from Norwood Road to Tithebarn Road were raised. 	<ul style="list-style-type: none"> - The Council are looking further into where light and fully segregated cycle lanes / infrastructure are appropriate. It should be noted that some areas of development are constrained to the available space / width of the highway. - Discussions have been held with Merseytravel regarding the whole scheme and these improvements will not affect the bus routes.
8	<p>SUSSEX ROAD / NORWOOD ROAD Comments were received by residents that the proposals do not go far enough for improving cycling and walking infrastructure along Norwood Road.</p>	<p>Enhancing cycling connectivity along Norwood Road was investigated by the Council. This route was not deemed appropriate due to carriageway width and the principle nature of the road, in that it's a main road connecting the north of Southport to Kew Roundabout. A more appropriate parallel route was agreed to be safer, this being Foul Lane Cycleway Enhancement and up Wennington Road.</p>
9	<p>FOUL LANE CYCLEWAY ENHANCEMENT Comments were received that the proposals of opening up Foul Lane to vehicles will result in rat-running as motorists try to avoid Norwood Road / Meols Cop Road.</p>	<p>The Council are aware that reopening Foul Lane up to vehicles will inevitably result in surrounding roads experiencing vehicles, this being the reason mitigation measures are currently being developed for Norwood. Measures will be agreed with Ward Members and the community. The Council have undertaken modelling for these proposals and further modelling will be done as part of developing the final designs and business case. Mitigation measures will be implemented before Foul Lane is opened to vehicles.</p>
10	<p>KEW ROUNDABOUT Comments were received regarding making Kew Roundabout a signalised junction to</p>	<p>Making Kew Roundabout signalised to improve the flow of traffic has been taken onboard and is being investigated by the</p>

No.	You Said	We Did
	improve the flow of traffic and to hopefully make for safer driving conditions.	Council.
11	CASTLEMORE JUNCTION Comments were received for Foul Lane to remain open at the Castlemore Junction for vehicles, and not just solely for walking and cycling.	Castlemore Junction is to be delivered in phase 3, 2027. Sefton Council have taken feedback onboard and are using this to inform further designs.
12	MEOLS COP Comments were received from businesses and residents how the proposed plan will directly impact parking.	The Council are looking into achieving safer streets for school pupils while minimising the impact onto the local community. Sefton Council are keen to accelerate delivering Meols Cop School Active Travel improvements in an earlier phase, but this is subject to funding.
13	HAMPTON ROAD Comments were received that the proposed cycle infrastructure and one-way road layout arrangement on Hampton Road will directly impact access to properties.	Different cycle lane and one-way road layout arrangements are being considered for Hampton Road so that access to properties is minimised. The Council are also in communication with both the school and church regarding this.
14	VIRGINIA STREET ROUNDABOUT Comments were received regarding pedestrian and cycling crossing infrastructure at Virginia Street Roundabout. It was for proposals to go further with having a zebra crossing on all arms of the roundabout and not just the St James Street arm, improving safety and access for all directions.	One of the main aims of this scheme is to improve conditions for both cycling and walking. The Council welcome comments of how conditions of the proposals can be further improved. Comments relating to more zebra crossings have been fed back to the design team accordingly. It should be noted that the scheme has limited funding available. However further ideas could form part of the mitigation process and / or future schemes in the area.
15	BRIDGE STREET JUNCTION Comments were received that proposals do not improve walking and cycling infrastructure at similar levels to other junction improvements. For example, active travel infrastructure should be prioritised over on-street parking, to encourage alternative forms of travel.	Bridge Street Junction is to be delivered in phase 3, 2027. Sefton Council have taken feedback onboard and are using this to inform further designs.

