

SOUTHPORT AREA COMMITTEE



Date: Wednesday 1st September, 2010
Time: 6.30 pm
Venue: Town Hall, Southport

AREA COMMITTEE MEMBERSHIP

Ainsdale Ward
Councillor

Jones, Conservative Party
Porter, Conservative Party
Preece, Liberal Democrats

Birkdale Ward
Councillor

Hands (Chair), Liberal Democrats
Brodie - Browne, Liberal Democrats
Shaw, Liberal Democrats

Cambridge Ward
Councillor

Glover, Conservative Party
McGuire, Liberal Democrats
Preston, Liberal Democrats

Kew Ward
Councillor

Booth, Liberal Democrats
Weavers, Liberal Democrats

Meols Ward
Councillor

Dodd, Liberal Democrats
D Rimmer, Liberal Democrats
Tattersall, Liberal Democrats

Norwood Ward
Councillor

Lord Fearn, Liberal Democrats
B Rimmer (Vice-Chair), Liberal Democrats
Sumner, Liberal Democrats

Dukes Ward
Councillor

Byrom, The Labour Party
Pearson, Conservative Party
Sir Ron Watson, Conservative Party

Advisory Group Members

Mr. J. Fairhurst
Mr. I. Goley

Mrs. M. Pointon
Mr. S. Sugden

COMMITTEE OFFICER: Paul Fraser
Telephone: 0151 934 2068
Fax: 0151 934 2034
E-mail: paul.fraser@legal.sefton.gov.uk

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

AGENDA

(This first part of the meeting will take place in the Birkdale Room).

1. Apologies For Absence

2. Declarations Of Interest

Members and Officers are requested to give notice of any personal or prejudicial interest and the nature of that interest, relating to any item on the agenda in accordance with the relevant Code of Conduct.

3. Minutes

(Pages 5 - 22)

Minutes of the meeting held on 28 July 2010

4. Presentation - Weld Road Beach

To receive a presentation from Dr. Phil Smith on the ecological aspects of the Weld Road Beach (Birkdale Green Beach)

Part "B"

These are formal decisions to be taken by Members of the Council. Only in exceptional cases will the Chair allow contributions from the public (Advisory Group Members may speak but not vote).

5. Consultation on Proposals to Close Southport (North Sefton) Magistrates' Court and Southport County Court

(Pages 23 - 50)

Report of the Head of Corporate Legal Services

6. Winter Service

(Pages 51 - 54)

Report of the Environmental and Technical Services Director

7. Objections to Proposed Hackney Carriage Stands - Coronation Walk and Lord Street , Southport

(Pages 55 - 66)

Report of the Planning and Economic Development Director

8. Southport Cycle Town, Wennington Road Proposals - Results of Consultation

(Pages 67 - 82)

Report of the Planning and Economic Development Director

9. Southport Indoor Market - Traffic Regulation Orders Relating to Public Realm Works

(Pages 83 - 90)

Report of the Planning and Economic Development Director

10. Proposed Area Committee Changes (Pages 91 - 94)

Report of the Neighbourhoods and Investment Programmes Director

11. Budget Monitoring (Pages 95 - 100)

Report of the Neighbourhoods and Investment Programmes Director

(The next part of the meeting will take place in the Council Chamber at 7.30 p.m.)

12. Police Issues

13. Open Forum

Members of the public are invited to ask questions, raise matters, or present petitions on issues which are relevant to Sefton Council. The person asking a question will be allowed one supplementary question and, provided the questioner is present or represented, any interested members of the public will be permitted to ask supplementary questions, provided the total time on each issue does not exceed five minutes. Questions must be handed to the Committee Administrator at least 15 minutes before the commencement of the meeting ie, before 6.15 p.m.

(If the questioner does not attend the meeting or nominate a representative to attend (at the discretion of the Chair), the question will not be read out, but a written response will be forwarded to the questioner. If a response to a question is required which cannot be provided at the meeting or if the question is not reached within the 1 hour period, the Chair will either refer the matter to the appropriate Service Department for a written answer or to the appropriate Cabinet Member for further consideration).

Part "A"

These items are for general discussion. Anybody attending the meeting is welcome to speak (subject to the Chair's discretion).

14. Previous Questions Raised In The Open Forum (Pages 101 - 110)

15. Future Agenda Items

16. Date Of Next Meeting

In accordance with the agreed programme of meetings for this Area Committee, the next meeting will be held on **Wednesday, 6 October 2010 at the Town Hall, Lord Street, Southport, commencing at 6.30p.m.**

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON MONDAY, 9 AUGUST 2010. MINUTE NOS. 39, 40, 41, 44, 45 AND 46 ARE NOT SUBJECT TO "CALL-IN"

SOUTHPORT AREA COMMITTEE

MEETING HELD AT THE TOWN HALL, SOUTHPORT ON WEDNESDAY 28TH JULY, 2010

PRESENT: Councillor Hands (in the Chair)
 Councillors Booth, Brodie - Browne, Byrom,
 Lord Fearn, Jones, McGuire, Pearson, Porter,
 Preece, B Rimmer, D Rimmer, Shaw, Sumner,
 Sir Ron Watson and Weavers
 Local Advisory Group Members:
 Mr J Fairhurst, Mrs M Pointon and Mr S Sugden

ALSO PRESENT: Inspector G. Fairbrother, Merseyside Police and
 25 members of the public.

31. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Dodd, Glover, Preston and Tattersall and Local Advisory Group Member Mr. I. Goley

32. DECLARATIONS OF INTEREST

The following declarations of interest were received:

Member	Minute No.	Interest	Action
Councillor Byrom	35 - Budget Monitoring - Allocation of funds to Southport Veterans Parade	Personal - Trustee of the Veterans Fund	Stayed in the room, took no part in the consideration of the item and voted thereon
Councillor Byrom	39(k) - Open Forum Question - Southport Pier	Personal – Board Member of the Southport Pier Trust	Stayed in the room, took no part in the consideration of the item and voted thereon
Councillor Lord Fearn	39(k) - Open Forum Question - Southport Pier	Personal – Board Member of the Southport Pier Trust	Stayed in the room, took no part in the consideration of the item and voted thereon

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

33. MINUTES

RESOLVED:

That the Minutes of the meeting held on 16 June 2010 be confirmed as a correct record.

34. PRESENTATION - SOUTHPORT FLOWER SHOW

The Committee received a presentation from Mr. D. Jackson, Chief Executive of the Southport Flower Show, on the Southport Flower Show (the Show).

Mr. Jackson indicated that the Show was a national event which had, perhaps more than other single venture, put the name of Southport before the general public; and was the largest independent flower show in Great Britain.

Mr. Jackson detailed:

- the economic benefits of the Show including an estimated £3.7 million in direct economic spend that was generated for the local community and that an audience of approximately 75,000 visited the Show over four days
- the visitor profile to the Show and that 33% of visitors were from Merseyside, 52% from other North West locations and 15% from other areas of the U.K.
- visitor comments relating to the Show
- future growth proposals to enhance visitor experience, build the brand and reinforce relationships
- the future direction of the Show relating to Victoria Park to connect 15 disparate users and improvements for new elements of the Show and new audiences
- the relationship with Sefton Council which had improved since 2008, that no financial support was required and that the Show was a great opportunity for both the Show Company and the Council

Mr. Jackson concluded by stating the Show would be open from 19 to 22 August 2010 and hoped as many Members, officers and public as possible could attend.

Members and Local Advisory Group Members asked questions of Mr. Jackson and commented on the following issues:

- Southport Flower Show appeared to receive much less favourable T.V. coverage than the RHS Show Tatton Park

- widening the remit of the Show to incorporate other events such as firework displays or equine related activities
- liaison with local hoteliers to offer Flower Show deals
- future plans for the disparate users of Victoria Park
- the benefits of the Show having charitable status
- landscaping issues on Rotten Row
- the engagement of children in the Show and incentives to encourage them to attend
- liaison with Northern Rail to promote special offers and to encourage them to provide increased services/improved rolling stock during the Show

RESOLVED:

That Mr. Jackson be thanked for his informative presentation.

35. BUDGET MONITORING

Further to Minute No. 23 of the meeting held on 16 June 2010, the Committee considered the report of the Neighbourhoods and Investment Programmes Director indicating that the balance of the budget available for allocation during 2010/11, including sums set aside for the provision of litterbins and street signs, was as follows:

Ward	Available Funds £
Ainsdale	13,092.08
Birkdale	20,408.23
Cambridge	9,518.33
Dukes	20,444.78
Kew	10,550.79
Meols	12,182.75
Norwood	25,534.34
Town-wide	9,725.00
 Total	 121,456.30

Details of the allocations made by each ward against the general provision in the current year were set out in the report.