4.0 Scheme Progress

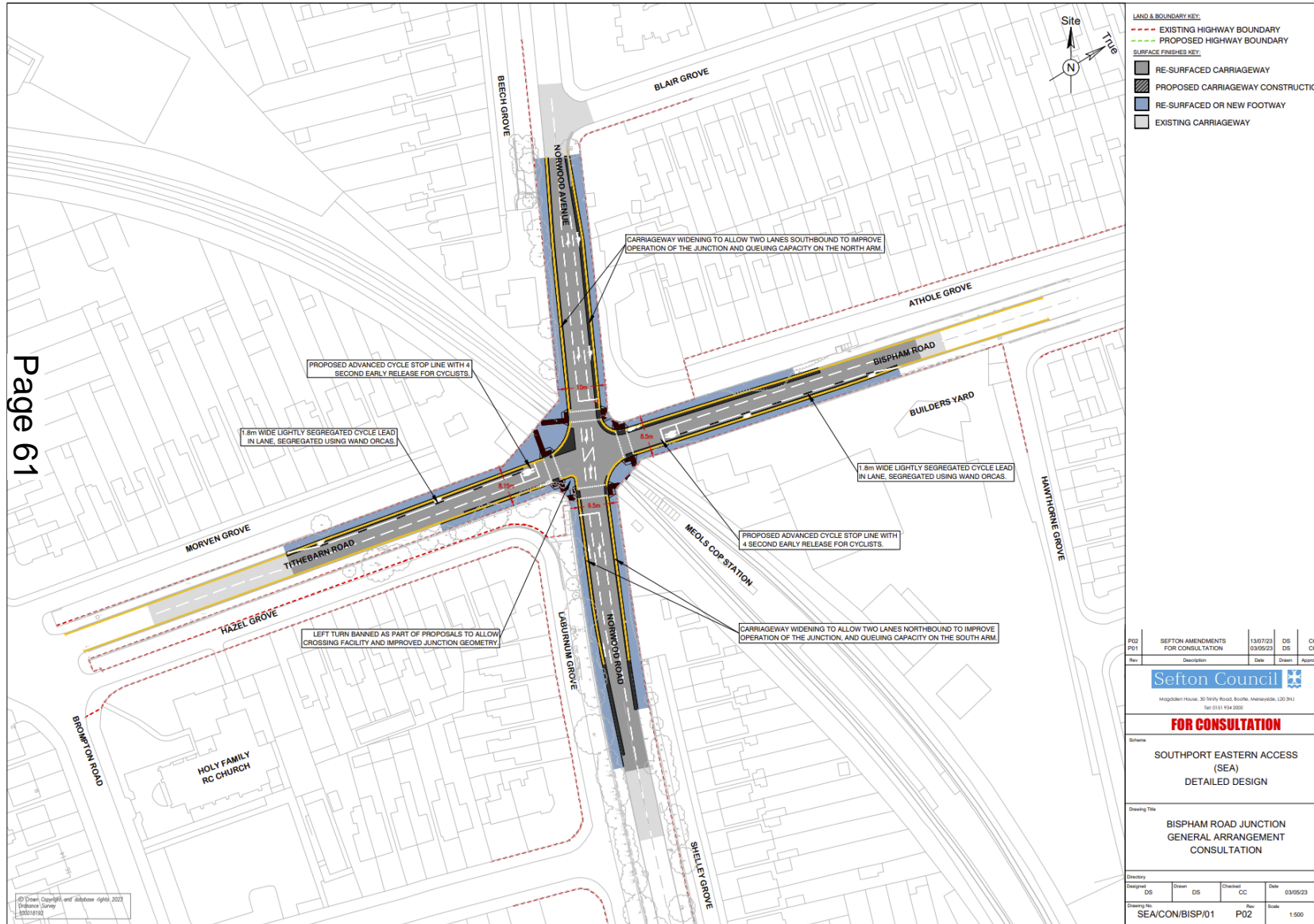
- 4.1 The detailed design of the proposals included within Phase 1 and 2 is largely completed with the exception of the proposed mitigation measures for Norwood Ward. Some specialist ground investigation work is currently planned to help inform the foundation elements of the scheme, but this won't impact of the layouts.

Agenda Item 9

- 4.2 Cabinet have approved the procurement route for the first Phase of the works and the contractor has been engaged to complete the Early Contractor Involvement stage of the process. This will develop a target cost and detailed programme of Phase 1.
- 4.3 The Full Business Case will be submitted in the summer 2024 and a Grant Funding agreement is expected to be received in the Autumn, enabling the contract for the Phase 1 works to be signed and works to commence. This is likely to be in early 2025.
- 4.4 The consultation and design of the proposed mitigation measures in the Norwood Ward will progress, with the proposed measures discussed with Cabinet Member and brought to this committee for approval.
- 4.5 Design and Development works will progress on the Phase 2 proposals. This will include consideration of a procurement route for the works, negotiations with landowners and the submission of Planning applications for any elements of the work where these are deemed necessary.

Appendix A – General Arrangement Plans

Bispham Road Junction



Page 61

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- LAND & BOUNDARY KEY:**
- - - EXISTING HIGHWAY BOUNDARY
 - - - PROPOSED HIGHWAY BOUNDARY
- SURFACE FINISHES KEY:**
- RE-SURFACED CARRIAGEWAY
 - PROPOSED CARRIAGEWAY CONSTRUCTION
 - RE-SURFACED OR NEW FOOTWAY
 - EXISTING CARRIAGEWAY

P02	SEFTON AMENDMENTS FOR CONSULTATION	13/07/23	DS	CC
P01		03/05/23	DS	CC

Rev.	Description	Date	Drawn	Approved

Sefton Council
Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 2HJ
Tel: 0151 934 2000