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

The report also outlined a review of and changes to the budget monitoring process in respect of ring-fencing of the budgets, the town-wide allocation and the procedure for drawing down Area Committee funds.

RESOLVED: That

(1) the remaining balance of £121,456.30 of the budget available for further allocation for the rest of the year be noted;

(2) the following allocations be approved:

Scheme	Ward	Amount £
Hanging Baskets along Botanic Road	Meols	500
Churchtown Primary School project with the residents of Sunny Road	Meols	200
Robust litterbin at end of Colchester Road on footpath leading to Handsworth Walk	Kew	380

(3) the following allocations, notified to the Neighbourhoods and Investment Programmes Director since the preparation of his report, be approved:

Scheme	Ward	Amount £
Funding for a fun day for young people in the High Park area on 19 August 2010 at Russell Road Recreation Ground	Norwood	200
North Meols Civic Society project for the ongoing renovation of the Fog Bell	Cambridge	150

(4) the ring-fencing of the Ward, litterbins and street signs budgets as detailed in paragraph 3.2 of the report be approved;

(5) an additional 10% from each of the seven Wards' budgets be allocated to the Town Wide budget and the operation of the new procedure be reviewed in one year; and

(6) the procedure for drawing down Area Committee funds as detailed in paragraph 3.4 of the report be approved.

36. PROTOCOL FOR LIFTING THE MORATORIUM ON THE SITING OF MOBILE PHONE MASTS ON COUNCIL LAND

The Committee considered the report of the Environmental and Technical Services Director seeking consideration of and comment on the draft protocol to govern the lifting of the current moratorium on siting telephone transmission masts on Council owned land prior to reconsideration of the matter by Cabinet.

A copy of the protocol was attached as an annex to the report.

Members expressed strong concerns that there should be a robust consultation mechanism in place at an early stage to ensure that Members' and Area Committees' views were given consideration on the potential siting of masts.

RESOLVED: That

- (1) the protocol for lifting the moratorium on the siting of mobile phone masts on Council land be approved; and
- (2) Cabinet be recommended to include formal consultation with Ward Councillors and Area Committees at an early stage in the procedure for evaluating requests to site masts on Council land.

(In accordance with Rule 18.5 of the Council and Committee Procedure Rules, Councillor Byrom requested that his vote against the above resolution be recorded).

37. PARK RANGER SERVICE REVIEW AND HIGHLIGHTS

The Committee considered the report of the Leisure and Tourism Director that updated on the recent review undertaken on the Park Ranger Service that was undertaken as a matter of good practice following its first full year in operation; and highlighted both successes and directions for the future for the whole team and in particular the Southport and Formby Park Ranger Cluster team.

The report detailed the main functions of the Service; user satisfaction surveys; vandalism/anti-social behaviour; community engagement/activities and other achievements and highlights.

The report concluded by detailing proposed actions for the future of the Park Ranger Service.

Annex A to the report summarised a range of activities undertaken by the Park Rangers with volunteers.

Mr. A. Hearn, Head Park Ranger, made a brief presentation to the meeting on the operation of the Park Ranger Service.

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

RESOLVED: That

- (1) the successes and achievements of the Park Ranger Service in the Southport and Formby areas since inception be noted; and
- (2) the intention for the Park Ranger Service to continue to promote and develop a network of volunteer Park Rangers be noted.

38. POLICE ISSUES

Members of the public/Councillors raised the following issues:

- Concerns were raised about the costs of policing the 'Orange Parade' on 12 July; anti-social behaviour and drunkenness by revellers at the event; the breaching of bye-laws prohibiting drinking of alcohol in public places; and information was sought on the number of arrests made associated with the event.

Inspector Fairbrother indicated that the Police were responsible for maintaining public order, not only at the Orange Parade event, but at all events held in the public arena; that however the Parade did have a huge commitment on Police resources; that no objections were received to the statutory notice advertising the proposed march; that the Orange Parade organisers provided their own marshals for the event and submitted appropriate plans; that the alcohol ban was rigorously enforced; and that 11 arrests were made for drunkenness and possession of cannabis.

A Member advised that he had received information from the Merseyside Police Authority on the Police costs for the Orange Parade, which indicated that staff for the event were drawn from across the Force, primarily from on duty staff and those on cancelled rest day; and that the cost for overtime and other logistical costs amounted to £3,265.

- Reference was made to recent press articles that indicated that at any one time, only 1 in 10 Police Officers were on duty; but that a contributory factor was that as the Police operated three shifts, two shifts, or 66% of the Police, could not be on duty at the same time.

Inspector Fairbrother indicated the Police had minimum patrol counts to attend to Grade 1 and 2 calls; that other Force Units would also be called upon in various situations, i.e. Neighbourhoods, Traffic, Matrix Units; that a new Police cover protocol came into operation on 27 July 2010, and that 40% of Officers were on duty at any one time, so 2 in 10 Police Officers on duty was a more realistic figure to use.

- Information was sought on the rumours about the closure of Southport Magistrates' Court, and the closure/downgrading of Southport Police Station and custody suite.

Inspector Fairbrother indicated that no decision had been taken to close the Police Station or custody suite.

- A question was asked whether a uniform licensed premises closing time would aid policing in the town centre.

Inspector Fairbrother detailed the policing operations as part of the night time economy; and the use of Reviews to counter licensed premises who breached conditions or were associated with crime and disorder.

RESOLVED: That

- (1) Inspector Fairbrother be thanked for his attendance at the meeting; and
- (2) in respect of the Orange Parade, the Assistant Director - Neighbourhoods be requested to co-ordinate a report to a future meeting detailing:
 - (i) the full Police costs to cover the event;
 - (ii) the cleansing costs associated with the event; and
 - (iii) the views of the local chamber of commerce/business organisations on the impact of the Parade on the commercial sector.

39. OPEN FORUM

During the Open Forum the following questions/comments/petitions were submitted:

- (a) Ms. A. Owen, who was not present at the meeting, submitted a question that indicated that local cyclists could find themselves waiting at traffic light controlled junctions, sat in the cyclists box that had been provided, often at the front of significant queues of traffic. When the lights turned green, the rider was directly in the way of that traffic as it attempted to accelerate away. Not only was this unnerving and potentially dangerous for riders, but also frustrating for drivers, not all of whom had much patience when it came to cyclists.

This situation was far from ideal, particularly so in a Cycling Town. Would Sefton, therefore, consider providing a cyclists push-button on traffic light support poles, linked into the green-man phase? This would enable riders to get away from junctions before the general traffic set off, making journeys by bike safer and encouraging more people to cycle.

Similar cyclist-operated buttons at traffic light controlled junctions had been in use for many years in countries like Holland and had proven to be very effective. Riders were moving slowly at walking speed when initially setting off, so presented no threat to pedestrians who may also be

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

crossing. Since this measure made the use of the existing circuitry for the green man phase, adding this feature would not present a problem from a technical perspective, making it a very cost effective solution.

The Committee Administrator advised that Ms. Owen had been provided with the a response from the Traffic Services Managers.

(b) Mrs. S. Pennington, who was not present at the meeting, submitted a question that stated that following on from the discussion and resolution at the previous meeting, that the upgrading of the amenities on Meols Park was essential. She asked why the railings around Meols Park had not been completed and indicated that there was a real danger that children could get through the broken railing and onto a very busy road. She continued that it was a number of years now since it was decided, at one of these meetings, that the railings should be renewed as they were in such a bad state of repair; that three quarters of the Park looked great, but the other quarter, along Scarisbrick New Road, from opposite the Richmond to the brook, the railings were a disgrace and let the whole area down; and that if she remembered correctly, it was agreed that the railings would be done via the Norwood and Kew Ward budgets, possibly with match funding from elsewhere.

Mrs. Pennington concluded by asking was it possible to find out exactly how much it would cost to finish the job, and asked whether Leisure Services had anything in their budget that could be diverted to finish off this very important job, or whether there were any other 'pots of money' that could be tapped into.

She realised that this was not the best time to find money for anything, however, the safety of our children should be a priority.

The Committee Administrator advised that Mrs. Pennington had been provided with a response from the Head of Landscape and Development.

(c) Mr. J. Searle, who was not present at the meeting, submitted a comment that as a regular cycle user making trips to and from town, he wished to register his support for the Portland Street cycle route. He indicated that Southport had been recognised as a cycling town and that it was essential that the Area Committee appeared to be supporting this, and that it would also help if the cycle tracks we did have were not used as car parks.

(d) Mr. C.W. Barlow, who was not present at the meeting, submitted a comment that he wished it to be noted that he was a supporter of the Portland Street scheme as he was in favour of any improvements in cycle routes as he was a keen cyclist who spent many hours per week in the Southport area. He concluded that cyclists were to be encouraged more and more for safety and the environment and that any new cycle way would be welcomed.