FOR CONSULTATION

Scheme
SOUTHPORT EASTERN ACCESS (SEA)
DETAILED DESIGN

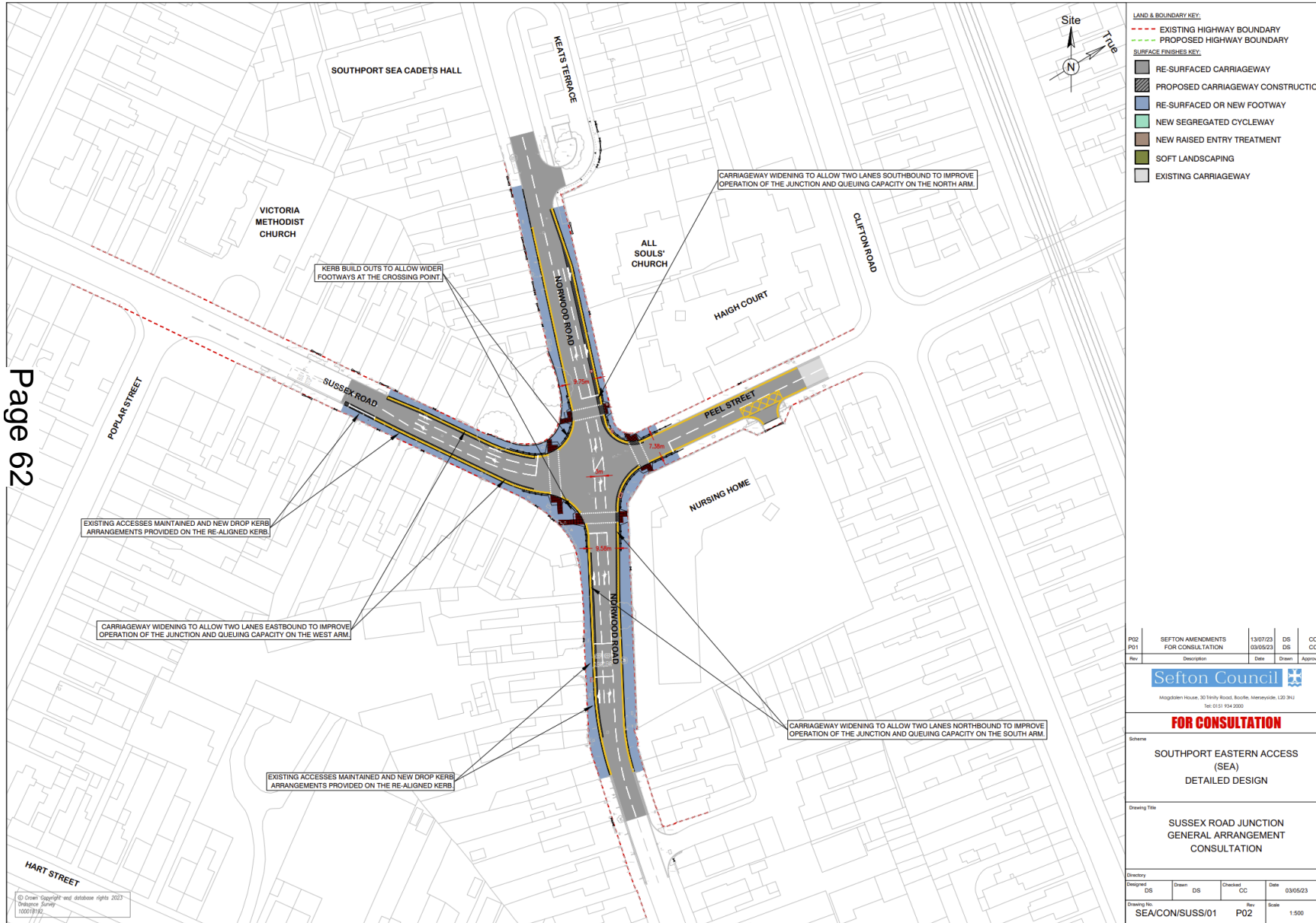
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BISPHAM ROAD JUNCTION
GENERAL ARRANGEMENT
CONSULTATION

Designed	Drawn	Checked	Date
DS	DS	CC	03/05/23

Drawing No.	Rev.	Scale
SEA/CON/BISP/01	P02	1:500

Agenda Item 9

Sussex Road Junction

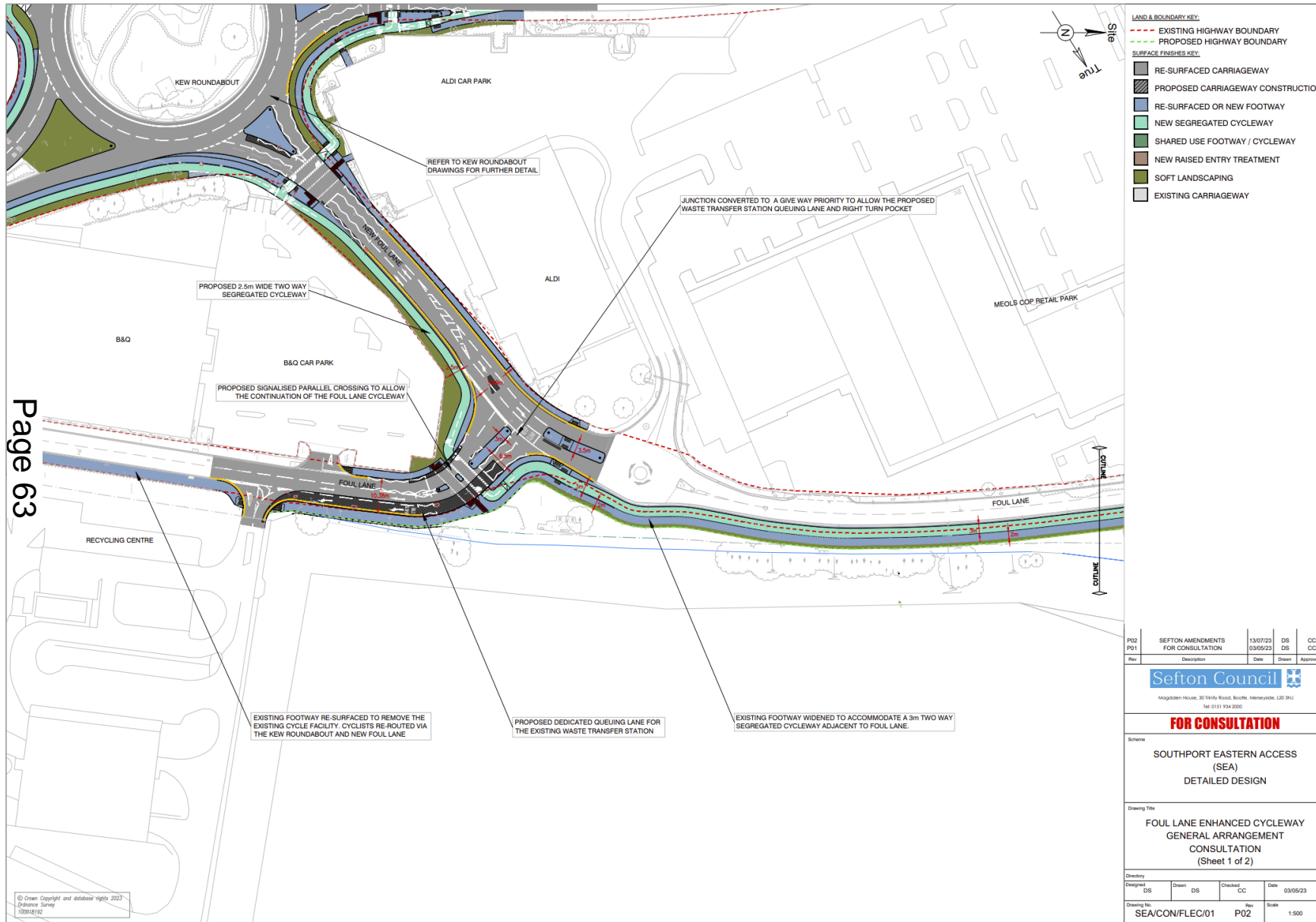


Page 62

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P01		03/05/23	DS	CC
Rev	Description	Date	Drawn	Approved
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Foul Lane (drawing 1)