(e) Dr. Orford, who was not present at the meeting, submitted a comment that he/she wished to give his/her support for the Portland Street cycle route scheme for the following reasons:

- (i) as Southport now called itself a "Cycling Town" we must do all we can to make it easier and safer for cyclists to cross from one area to another within the town;
- (ii) as our children turned evermore to indoor pursuits and activities, partly due to the perceived dangers of the 'great outdoors', we must make that environment more welcoming;
- (iii) as a retired doctor, he/she knew first hand the benefits from regular exercise starting at a young age and continuing into adulthood on the health of our nation.

Dr. Orford concluded that for the above reasons the Area Committee should decide in favour of the above scheme.

(f) Mrs. G. McMullen, as a member of "Path n Pedal", who was not present at the meeting, had written to the Area Committee in support of the new cycle route to the east - the Portland Street Scheme; and indicated that as a keen cyclist, she was very much in favour of the scheme.

RESOLVED:

That the Traffic Services Manager be requested to bring the comments referred to in (c) to (f) above to the attention of the Cabinet Member - Technical Services as part of his consideration of the Southport Cycle Town - East West Link.

(g) Mr. S. Kissack, who was not present at the meeting, had submitted a comment referring to the proposed works in Portland Street, where speed tables were intended to be installed at several junctions as part of the traffic calming measures.

Cycling England, co-funders of the scheme, had published a series of recommended design parameters for cycle infrastructure. These were available to access on their website. In this instance, the recommended design of speed tables/humps would be worthy of consideration for the Portland Street Scheme.

In particular, the edges of speed tables/humps were recommended to be of a sinusoidal profile. Standard pre-cast blocks with the appropriate profile were manufactured and available to local authorities. Alternatively, a similar profile could be formed on-site during the proposed works.

It was important that cyclists were able to ride over speed tables/humps, without experiencing a jolt when their wheels made contact with the leading edges. He concluded by asking could Sefton therefore give the

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

assurance that Cycling England guidelines for the design of speed table/hump edges would be followed in Portland Street and for all future works within the Borough?

RESOLVED:

That the Traffic Services Manager be requested to respond in writing to Mr. Kissack.

(h) Mrs. A. Cobham asked whether Councillors agreed with her that it was time for a review of Southport's parking regime, with a view to turning it into a more user friendly operation as befits a classic seaside resort.

Members advised Mrs. Cobham that a parking review would be commenced in 2011.

Mrs. Cobham asked, as a supplementary question, whether Members agreed that the issue of a penalty charge notice to the driver of a coach transporting British Limbless Ex-Servicemen whilst parked outside the Scarisbrick Hotel, Lord Street, was bad publicity for the Council.

One Member indicated that the parking attendant should have used his/her discretion in the matter; whilst two Members indicated that the driver of the vehicle owed a duty of care to other road users and should not have parked in such a manner as to cause an obstruction on busy Lord Street; and that it was a dangerous place to park.

(i) Mr. B. Naylor stated that in February/March of this year a large area of thick grey mud was washed upon on Birkdale beach creating a pollution of our once golden sands, and that the Southport Beach Protection Group (SBPG) after inspection, collected a sample and sent it to the Environment Agency for analysis.

The result was that it contained over 140 ingredients, with many of them being toxic and dangerous to health. We suspect that it could be drilling mud coming from the nearby oil platform and mixed with other industrial materials.

Mr. Naylor asked could the Council look into this possibility, especially as it made our tourist beaches unsightly and unpleasant to use. With the worlds biggest environmental oil catastrophe slowly unfolding in the Gulf of Mexico, perhaps we should take a closer look at what this industry is doing only a couple of miles just off Southport's shoreline.

Mr. Naylor indicated, as a supplementary comment, that he had been advised by the drilling company that the mud referred to in his question was a blue algae bloom, which the SBPG disputed.

RESOLVED:

That the Environmental and Technical Service Director and Leisure and Tourism Director be requested to submit a joint report to a future meeting on the points raised by Mr. Naylor.

(j) Mrs. J. Naylor stated that thousands of residents signatures were collected to help save the Market Hall - and she would like to know when was the money allotted going to be spent for the refurbishment of the building, and when was the work going to start?

She continued that it was unfair on the traders trying to make a living under the conditions that existed at the present time.

She concluded by asking was this another example of Sefton's 'managed decline' policy, left to rot and look unsightly as had happened to other Council sites resulting eventually in being sold off for redevelopment.

The Committee Administrator advised Mrs. Naylor that a decision relating to the Southport Market scheme would be taken by the Cabinet at its meeting to be held on 5 August 2010.

Mrs. Naylor indicated, as a supplementary comment, that £5 million had been wasted on the park and ride scheme and that this funding could have been used to refurbish the Market.

(k) Mr. M. Swift stated that on 2 August 1860, the first leisure pier in Great Britain opened in Southport, a structure designed by James Brunlees, funded by Victorian entrepreneurs and supported by municipal interests. In the 20th Century Southport Pier's restoration commenced by public demand, contemporary business interests and municipal support. Monday next, 2 August 2010 at 12.00 noon with today's young people on hand to record 150 years of coastal enjoyment, modestly commemorating the vision of our predecessors whilst looking into the future with the benefit of our education. Would the Southport Area Committee add its congratulations at this historic moment to the restoration project, champion continued public use of Southport Pier, endorse the skill of Sefton M.B.C. officers present and past, recognise the contemporary business skills enabling the entrepreneurial vision to continue and welcome the significant inward investment to Southport from a cocktail of funding sources?

RESOLVED: That

- (1) it be noted that the Area Committee is more than happy to echo the sentiments raised by Mr. Swift; and
- (2) the Chief Executive be requested to write to the Southport Pier Trust to convey formally the best wishes of the Area Committee for the 150th birthday event on 2 August 2010.

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

40. TRAFFIC ISSUES - YORK ROAD AND HAWKSHEAD STREET, SOUTHPORT

Further to Minute No. 163 of 31 March 2010, the Committee considered:

- (I) the report of the Planning and Economic Development Director on:
- parking issues in Hawkshead Street, Southport, between Kestrel Court and Zetland Street; and
 - parking issues in York Road, Southport, between Weld Road and Bickerton Road

where parking of vehicles on both sides of the road in both locations could cause problems for through traffic; and

- (II) the following question submitted by Mr. and Mrs. Winstanley during the Open Forum:

Mr. and Mrs. E. Winstanley stated that the comments mentioned in paragraph 2.2 of the report were assumptions and incorrect. There were no flats without parking, the only flats were Kestrel Court, and they had their own ample off-road parking space in front of the buildings and never used the road for parking. The garages to the rear of the town houses were always used and they also did not use the road, they, like her, could not park outside their houses because cars mainly from the Southport College parked there on both sides from 8.00 am to 5 pm Monday to Friday. The third point in these items, there were no "H" bracket markings over driveways at all in this section and would not help, as cars parked up to and in line with the gateposts, severely restricting the view of the road and the ability of those who had to reverse out of their driveways, quite unsafe.

There were other roads/streets in the area very close with parking restrictions, Manchester Road, top section of Hawkshead Street (Queens Road to Manchester Road) Alexander Road, Ashley Street, Mount Street, Zetland Street, Hall Street, Sussex Road, Kensington Road, all bounding our area. Our section of Hawkshead Street was a main bus route and very busy through road towards the Kew area, and because of car parking on both sides it narrowed the road down to a central single width, which only added to the problems.

RESOLVED:

That consideration of the matter be deferred to enable the Planning and Economic Development Director to arrange a site meeting with:

- (1) Ward Councillors and a representative of local residents in relation to the issues at Hawkshead Street between Kestrel Court and Zetland Street; and
- (2) Ward Councillors in relation to the parking issues in York Road between Weld Road and Bickerton Road.

**41. ARUNDEL ROAD/WOODSTOCK DRIVE BIRKDALE -
PROPOSED EXTENSION TO EXISTING TRAFFIC REGULATION
ORDER**

The Committee considered:

- (I) the report of the Planning and Economic Development Director on the proposed introduction of a Traffic Regulation Order, the effect of which would extend the existing "At Any Time" parking restrictions at the junction of Arundel Road/Woodstock Drive, Birkdale; and
- (II) the following question submitted during the Open Forum:

Mrs. J. Hooker, who was not present at the meeting, on behalf of her mother and another local resident stated that the reason for double yellow lines seemed to be the result of parents parking during school drop-off/pick-up times down Arundel Road and Woodstock Drive that was a big problem and the ensuing associated chaos. Mrs. Hooker asked if double yellow lines were introduced down the length of Woodstock Drive, it would mean that residents (and their visitors) would not be able to park outside their own houses. Would it not be possible to keep the original double yellow 10 metre proposal and then have a single yellow line throughout Woodstock with stated times for 'No parking' that coincided with school start and finish times? If the double yellow proposal was approved, would residents be provided with parking permits?

Ward Councillors submitted amended proposals to those detailed in Annex B of the report.

RESOLVED: That

- (1) consideration of this matter be deferred to enable the Planning and Economic Development Director to discuss the amended proposals with the Traffic Management Liaison Group; and
- (2) the Planning and Economic Development Director be requested to write to Mrs. Hooker to advise her of this decision.

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

42. SEFTON COAST LANDSCAPE PARTNERSHIP SCHEME PROJECT 1.1 - RECONNECTING MARSHSIDE WITH ITS COASTAL HERITAGE

Further to Minute No. 8 of 26 May 2010, the Committee considered the joint report of the Planning and Economic Development Director and the Leisure and Tourism Director advising of the details of the proposed cycle route and walking route along Marshside Road and seeking approval to proceed with the project.

The report indicated that funding had been secured for the scheme; that planning permission was being sought; and that it was hoped that all approvals would be in place to complete the works by November 2010.

Mr. W. Moody, Planning and Economic Development Department, advised that planning permission was now no longer required for the scheme as it was deemed to be permitted development.

RESOLVED: That

- (1) the details of the Marshside cycle/walking route scheme be supported and officers be authorised to proceed to implement the new path; and
- (2) subject to any appropriate assessments and Natural England consents, the scheme be implemented.

43. SYNOPSIS OF SOUTHPORT ACA STRATEGIC INTELLIGENCE ASSESSMENT

The Committee considered the report of the Head of Safer and Stronger Communities that provided a synopsis of the key information contained within the Southport Strategic Intelligence Assessment (SIA).

The report indicated that overall there had been a decrease of 12% in the levels of crime and disorder across Southport in the year between April 2009 and March 2010, compared to April 2008 and March 2009, and that all crime and disorder types had seen reductions in the same period except:

- Personal Robbery - increase from 17 offences to 21 offences (4)
- Other ASB - increase from 630 incidents to 683 incidents (53)
- Stray/aggressive dogs - increase from 128 incidents to 193 incidents (65)
- Other fire calls - increase from 16 incidents to 27 incidents (11);

that when compared to same period last year, the number of British Crime Survey (BCS) crimes committed had decreased by 18%; and that for all other non-BCS crimes, each category had shown a reduction in offences when comparing April 2009 - March 2010 with April 2008 - March 2009.

The report also detailed the costs of crime in Southport; the Southport crime trends; and concluded by providing statistical information relating to Southport residents' views on crime issues.

Members expressed satisfaction that the levels of crime were falling in Southport and that it was a safe place to live; wished to emphasise that the fear of crime was much worse than the reality of it; and urged representatives of the press to highlight such positive news in their publications.

RESOLVED:

That the synopsis report on the Southport Strategic Intelligence Assessment be noted.

44. CEMETERY ROAD/EASTBOURNE ROAD SOUTHPORT - PROPOSED ROUTE ACTION ACCIDENT REDUCTION SCHEME

The Committee considered the report of the Planning and Economic Development Director seeking approval to introduce suitable traffic calming measures to Cemetery Road/Eastbourne Road, Southport, that would reduce vehicle speeds and increase safety of all road users.

The report identified the site details; traffic flows/speed of vehicles using the roads; the accident record at the location and that most accidents were clustered around junctions; and the proposed speed and accident reduction measures, the funding for which would be provided via the 2010/11 Local Transport Plan Capital Programme.

The report concluded that the proposals were required to address the relatively high casualty numbers and vehicle speed along Eastbourne/Cemetery Road, Southport when compared with other routes in Sefton.

RESOLVED: That

- (1) the traffic calming scheme for Cemetery Road/Eastbourne Road, as referred to in the report, be approved;
- (2) the Head of Corporate Legal Services be authorised to execute the necessary legal procedures for implementation of the traffic calming measures and the creation of the Traffic Regulation Orders, including those of consultation and objection, and to advertise the Council's intentions; and
- (3) the consultation exercise in respect of the proposals be undertaken in accordance with the Sefton Standard.

Agenda Item 3

SOUTHPORT AREA COMMITTEE- WEDNESDAY 28TH JULY, 2010

45. JANE'S BROOK ROAD AND PRINCES STREET - PROPOSED DISABLED PERSONS PARKING PLACES

The Committee considered the report of the Planning and Economic Development Director seeking authorisation for the provision of dedicated disabled parking bays at:

- the south-east side of Princes Street
- Jane's Brook Road - cul-de-sac section containing property numbers 104-116 - south-east side
- Jane's Brook Road - cul-de-sac section containing property numbers 87-95 south-west side.

The report indicated that all new Traffic Regulation Orders for Disabled Parking Permits allowed for the provision of a numbered permit which restricted the use of the bay to the applicant only.

It was proposed to introduce individual Orders for the road incorporating all the existing restrictions.

RESOLVED: That

- (1) the Traffic Regulation Orders providing a numbered permit, as set out in the plan at Annex A and detailed in the report, be approved; and
- (2) the Traffic Services Manager be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order.

46. JUNCTION OF ROOKERY ROAD AND HESKETH DRIVE SOUTHPORT - OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDER

Further to Minute No. 154 of 31 March 2010, the Committee considered the report of the Planning and Economic Development Director advising of the receipt of objections to the proposed "At Any Time" waiting restrictions at the junction of Rookery Road and Hesketh Drive, Southport.

RESOLVED: That

- (1) the objections to the "At Any Time" waiting restrictions be overruled;
- (2) the proposed Traffic Regulation Orders to introduce 15 metres of "At Any Time" restrictions on Hesketh Drive and 10 metres of "At Any Time" restrictions on Rookery Road, be progressed as originally advertised;
- (3) the objectors be advised accordingly; and

- (4) the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders be approved.

47. PREVIOUS QUESTIONS RAISED IN THE OPEN FORUM

The Committee considered correspondence relating to the above.

RESOLVED:

That the correspondence be noted.

48. FUTURE AGENDA ITEMS

RESOLVED: That

- (1) the Chair, in consultation with the Assistant Director - Neighbourhoods, be requested to assess the suitability of a presentation being made on the future of UK Transport - UK Eco Scooters; and
- (2) the Head of Corporate Legal Services be requested to submit a report on the proposed closure of Southport Magistrates' Court to the meeting to be held on 1 September 2010. This will enable a response to be submitted by the Area Committee to H.M. Courts Service by the consultation deadline of 15 September 2010.

49. DATE OF NEXT MEETING

RESOLVED:

That in accordance with the agreed programme of meetings for this Area Committee, the next meeting be held on **Wednesday, 1 September 2010, at the Town Hall, Southport, commencing at 6.30 p.m.**

This page is intentionally left blank

Agenda Item 5

Committee: SOUTHPORT AREA COMMITTEE

Date of Meeting: 1 SEPTEMBER 2010

Title of Report: CONSULTATION ON PROPOSALS TO CLOSE SOUTHPORT (NORTH SEFTON) MAGISTRATES' COURT AND SOUTHPORT COUNTY COURT

Report of: Jill Coule
Head of Corporate
Legal Services

Contact Officer: P.N. Cowley
Senior Solicitor
(Telephone No.) 0151 934 2250

This report contains	Yes	No
CONFIDENTIAL Information/		➔➔
EXEMPT information by virtue of paragraph(s) 3 and 7 of Part 1 of Schedule 12A to the Local Government Act, 1972		➔➔
Is the decision on this report DELEGATED ?	➔➔	

Purpose of Report

- (1) To advise the Area Committee of a consultation on proposals to close certain courts, including Southport (North Sefton) Magistrates' Court and Southport County Court.
- (2) At its meeting on 28 July 2010 the Area Committee requested the Head of Corporate Legal Services to submit a report on the proposed closure to this meeting to enable a response to be submitted by the consultation deadline of 15 September 2010.

Recommendations

The views of the Area Committee are sought on the proposals to close Southport Magistrates' Court and Southport County Court.

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community			
2	Creating Safe Communities			
3	Jobs and Prosperity			
4	Improving Health and Well-Being			
5	Environmental Sustainability			
6	Creating Inclusive Communities			
7	Improving the Quality of Council Services and Strengthening local Democracy			
8	Children and Young People			

Agenda Item 5

Financial Implications

There are no direct financial implications arising from this report.