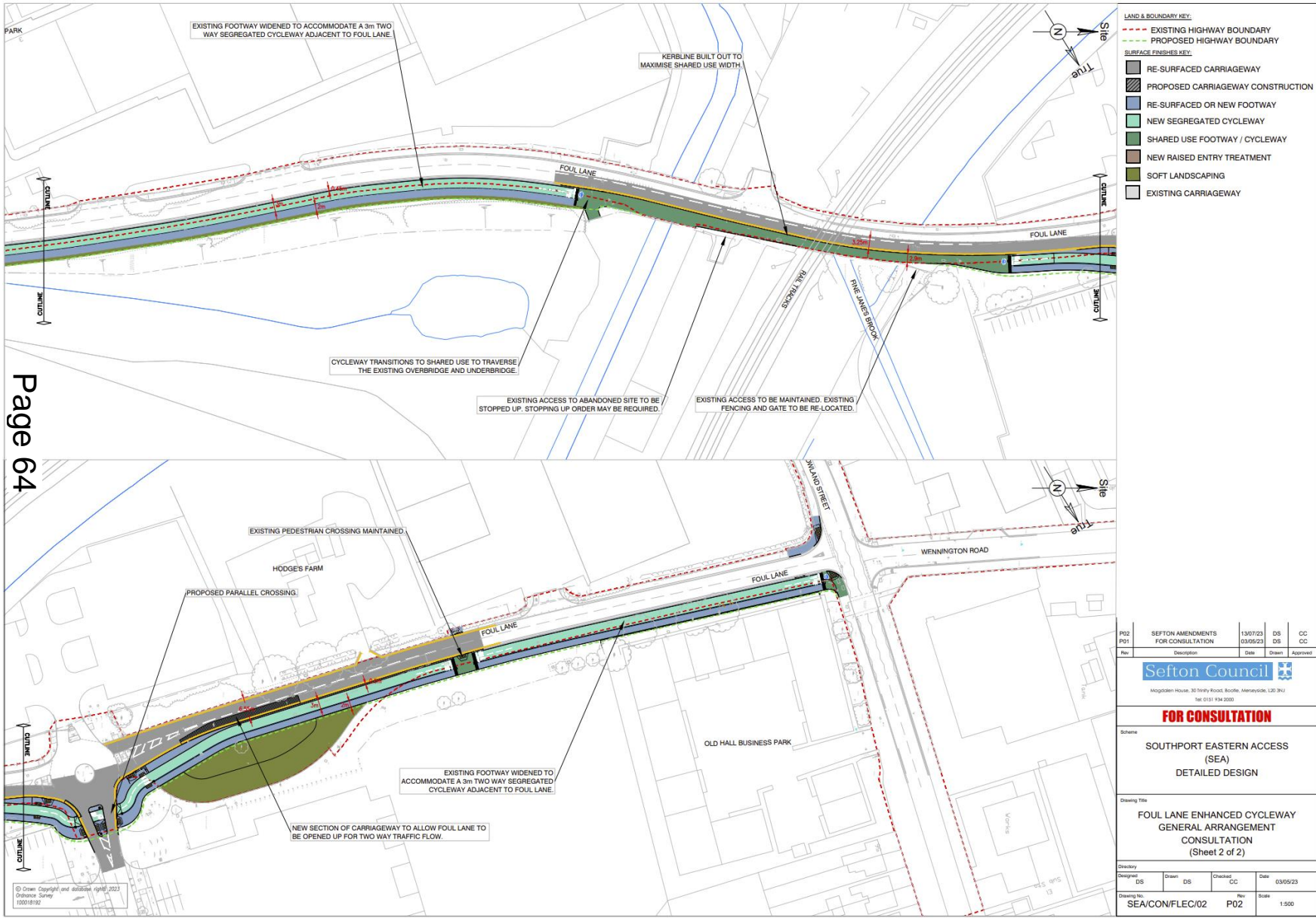
Page 63

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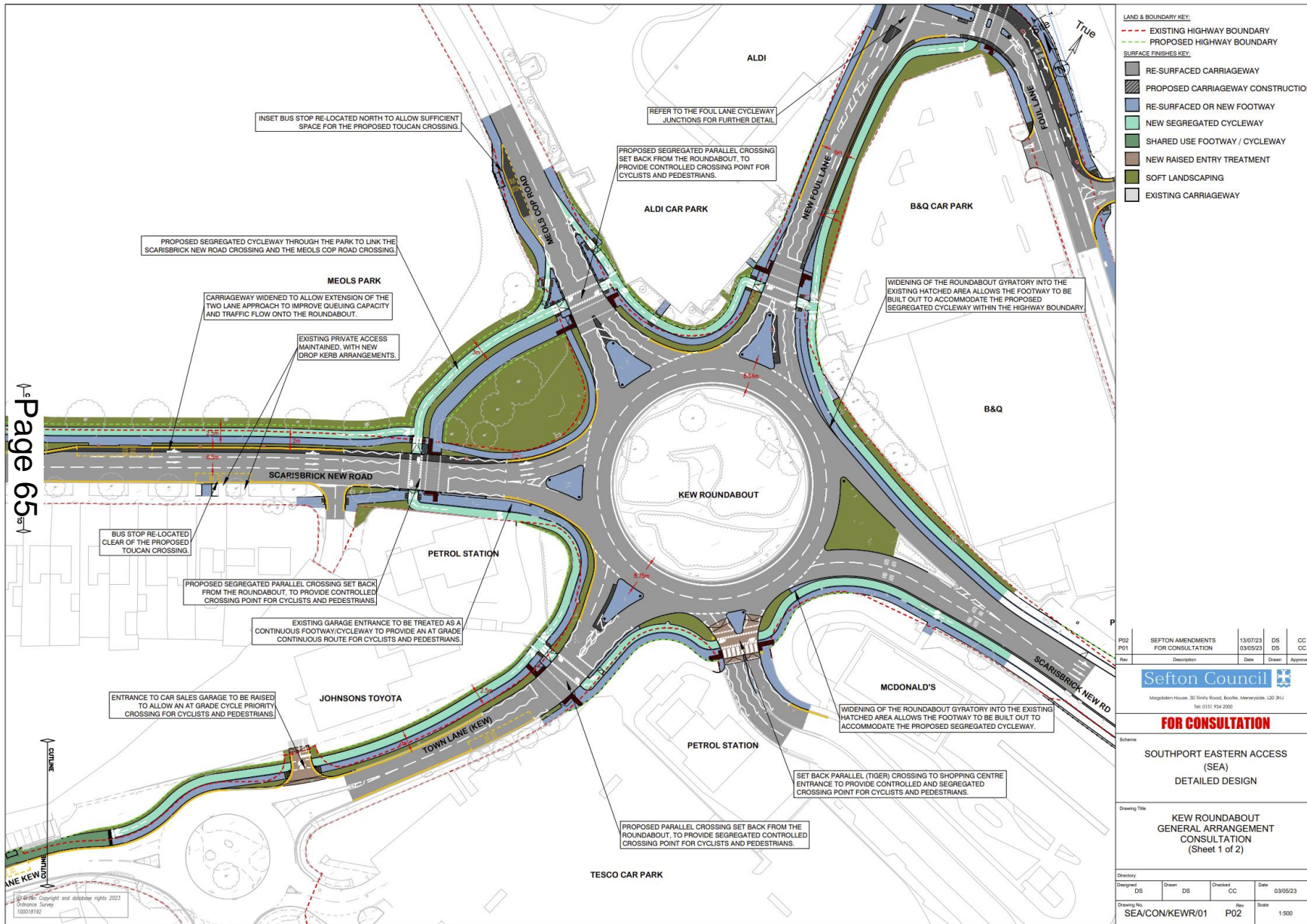
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P01		03/05/23	DS	CC
Rev	Description	Date	Drawn	Approved
 Sefton Council Anglemere House, 30 Trinity Road, Southport, Merseyside, L20 3HJ Tel: 0151 934 2000				
FOR CONSULTATION				
Scheme SOUTHPORT EASTERN ACCESS (SEA) DETAILED DESIGN				
Drawing Title FOUL LANE ENHANCED CYCLEWAY GENERAL ARRANGEMENT CONSULTATION (Sheet 1 of 2)				
Directory Designer: DS Drawn: DS Checked: CC Date: 03/05/23				
Drawing No: SEA/CON/FLEC/01 Rev: P02 Scale: 1:500				

Agenda Item 9

Foul Lane (drawing 2)



Kew Roundabout (drawing 1)