Departments consulted in the preparation of this report:

Corporate Legal Services

List of Background Papers relied upon in the preparation of this report

Letter from Area Director HMCS dated 23 June 2010 - Annex A

Consultation Paper CP03/10 23 June 2010 - Annex B

Ministry of Justice Press Release 23 June 2010 - Annex C

SEFTON M.B.C.

CONSULTATION ON PROPOSALS TO CLOSE SOUTHPORT (NORTH SEFTON) MAGISTRATES' COURT AND SOUTHPORT COUNTY COURT

1. BACKGROUND

- 1.1 On 23 June 2010 the Secretary of State for Justice laid a written ministerial statement announcing a consultation on the most strategic locations for Magistrates' and County Courts in England and Wales (see Annexes A and C).
- 1.2 The consultation, which runs until 15 September 2010, invites comments on proposals to close certain courts including Southport (North Sefton) Magistrates' Court and Southport County Court.
- 1.3 The proposals are:
 - (a) to continue to operate a Magistrates' Court in Bootle (South Sefton) but to close Southport (North Sefton) Magistrates' Court and to merge the North and South Sefton Local Justice areas to create a single Sefton Local Justice area.
 - (b) to close Southport County Court and to transfer the bulk of its workload to the Civil and Family Justice Centre in Liverpool, with work in relation to some parishes to the north of Southport being transferred to Preston County Court.
- 1.4 The detailed proposals are set out in Consultation Paper CP03/10 which is attached as Annex B.
- 1.5 The Consultation invites views on the proposals and states that the Secretary of State will "Take all views expressed into account before making any decision on whether or which courts ought to be closed as part of the rationalisation".

2. USE OF COURTS BY SEFTON COUNCIL

- 2.1 Sefton Council is a regular user of both North and South Sefton Magistrates' Court for miscellaneous prosecutions. The Council rarely, if ever, uses Southport County Court.
- 2.2 At present, the Council is allocated one half day per week at South Sefton Magistrate' Court and one half day every other week at North Sefton. These are the miscellaneous or non-Crown Prosecution Service Courts.
- 2.3 It is a matter of concern that if the two courts are merged this might result in less court time being allocated to the Council and, accordingly, the Council would like an assurance from HMCS that sufficient court time would be available in the event of a merger taking place.

3. RESPONSE TO CONSULTATION

- 3.1 The Area Committee's views are sought on the proposals as outlined in the Consultation Paper and paragraph 1.3 above.

This page is intentionally left blank



DX 740880 Liverpool 22

T 0151 471 1078

F 0151 236 5180

E paul.mcgladrigan@

hmcourts-service.gsi.gov.uk

www.hmcourts-service.gov.uk

Ms M Carney
Chief Executive
Sefton Council

Our ref: PMcG/ER

Your ref:

23 June 2010

Dear Ms Carney

HM COURTS SERVICE ESTATES

I am writing to inform you that this afternoon the Secretary of State for Justice laid a Written Ministerial Statement announcing a consultation on the most strategic locations for magistrates' and county courts across England and Wales. Proposals were based on a series of principles around the importance of operating high quality courts within a reasonable travelling distance for communities, while ensuring value for money for taxpayers.

In the North West, the number of magistrates' and county courts does not reflect changes in population, workload or transport and communication links over the many years since they were opened. Many courts are considerably underused because there is insufficient workload for the number of courts in this area. Many others lack appropriate facilities for victims and witnesses, do not have secure facilities for prisoners, or are not accessible to disabled court users. These deficiencies limit the type of case that the judiciary can hear, and brings the standard of facilities below that expected in a modern justice system.

We are therefore inviting comment on the proposal to close the following courts:

Magistrates' courts:

Northwich Magistrates' Court; Southport Magistrates' Court; Knowsley Magistrates' Court; Whitehaven Magistrates' Court; Penrith Magistrates' Court; Rawtenstall Magistrates' Court; City of Salford Magistrates' Court; Rochdale, Middleton and Heywood Magistrates' Court.

County courts;

Northwich County Court; Southport County Court; Penrith County Court; Runcorn County Court; Whitehaven County Court (to be relocated to Workington Magistrates')



Agenda Item 5

Court); Rawtenstall County Court; Chorley County Court; Salford County Court; Bury County Court.

The consultation also includes proposals to reduce the counter service at Kendal County Court and to remove payment facilities from counters in Greater Manchester and Lancashire magistrates' courts.

In addition, following an earlier consultation, without further delay the Secretary of State has also decided to close Leigh County Court, which hasn't been in use since an arson attack two years ago.

The consultation also sets out proposals on the merger of a number of Local Justice Areas to facilitate the changes. This will allow magistrates in these areas to be deployed more flexibly and give them the opportunity to make their vital expertise and experience available to a wider community.

In the Region, we are consulting on the following mergers:

- Liverpool and Knowsley to create Liverpool and Knowsley Local Justice Area
- North and South Sefton to create a single Sefton Local Justice Area
- Vale Royal and Chester, Ellesmere Port & Neston to create West Cheshire Local Justice Area
- Eden with Carlisle and District to form Carlisle & District and Eden Local Justice Area
- Whitehaven with West Allerdale and Keswick to form Whitehaven, West Allerdale and Keswick Local Justice Area.
- Blackburn, Darwen and Ribble Valley with Hyndburn to create East Lancashire Local Justice Area
- Bury with Rochdale, Middleton and Heywood to create the Bury and Rochdale Local Justice Area
- Manchester City with the City of Salford to create the Manchester and Salford Local Justice Area

It is important that those living in local communities in the area should not have to make excessively long or difficult journeys to attend court. At the same time there must be recognition of the infrequency with which most people need to visit a court, compared to other public services which they use and travel to more regularly.

In addition, geographical proximity for all court users should not and cannot be the sole concern. Providing people with appropriate access to justice does not necessarily mean providing a courthouse in every town or city. I believe the speed of case outcome, the quality and efficiency of the service we provide, and an environment which commands respect for the justice system and the safety and comfort of court users, are much more significant to the delivery of effective local justice across all communities.

Spending money to keep underused and unsuitable courts open where there is no business need is unfair to taxpayers and users of the court, particularly if it means they will receive an inferior service. I have considered the overall courts estate for the area in the context of the increasing amount of civil work resolved before coming into court, the falling numbers of cases heard in magistrates' courts, and the improved efficiency with which the magistrates' courts are dealing with cases. Until we align the number and location of our

courts with the needs of our communities, the taxpayer will continue to pay for their upkeep and all other unnecessary costs being incurred by HMCS and the rest of the justice system.


The courts we are consulting on nationally have annual running costs (excluding staffing costs) of around £15m per year and have a maintenance backlog of around £21.5m. Following a full analysis of responses to the consultation, and a decision on whether and which courts to close, we will assess the level of savings that could be achieved and the potential value that could be released from the disposal of the properties. As well as savings to HMCS there will also be savings for other justice agencies by focusing their attendance at a single accessible location within a community.

I believe these proposals would enable HMCS and its partners to provide vital public services that are also cost efficient. I am particularly interested in your views on the proposals set out in the consultation (available at: <http://www.justice.gov.uk/consultations/consultations.htm>) and hope you will be able to respond.

The Secretary of State will take all views expressed into account before making any decision on whether or which courts ought to be closed as part of the rationalisation.

I am keen for this consultation to involve real dialogue and debate with our partners across the Region, and for you to have the opportunity to raise any issues or concerns which we need to take into consideration with me. I would be happy to meet to discuss these issues over the course of the consultation period if you wish.

Yours sincerely



Paul McGladrigan
Area Director
Cheshire and Merseyside

This page is intentionally left blank

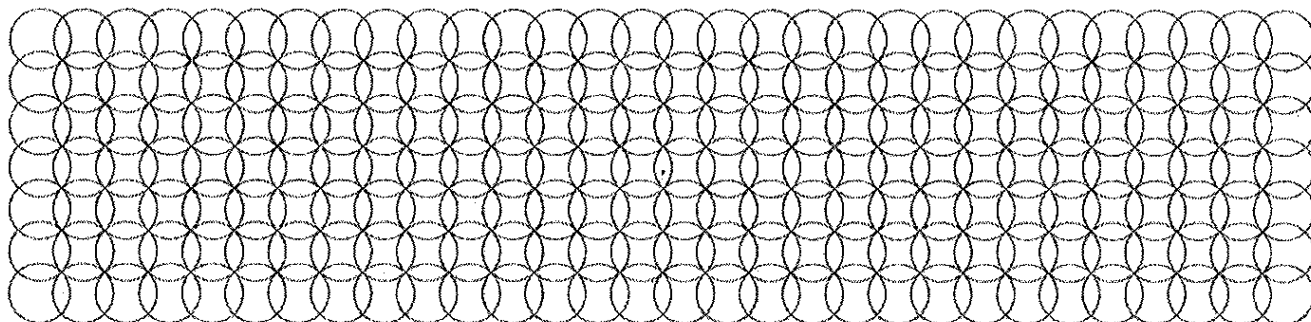


Proposal on the provision of courts services in Cheshire and Merseyside

Consultation Paper CP03/10

Published on 23 June 2010

This consultation will end on 15 September 2010



**Proposal on the provision of courts services in
Cheshire and Merseyside**

A consultation produced by Her Majesty's Courts Service, part of the
Ministry of Justice. It is also available on the Ministry of Justice website at
www.justice.gov.uk

Contents

The HMCS national estates strategy	3
Introduction	5
Magistrates' courts in Merseyside	7
Magistrates' courts in Cheshire	15
County courts in Cheshire and Merseyside	20
Annex A – Map of proposals	27
Questionnaire	29
About you	32
Contact details/How to respond	33
The consultation criteria	35
Consultation Co-ordinator contact details	36

Agenda Item 5

Proposal on the provision of courts services in Cheshire and Merseyside

The HMCS national estates strategy

HMCS is committed to providing a high quality courts service within a reasonable travelling distance of the communities that use it, while ensuring value for money for taxpayers.

HMCS currently operates out of 530 courthouses – 330 magistrates' courts, 219 county courts and 91 Crown Court centres.¹ However, the number and location of these does not reflect changes in population, workload or transport and communication links over the years since many of them were opened. This has resulted in some courts sitting infrequently and hearing too few cases. Some buildings do not provide suitable facilities for those attending or are not fully accessible for disabled court users. A number of magistrates' courts do not have secure facilities for prisoners. Other agencies with whom we work across the justice system are also put under strain by the need to work at a number of different courts in the same area, some of which are in close proximity to each other.

When public finances are under pressure, it is vital we eliminate waste and reduce costs. This consultation sets out how we believe we can best meet the justice needs of communities in each area and invites comments on whether work from the courts we propose to close could be moved to nearby courts which have sufficient capacity and, in the majority of cases, better facilities. By using these courts more efficiently we hope to save public money while also improving the services we provide for court users.

We are also consulting on the merger of a number of Local Justice Areas which would enable effective changes to courthouse provision. This will facilitate further efficiency savings in administrative work, whilst ensuring that magistrates continue to provide a vital frontline service to the public.

In order to form the proposals in this document the following principles have been followed:

- improve utilisation to at least 80%;
- provide greater flexibility through co-location of criminal courts and civil courts with tribunal hearing centres;
- plan on a long term basis;
- integrate developing policy and operational changes into estates planning;
- ensure access to courts – enabling the majority of the public to be within a 60 minute commute of their nearest court by public transport;²

¹ A number of courts are co-located or in combined centres.

² With consideration given to those who live in rural communities.

Agenda Item 5

Proposal on the provision of courts services in Cheshire and Merseyside

- ensure the estate supports the challenges of rural access;
- wherever possible centralise back office functions;
- have specialist facilities in large strategic locations only;
- move towards larger courts;
- maintain properties at an appropriate level; and
- share facilities with the Tribunal Service.

Court users should not have to make excessively long or difficult journeys to attend court, but geographical proximity for all court users should not be the sole (or even primary) concern. Providing people with appropriate access to justice does not necessarily mean providing a courthouse in every town or city. The speed of case outcome, the quality and efficiency of the service we provide, and an environment which commands respect for the justice system and the safety and comfort of court users, are much more significant to the delivery of effective local justice across all communities in England and Wales.

We need to ensure that local communities, including those in rural areas, have access to a court and we seek views on this. At the same time we must be realistic about the frequency with which most people need to visit a court, compared to other services which they use and travel to more regularly such as banks, schools, supermarkets or hospitals.

We need to consider the required courts estate in the context of the falling workload which is being dealt with in a more efficient and timely way as a result of close partnership working between HMCS and the judiciary. At the same time, we have been careful to ensure that there remains sufficient capacity within the remaining courts to accommodate any future increases in workload.

This consultation will take account of all of these factors plus any additional relevant considerations which are put forward during the consultation period.

Introduction

This paper announces proposals that will enable HMCS in Cheshire and Merseyside to provide vital public services whilst reducing the cost for the taxpayer.

Feedback to the questions set out in the consultations will enable us to ensure that courts remain in the most important strategic locations, that communities continue to have access to courts within a reasonable travelling distance, and that cases are heard in courts with suitable facilities which will in turn reduce the overall costs. At the same time, we have been careful to ensure that there would be sufficient capacity within the remaining magistrates' courts should there be a decision to increase their sentencing powers in the future.

The consultation seeks the views of everyone with an interest in local justice arrangements. The Lord Chancellor will take all views expressed into account before making any decision on which courts ought to be closed and when.

This consultation is being conducted in line with the Code of Practice on Consultation issued by the Cabinet Office and falls within the scope of the Code. The consultation criteria, which are set out on page 35 have been followed.

A preliminary Impact Assessment and Equality Impact Assessment initial screening have been completed, which will be developed during the consultation period. A copy of the initial Impact Assessment, the initial screening for an Equality Impact Assessment and the Rural Proofing checklist is available at www.justice.gov.uk.

Copies of the consultation paper are being sent to:

- Local MPs;
- Local Constabulary;
- Crown Prosecution Service – Chief Crown Prosecutor;
- Director of Offender Management;
- Civil Court Users Association;
- District and County Councils and Local Authorities;
- Local Courts Board;
- Local Criminal Justice Boards;
- Judicial Issues Group;
- Local Bench Chairs;
- Criminal Defence Service;

Agenda Item 5

Proposal on the provision of courts services in Cheshire and Merseyside

- Law Society;
- Bar Council;
- Local legal practitioners;
- Senior Presiding Judge;
- Presiding Judge;
- Senior District Judge
- Association of HM District Judges;
- District Judge (Magistrates' Court);
- The Chief Magistrate;
- Magistrates' Association;
- National Bench Chairs Forum;
- Justices' Clerks' Society;
- Lord Lieutenant;
- High Sheriff;
- Witness Care;
- Victim Support;
- Youth Offending Teams;
- Prison Escort and Custody Service;
- The Coroners Service; and
- Trades Unions (PCS, FDA and Prospect).

This list is not meant to be exhaustive or exclusive and responses are welcomed from anyone with an interest in or views on the subject covered by this paper.

This consultation is also available at www.justice.gov.uk.

A map of proposals set out in this consultation paper is available at Annex A.

Magistrates' courts in Merseyside

The need for change

HMCS currently operates magistrates' courts in Liverpool, Wirral, North Sefton (Southport), South Sefton (Bootle), St Helens and Knowsley.

It also operates the North Liverpool Community Justice Centre, which sits five days per week as a Magistrates' Court and once per month as a Crown Court for sentence hearings only.

The location of these seven courts does not reflect changes in population, workload or transport and communication links since they were originally opened. The overall reduction in workload in magistrates' courts has led to a utilisation³ rate in Merseyside of 59.6% in 2009-10.

There are currently six Local Justice Areas within the LCJB area, each with a separate bench of magistrates as follows:

- The Liverpool bench has 290 magistrates;
- The Wirral bench has 201;
- The North Sefton bench has 72;
- The South Sefton bench has 113;
- The St Helens bench has 134; and
- The Knowsley bench has 104

Through operating out of this number of magistrates' courts HMCS is unable to provide an efficient service in Merseyside. The current justice area structure prevents magistrates from being deployed flexibly or sharing their vital expertise and experience with a wider community that would benefit.

By implementing the proposals set out below we believe that HMCS can make better use of the remaining estate and significantly reduce costs both to HMCS and other agencies within the criminal justice system.

³ Courtroom utilisation is the time a courtroom is used, against the hours that a courtroom is available for use.

Agenda Item 5

Proposal on the provision of courts services in Cheshire and Merseyside

The proposal

- To continue to operate magistrates' courts in Liverpool, Wirral, South Sefton (Bootle) and St Helens;
- To close the magistrates' courts in North Sefton (Southport) and Knowsley;
- To merge the Local Justice Areas of Liverpool and Knowsley to create Liverpool and Knowsley Local Justice Area; and
- To merge the North and South Sefton Local Justice Areas to create a single Sefton Local Justice Area.

North Sefton (Southport) Magistrates' Court

Southport Magistrates' Court is the only criminal court in the North Sefton Local Justice Area. The court sits three days per week, with hearings covered by magistrates from the local bench and three part-time ushers based on site. The administration of the court is undertaken by a legal advisor and support staff from its linked court at South Sefton (Bootle), 18.7 miles away. A Court Manager, in partnership with a Deputy Justices' Clerk and support team, run both sites from South Sefton, where the court files are retained and all administrative work is handled. Under the proposal, North Sefton would close and all its hearings would transfer to South Sefton Magistrates' Court, which has recently been established as a Model Court.