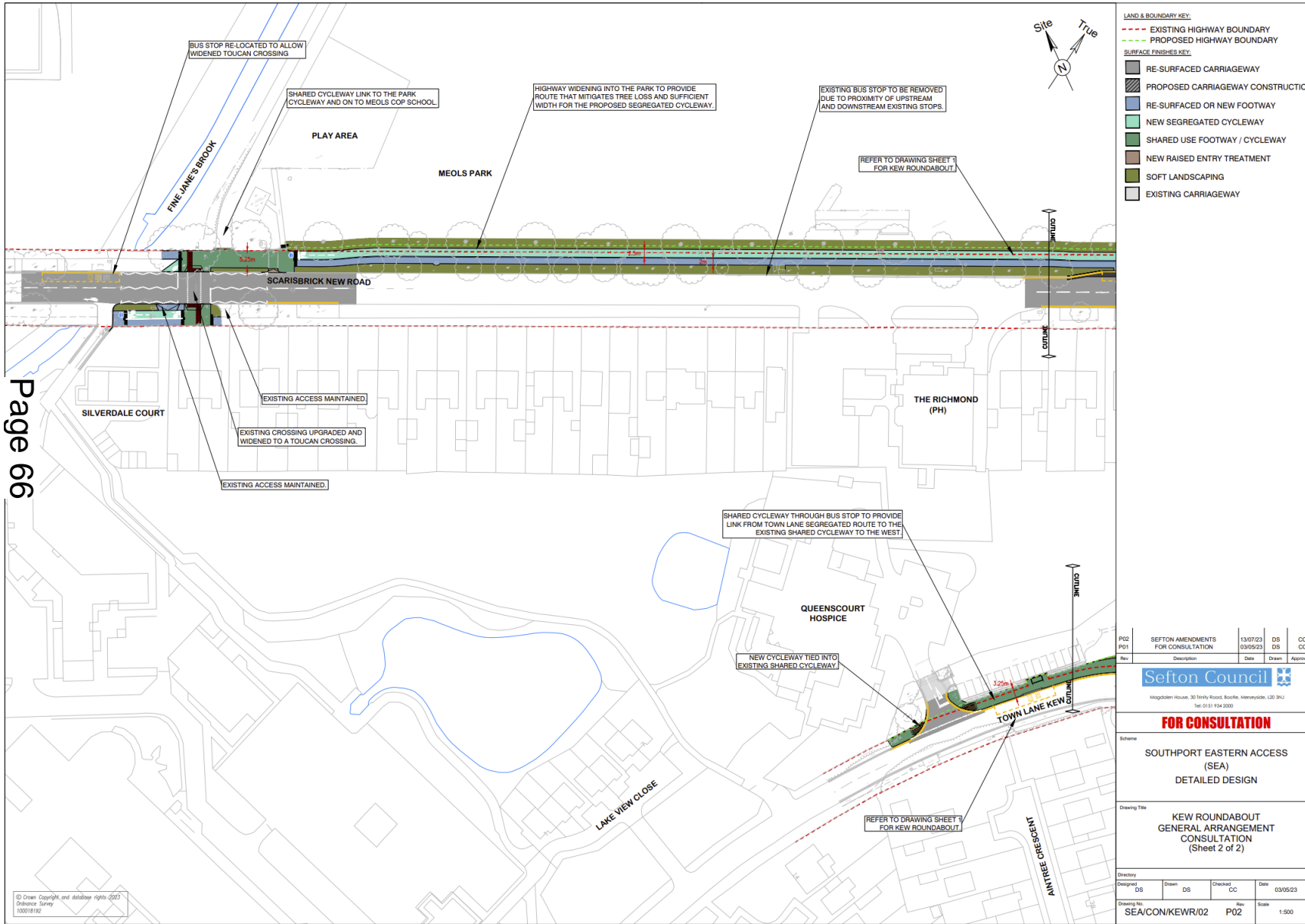


Page 65

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Rev	Description	Date	Drawn	Approved
<p>Magdalen House, 30 South Road, Birtley, Merseyside, L20 3RU Tel: 0151 934 2000</p> <p>FOR CONSULTATION</p>				
Scheme				
SOUTHPORT EASTERN ACCESS (SEA) DETAILED DESIGN				
Drawing Title				
KEW ROUNDABOUT GENERAL ARRANGEMENT CONSULTATION (Sheet 1 of 2)				
Directory				
Designed	Drawn	DS	Checked	Date
DS	DS	DS	CC	03/05/23
Drawing No.		Rev	Scale	
SEA/CON/KEWR/01		P02	1:500	

Agenda Item 9

Kew Roundabout (drawing 2)



Page 66

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P02	SEFTON AMENDMENTS FOR CONSULTATION	13/07/23	DS	CC
P01		03/05/23	DS	CC
Rev	Description	Date	Drawn	Approved
Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3UJ Tel: 0151 934 2000				
FOR CONSULTATION				
Scheme SOUTHPORT EASTERN ACCESS (SEA) DETAILED DESIGN				
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Directory Designed DS Drawn DS Checked CC Date 03/05/23				
Drawing No. SEA/CON/KEWR/02 Rev P02 Scale 1:500				

Appendix B – Consultation Letters



Andrew Dunsmore
Sefton Council
3rd Flr. Magdalen House
30 Trinity Road
Bootle
L20 3NJ
0151 934 2766
Andrew.Dunsmore@sefton.gov.uk

11th October 2023

Ref: Southport Eastern Access
Scheme

Dear Sir/Madam

Southport Eastern Access Scheme

You have been identified as having an interest in a property/land directly affected by the Southport Eastern Access Scheme. The Southport Eastern Access is the name given to the area that spans from Eastbank Street / Bridge Street to Kew Roundabout and connects to Foul Lane and Meols Cop Station.

Our scheme seeks to improve the road, pedestrian and cycling network between the town centre and the Southport Road border in Kew by introducing upgraded and reconfigure junctions and active travel (walking and cycling) routes along Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue.

As you may be aware, following the public facing engagement exercise carried out in Spring 2021 during the early stages of the scheme, Sefton Council is now progressing an improvement scheme for several transport corridors across the Southport Eastern Access scheme area. We are working on the final stages of the design to help confirm the funding for this scheme via the City Region Sustainable Transport Settlements Funds. This funding is aimed at improving local infrastructure to support growth in the Liverpool City Growth.

The proposals are to introduce new and upgraded junctions and active travel routes along Scarisbrick New Road, Southport Road, Kew Roundabout, Foul Lane, Meols Cop Road, Norwood Road and Haig Avenue, which currently experience high levels of congestion and long wait times at the junctions. The scheme aims to improve conditions for all and ease congestion issues for motorists and "rat running" on key routes to and from Southport town centre, including Scarisbrick New Road and through the local area including Norwood Road, Meols Cop Road and Butts Lane, while also seeking to improve access to Kew Retail Park and the surrounding area

Agenda Item 9

and the industrial units on Crowland Street and to revamp cycling and pedestrian infrastructure at the eastern approach to the town.