The proposal would also result in the merger of North Sefton Local Justice Area, which has a bench of 72 magistrates and South Sefton Local Justice Area, which has a bench of 113.

Workload

North Sefton deals with a full range of magistrates' court work. Due to the level of work in the area the court only sits for three days a week and uses only one of its four courtrooms on a regular basis.

Accommodation

The North Sefton court was built between 1917 and 1938. It is shared in part with the Police and joined to the local Police Station. It has four courtrooms, two with secure docks.

The court's witness facilities are described as very poor and, due to the lack of dedicated toilet facilities, witnesses have to be escorted to staff toilets on the secure side of the building. The main issue is the under utilisation of the building resulting in inefficiency and administrative costs. As well as regularly only using a quarter of the courtrooms, the court has vacant space on the ground floor, which is in a state of disrepair.

Plans to integrate Southport County Court into the building were abandoned on cost grounds and that court is now also proposed for closure (see below).

Location

Southport town centre, where North Sefton Magistrates' Court is based, is 18.7 miles from Bootle, where South Sefton Magistrates Court is located. Frequent buses and trains link the two.

A train journey from Southport to Bootle takes 33 minutes (costing £4.40 return) and both stations are in reasonable walking distance of the town centre and courts. The bus journey takes 55 minutes, but involves very little walking

Agenda Item 5

Proposal on the provision of courts services in Cheshire and Merseyside

as buses stop outside the court in Bootle. Services run every fifteen to 30 minutes daily. The bus costs around £4.20 for an adult day saver ticket.

Staff implications

There are currently three part-time staff based at North Sefton Magistrates' Court.

Other staff who currently work at North Sefton on a rota basis are based at South Sefton Magistrates' Court.

HMCS will engage with staff and the Trades Unions throughout the consultation process.

Cost implications

The 2009/10 operating cost⁴ of North Sefton (Southport) Magistrates' Court was £161,435. The closure of Southport court house would also remove the need for HMCS investment in backlog maintenance of around £285,000.

Implementation

Should the decision to close North Sefton (Southport) Magistrates' Court be taken, a full implementation plan will be produced to ensure the smooth transfer of work

⁴ 2009/10 HMCS operating costs (excluding staff and non cash costs).

Merger of North and South Sefton Local Justice Areas to form Sefton Local Justice Area

There are currently 72 magistrates on the North Sefton Bench and 113 magistrates on the South Sefton Bench.

By merging the Local Justice Areas and Benches Sefton will have a larger pool of magistrates through which to undertake their vital role and to fulfil all of the necessary statutory positions.

As part of the Sefton Bench, magistrates would have greater scope to deal with a variety of work, broadening their experience and making it easier for them to maintain their range of competencies.

A merger of the benches would also reduce the amount of administrative work involved in organising and attending separate bench and committee meetings. This would facilitate further efficiency savings whilst enabling an effective service to continue to be provided with increased flexibility.

Agenda Item 5

Proposal on the provision of courts services in Cheshire and Merseyside

Southport County Court

Southport County Court has jurisdiction for the full range of civil and family work except for bankruptcy. Under this proposal Southport would close and the bulk of its workload would transfer to the modern Civil and Family Justice Centre in Liverpool. As some parishes to the north of Southport are closer to neighbouring Preston, the small proportion of work associated with these areas would be transferred to Preston County Court, which belongs to the Cumbria and Lancashire HMCS Area. Further work is being undertaken to determine the proportions of work that would be transferred to each of these two locations.

Workload

The court operates five days per week with one full-time District Judge and a second District Judge for approximately half of the time available.

Accommodation

Southport County Court is a minor occupier in a shared 1960s building, which is in a poor condition (although Disability Discrimination Act (DDA) compliant). The main occupier is seeking to vacate the building putting the continued occupancy of HMCS under threat. The current lease arrangement, which is renewed every five years, is due to expire in 2011. The court has two civil hearing rooms and occasionally uses a courtroom in Southport Magistrates' Court, which is also proposed for closure.

Location

Liverpool Civil and Family Justice Centre is 21.3 miles from Southport town centre. There are good transport links between Southport town centre and Liverpool city centre. The train journey between the two takes 42 minutes and the train station is adjacent to the court in Liverpool. An alternative bus service takes one hour nine minutes. Both services run daily every fifteen to 30 minutes. The train costs £4.40 return and day bus pass costs approximately £4.20.

Staff implications

There are currently nine staff based at Southport County Court.

HMCS will engage with staff and the Trades Unions throughout the consultation process.

Cost implications

The 2009/10 operating cost¹⁰ of Southport County Court was £162,819?. The closure of Southport court house would also remove the need for HMCS investment in backlog maintenance of around £50,000.

Implementation

Should the decision to close Southport County Court be taken, a full implementation plan will be produced to ensure the smooth transfer of work.

Counter Services

The proposed closure would also involve the loss of the counter service currently offered at Southport County Court between 10.00am and 4.00pm every day. Alternative counter services are available at Liverpool Civil and Family Justice Centre between 10.00 am and 4.00pm daily.

¹⁰ 2009/10 HMCS operating costs (excluding staff and non cash costs).

This page is intentionally left blank



Consultations on local courts published

23 June 2010

Ministers announced today proposals to modernise and improve the use of courts in England and Wales.

The consultations published today seek to enable HMCS to better provide vital services for local communities. They ask for views on whether to close 103 magistrates' and 54 county courts that are underused and inadequate in England and Wales.

HMCS currently operates out of 530 courts, some of which do not fit the needs of modern communities. Their number and location does not reflect recent changes in population, workload or transport and communication links over the many years since they were originally opened. Views are now invited on how we can improve the services courts provide.

If implemented, running cost savings of around £15.3m per year could be achieved along with a saving of £21.5m on maintenance costs that could be avoided. There will also be savings for other justice agencies by focusing their attendance at a single accessible location within a community.

Courts Minister Jonathan Djanogly said:

'When public finances are under pressure, it is vital to eliminate waste and reduce costs. The Government is committed to supporting local justice, enabling justice to be done and seen to be done in our communities. Magistrates hear the majority of criminal cases and this voluntary contribution will continue to be strongly supported by the government as the bedrock of our justice system.'

'The arrangements we have are historical and now need to be re-assessed to ask whether they properly meet the needs of communities as they are today – we increasingly use the internet and email to communicate and access services and we travel further to work, for leisure and to do our weekly shop. We now have the opportunity to think afresh about how we can create a more modern fit-for-purpose justice system in line with the way we live our lives today.'

'Not all disputes need to be resolved in court. I want to explore whether more people can resolve their disputes in a way that leads to faster and more satisfactory solutions. Across the civil, family and criminal courts I want to explore ways we can harness technology more effectively so people don't necessarily have to physically attend court when they give evidence or access court services.'

'We should not think about access to justice as simply a question of length of the journey to the nearest court. In the future, we need to look at whether through the more effective use of video and telephone links and other technology including online services, we can improve the public's experience of the justice system.'

A full list of the courts being consulted on can be found in the notes to editors at the end of this press release.

Jonathan Djanogly continued:

'The Lord Chancellor and I are keen to hear the views of everyone with an interest in local justice arrangements. He will take all views into account before making any decision on which courts ought to be closed and when.'

'As well as consulting on the courts we need today I want to begin a conversation about how the courts service could be modernised to improve the justice system as well as reduce its costs.'

In order to facilitate the proposed changes, the merger of a number of Local Justice Areas is also being consulted upon. This would allow magistrates in these areas to be deployed more flexibly and allow them the opportunity to provide their expertise and experience to a wider community.'

Agenda Item 5

Following an earlier consultation the decision has been taken to close Leigh County Court. Since an arson attack two years ago, all cases that would have been heard in Leigh are being heard in Wigan or Warrington, only seven and ten miles away respectively. This has not caused any disruption to the delivery of justice in Greater Manchester.

Notes to editors

1. The consultation papers published today apply to the following HMCS regions and courts in England and Wales:

North West

Magistrates' courts:

Northwich Magistrates' Court, Southport Magistrates' Court, Knowsley Magistrates' Court, Whitehaven Magistrates' Court, Penrith Magistrates' Court, Rawtenstall Magistrates' Court, Salford Magistrates' Court, Rochdale Magistrates' Court.

County courts:

Northwich County Court, Southport County Court, Penrith County Court, Runcorn County Court, Whitehaven County Court, Rawtenstall County Court, Chorley County Court, Salford County Court, Bury County Court.