To accommodate the proposed new and upgraded junctions and walking and cycling paths, the Council is aware that land is required. Whilst the scheme design has still to be finalised it is likely that the scheme will resemble that shown in the plans attached in the link/QR Code provided below.

<https://yourseftonyoursay.sefton.gov.uk/investment-programmes-and-infrastructure/sea-improvement-scheme-key-stakeholder-info>



We would like to invite you to take part in early engagement to provide your comments and thoughts on the scheme which will be taken on board and considered before a wider public facing engagement campaign is launched in Autumn 2023.

Following the engagement process, it is important to note that Sefton Council will firstly seek to acquire **any land, which may be needed to deliver the proposed works, by negotiation with those who own or occupy the land where this proves possible.**

However, Sefton Council also intends to seek authority to progress with a compulsory purchase order to enable the acquisition of the necessary land where agreement cannot be reached with the landowners. Even if authority is given to allow the compulsory purchase order to be made, it is expected that the use of compulsory purchase powers to acquire any land will only be used as a last resort should negotiated settlements not be possible. However, given the need to bring the proposed works forward the Council will seek authority to make a compulsory purchase order and run that alongside the negotiation process with landowners.

The Council has appointed Land Referencing Services LLP (LRS) to complete land and property ownership research in order to better understand who has property or land-related interests (e.g., rights over the land) in the vicinity of the Southport Eastern Access scheme which may be impacted by the proposed improvements and as a result you have been identified as someone who may be affected by the scheme. It is worth noting that this information gathering process has been undertaken before any compulsory purchase orders have been authorised by the Council and before negotiations start to acquire affected land.

If a compulsory purchase order is made, you will be given an opportunity to make representations or objections to it. A compulsory purchase order is a formal legal tool that helps to ensure that the scheme can go ahead, by giving the Council the legal

Agenda Item 9

power to compulsorily purchase property and/or any rights (in, over or under the land) which may be affected. It is the Council's normal approach to seek to start the CPO process in this way and the process, if authorised, will run alongside the Council's efforts to reach negotiated settlements with owners wherever possible.

A copy of the Government publication booklet on the CPO process "Compulsory Purchase and Compensation" which may be of assistance to you can be downloaded for free at: http://www.communities.gov.uk/publications/planningandbuilding/Compulsory_purchase or you can contact LRS on 0800 8488 134 or 01952 288 346 who can either post or e-mail you a copy.

In addition to the work being carried out by LRS, the Council has appointed SLC Property Ltd as the Land Agent on the scheme. SLC will be contacting the properties and land of interest within the Sefton borough to commence land negotiations.

However, in the meantime, please can you respond to Peter Eustance at SLC (contact details below) to provide your name and contact details.

Peter Eustance,
Senior Property & Development Surveyor,
peter.eustance@slcproperty.co.uk

Yours sincerely,



Andrew Dunsmore

Strategic Transport Planning and Investment Team

Agenda Item 9

Appendix C – Consultation Responses

Feedback was received for each of the sections of Phase 1 and 2 of the Southport Eastern Access Scheme which covers Bispham Road Junction, Sussex Road Junction, Foul Lane Enhanced Cycleway and Kew Roundabout.

The phases for SEA are:

Phase 1 (Delivered in 2025)

- Bispham Road Junction
- Sussex Road Junction
-

Phase 2 (Delivered in 2026):

- Kew Roundabout
- Foul Lane Reopening and Cycleway Enhancement

BISPHAM ROAD JUNCTION

Positive
General Great idea / agree / needed / good / needed for a while.
Accidents These improvements may help reduce accidents in the area.
Cycle lanes Segregation for cyclist favoured.
Additional car lanes Support additional car lanes.
Traffic flow Proposals will improve traffic flow.

Negative / Concern
General Unnecessary / ridiculous idea / object / waste of money / spend funding on better things.
Rat running Concerns that the 'no left turn into Tithebarn Road' will increase traffic using Norwood Avenue and cause more congestion on surrounding roads / increased traffic flow on residential streets: <ul style="list-style-type: none"> - Cypress Rd - Hazelgrove
Noise pollution Shelley Grove residents object due to noise pollution.
Advanced cycle stop lines Concerns over encouraging cyclists to stop in front of motorised traffic.
Early release cycle signals Early release cycle signals are a waste of time.

Negative / Concern
Trees Concerns over loss of trees.
Pedestrian infrastructure. Concerns with junction being more difficult to cross.
Meols Cop Railway Station Concerns how this may limit drop for Meols Cop Railway Station (cars may park / pick up in the cycle lanes).
Traffic light sequence Addition of right turning lanes is not helpful without modification of traffic light sequence. Accidents already occur here.
Improvements to Walking and Cycling Walking and cycling improvements are not drastic enough considering this junction is located next to Meols Cop Railway Station.
Cycle lanes Do not add cycle lanes, make it an extra car lane on Bispham.
Footways Do not agree with narrowing footways to accommodate more road space.
Displaced parking Proposals will result in displaced parking.
Left turn from Tithebarn Road onto Norwood Avenue Do not move the slip road from Tithebarn Road into Norwood Avenue, this is used by those going to the schools in Norwood Crescent

Design related
Pedestrian crossing The pedestrian crossing on Norwood Ave needs moving. Currently the Lollipop person operates on the bridge side of the junction not on the pedestrian crossing, a pedestrian crossing or similar needs installing at the other end of Norwood Crescent where there is also a busy doctor's surgery.
Early release cycle signals Early release signals / advanced stop lines should be on every road (so include Norwood Road and Norwood Avenue too).
Cycle lanes Cycle lanes should be on all arms of junction.
Type of cycle lanes Fully segregated should be used, not lightly segregated.
Visibility Consider improvements to Bispham Road and Tithebarn Road arms of this junction to improve sight lines.
Meols Cop Railway Station drop off bay Drop off bay for outside Meols Cop Railway Station
Bus 46 (Russel Road – Carr Lane) Concern the proposed ban of left turn (Norwood Rd to Tithebarn Road) will impact 46 Bus service.

Agenda Item 9

Positive
General Agree with proposals / good / okay / common sense.
Capacity Wider carriageway an additional queuing lane for vehicles needed. Will improve capacity and reduce queuing.

Negative / Concern
General Unnecessary / ridiculous idea / object / waste of money / spend funding on better things.
Traffic calming Against traffic calming measures and kerb build outs.
Cycling conditions Will lead to 'horrible' conditions for cycling.
Cycling infrastructure Rather than giving an additional traffic lane, consideration should be made to improving cycling provision at this junction.
Walking and cycling This junction is not achieving safer streets for pedestrians and cyclists, concerning being in close proximity to high schools.
Sainsbury's Southport superstore Sainsburys will cause chaos on Norwood Road.
Congestion I feel that not enough is being done to address the problem of traffic / congestion between Kew Roundabout and the Norwood Road / Sussex Road junction, which will only worsen with the impending addition of another large supermarket at Kew.
Other junctions Congestion occurs at other junctions on Norwood Road / Meols Cop Road which also require improving.

Design related
Right turn filter phase There needs to be a filter on the lights to enable traffic turning right.
Cycle lanes Should keep the amount of vehicle lanes the same and introduce cycle lanes instead.
Pedestrian signals Pedestrian light crossings are vital as near visually impaired specialised home.
Early release cycle signals Need to be early release cycle signals.
Advanced cycle stop lines Need to be advanced stop lines for cyclists.

Design related
Speed enforcement More enforcement of speed required on Sussex Road.
Box junction Reinstate box junction to prevent blockage.
Traffic calming Chambres Road is the only total cut through to Sussex Road from Scarisbrick New Road without lights. Traffic measures on Chambres Road essential - we are already dealing with speeding drivers.
Cycle infrastructure It would be useful to have a cycleway down Norwood Road / Meols Cop Road.
Trees Concern about the loss of mature trees.

FOUL LANE ENHANCED CYCLEWAY

Positive
General Lots of support for opening foul lane / excellent idea / very good / sooner the better / needed.
Foul Lane reopening Opening up Foul Lane is required to improve capacity at Kew roundabout / Meols Cop Road / Norwood Road.
Reducing congestion This would massively reduce traffic on Meols Cop Road (helping with school traffic) and Norwood Road.
Type of cycle lane Support for segregated cycle lanes.
Favour dedicated Waste Centre lane for cars.
Creative use of an unused road.

Negative / Concern
General Cycle lanes will not be used / unnecessary / waste of money / bad for commuters.
Rat running Concerns of Foul Lane opening will result in rat running to avoid Norwood Road.
Recycling Centre access Harder to access recycling depot, vehicles are pushed onto Kew roundabout.
Cycle lane design Signalising bike lanes makes them slow. Vehicles should be forced by design to give way.
Foul Lane re-opening Reopening of Foul Lane is not welcomed.

Agenda Item 9

Negative / Concern
Congestion Congestion on Meols Cop Road needs fixing.
Castlemore / Foul Lane Castlemore / Foul Lane should not be closed.
Design related
Crowland Street / Wennington Road Concerns over the junction with Crowland Street / Wennington Road should be opened to through traffic again, otherwise all traffic will be forced along Canning Road
Foul Lane / Crowland St / Wennington Rd Concern with crossroads at Foul Lane / Crowland St / Wennington Rd needs to be traffic lighted to cope with the extra traffic filtering on to the already busy Crowland St.
Open all of Foul Lane Open all of Foul Lane (so section outside of Waste Centre).
Safety To improve safety / attractiveness, make sure there is enough street lighting.
Traffic calming / enforcement New traffic calming, speed cameras needed.
Speed Foul lane (area) should be 20mph.
One-ways suggestions <ul style="list-style-type: none">- Make Wennington Road one-way from Crowland Street to Cobden Road.- Make Canning Road one-way from Cobden Road to Crowland Street. <p>This ensures people living in the north of the town can access the retail park without having to go via the heavily congested Norwood / Meols Cop Road. It also ensures the industries along mentioned roads can still be accessed from both the north and the east. The concrete bollards on Wennington Road serve absolutely no purpose. Southport has a lack of roads and removal of the bollards would enhance transport in this area.</p>
Cycle lane design Cycling design with sharp turns and stop-start at crossing will make greater risk than at present – there should be no right angles with bike lane design at Foul Lane and New Foul Lane junction.

Kew Roundabout quotes:

- "This roundabout genuinely frightens me with my children. I find it currently unsafe to use as a pedestrian with young children".
- "Having just had this misfortune to try and get from Scarisbrick New Road (town side) to B&Q on foot at 11.40 am I can tell you it is one of the most terrifying experiences I have had" "I don't think I would ever try this again. Needs lights / routes that are safe for pedestrians."

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