North East

Magistrates' courts:

Guisborough Magistrates' Court, Bishop Auckland Magistrates' Court, Tynedale Magistrates' Court, Alnwick Magistrates' Court, Blaydon Magistrates' Court, Gosforth Magistrates' Court, Houghton Le Spring Magistrates' Court, Goole Magistrates' Court, Skipton Magistrates' Court, Selby Magistrates' Court, Batley And Dewsbury Magistrates' Court, Keighley Magistrates' Court Sitting At The Bingley Court House, Pontefract Magistrates' Court.

County courts:

Bishop Auckland County Court, Consett County Court, Barnsley County Court, Goole County Court, Skipton County Court, Pontefract County Court, Keighley County Court, Dewsbury County Court.

Wales:

Magistrates' courts:

Barry Magistrates' Court, Aberdare Magistrates' Court, Llwynypia Magistrates' Court, Ammanford Magistrates' Court, Cardigan Magistrates' Court, Llandovery Magistrates' Court, Denbigh Magistrates' Court, Pwllheli Magistrates' Court, Flint Magistrates' Court, Chepstow Magistrates' Court, Abertillery Magistrates' Court, Abergavenny Magistrates' Court, Llangefni Magistrates' Court.

County courts:

Chepstow County Court, Aberdare County Court, Rhyl County Court, Pontypool County Court, Llangefni County Court.

Midlands

Magistrates' courts:

Halesowen Magistrates' Court, Sutton Coldfield Magistrates' Court, West Bromwich Magistrates' Court, Rugby Magistrates' Court, Stoke Magistrates' Court, Tamworth Magistrates' Court, Ludlow Magistrates' Court, Market Drayton Magistrates' Court, Oswestry Magistrates' Court, Ilkeston Magistrates' Court, Newark Magistrates' Court, Worksop Magistrates' Court, Retford Magistrates' Court, Coalville Magistrates' Court, Market Harborough Magistrates' Court, Melton Mowbray Magistrates' Court, Spalding Magistrates' Court, Towcester Magistrates' Court, Daventry Magistrates' Court, Rutland Magistrates' Court, Kettering Magistrates' Court.

County courts:

Rugby County Court, Stourbridge County Court, Stratford-Upon-Avon County Court, Newark County Court, Worksop County Court, Melton Mowbray County Court, Wellingborough County Court, Grantham County Court, Skegness County Court, Tamworth County Court, Oswestry County Court, Ludlow County Court, Shrewsbury County Court, Evesham County Court, Redditch County Court, Burton-Upon-Trent County Court, Kidderminster County Court.

South West

Magistrates' courts:

Frome Magistrates' Court, Bridgwater Magistrates' Court, Liskeard Magistrates' Court, Newton Abbot Magistrates' Court, Camborne Magistrates' Court, Totnes Magistrates' Court, Honiton Magistrates' Court, Penzance Magistrates' Court, Blandford Forum Magistrates' Court, Wimborne Magistrates' Court, Coleford Magistrates' Court, Cirencester Magistrates' Court, Stroud Magistrates' Court, Andover Magistrates' Court, Alton Magistrates' Court, Lyndhurst Magistrates' Court.

County courts:

Cheltenham County Court, Penzance County Court, Trowbridge County Court, Poole County Court.

South East

Magistrates' courts:

Grays Magistrates' Court, Harlow Magistrates' Court, Epping Magistrates' Court, Ely Magistrates' Court, Wisbech Magistrates' Court, Thetford Magistrates' Court, Cromer Magistrates' Court, Swaffham Magistrates' Court, Sudbury Magistrates' Court, Ashford Magistrates' Court, Sittingbourne Magistrates' Court, Epsom Magistrates' Court, Woking Magistrates' Court, Mid-Sussex Magistrates' Court, Lewes Magistrates' Court, Bicester Magistrates' Court, Hemel Hempstead Magistrates' Court, Witney Magistrates' Court, Amersham Magistrates' Court, Newbury Magistrates' Court, Didcot Magistrates' Court.

County courts:

Ashford County Court, Gravesend County Court, Haywards Heath County Court, Epsom County Court, Huntingdon County Court, Harlow County Court, Lowestoft County Court, Newbury County Court, Hitchin County Court.

London

Magistrates' courts:

Acton Magistrates' Court, Haringey Magistrates' Court (Highgate), Harrow Magistrates' Court, Sutton Magistrates' Court, Barking Magistrates' Court, Brentford Magistrates' Court, Kingston Magistrates' Court, Woolwich Magistrates' Court, Balham Youth Court, Waltham Forest Magistrates' Court, Tower Bridge Magistrates' Court.

County courts:

Ilford County Court, Mayor's And City Court.

2. The consultation documents are available in the [consultation section of the Ministry of Justice web site](#).
3. The closing date for consultation responses is 15 September 2010.
4. You can view and download the consultation paper and response paper on the [proposed closure of Leigh County Court](#).
5. For more information please call the Ministry of Justice Press Office on 020 3334 3536.

Contact us

Public queries: 020 3334 3555

Press queries: 020 3334 3536

[Press office](#)

This page was printed from the Ministry of Justice website. It is subject to © Crown Copyright

This page is intentionally left blank

Agenda Item 6

Meeting: Southport Area Committee

Date of Meeting: 1 September 2010

Title of Report: WINTER SERVICE

Report of:

Peter Moore, Environmental & Technical Services Director

Contact Officer:

Jeremy McConkey
Network Manager /Acting Assistant Director
0151 934 4222

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?	√	

Purpose of Report

To respond to Area Committee request that the Cabinet Member - Technical Services be requested to explore the possibility of gritting roads and pavements on approaches to schools.

Recommendation(s)

Area Committee is requested to note the report

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		√	
2.	Creating Safe Communities	√		
3.	Jobs and Prosperity		√	
4.	Improving Health and Well-Being		√	
5.	Environmental Sustainability	√		
6.	Creating Inclusive Communities		√	
7.	Improving the Quality of Council Services and Strengthening local Democracy	√		
8.	Children and Young People		√	

Agenda Item 6

Financial Implications

<u>CAPITAL EXPENDITURE</u>	2008/ 2009 £	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources – allocation requested from Southport Area Committee budget				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Departments consulted in the preparation of this Report

Legal Services

List of background papers relied upon in the preparation of this Report

Network Management Winter Service Policy and Operational Plan

1.0 Background

- 1.1 Members will be aware of their request from their meeting dated Wednesday 3rd February 2010, minute 132, that the Cabinet Member - Technical Services be requested to explore the possibility of gritting roads and pavements on approaches to schools.
- 1.2 Officers have discussed the request with the Cabinet Member – Technical Services who agreed that an analysis be undertaken to consider this additional provision.

2.0 Legal Issues

- 2.1 As part of the process, legal advice has been sought with the Legal Department considering the implications of the request. Their conclusion and advice was that the fundamental basis of the Winter Service Policy and Operational Plan is related to clearly identified priorities for the whole Borough based on road hierarchy and therefore any subsequent revision must be consistent across the Borough. For clarity, if the policy is revised to include some specific additions, then those revisions must be consistently applied across the whole Borough.
- 2.2 The Cabinet Member - Technical Services would therefore need to consider the request from Southport Area Committee, in light of legal advice, for the possibility of gritting roads and pavements on approaches to schools throughout Sefton. Officers have therefore considered the request from this perspective.

3.0 Analysis

- 3.1 Sefton currently operates 8 carriageway gritting routes using 8 gritters and 5 footway gritting routes using 3 gritting units. Consideration has therefore been given to the request in both individual elements of the service.
- 3.2 Of the 107 schools within the Borough boundary, 51 are currently on the carriageway gritting routes and 56 are not. This is based on existing routes passing at least one elevation of the school. The footway gritting routes are targeted at town and commercial centres; therefore school coverage is extremely limited.
- 3.3 Analysis has had to consider not only the addition of the individual roads past schools that are currently not gritted, but also the additional roads which would be required to be added to continue on a circuitous route as is currently the case.

Agenda Item 6

4.0 Findings

- 4.1 The exercise has resulted in the following findings:
- 4.2 The inclusion of all schools added on to the existing gritting routes would require the purchase of an additional 2 carriageway gritters and 4 footway gritters. Based on the current market this cost would be in the region of £150,000 (reconditioned carriageway gritters and new footway vehicles, gritting units and trailers (N.B. there is no market available for reconditioned footway equipment)).
- 4.3 To support this additional service, the annual cost for the provision of salt is estimated to be in the region of £16,000 (clearly this is weather dependent). Members should be aware of Government guidelines to reduce salt usage as the country struggles to cope with the demand should we encounter another season as severe as the last two.
- 4.4 In addition, there would be annual costs to cover standby, call out, repairs, servicing and maintenance. The individual costs of these elements in the existing service contract are commercially sensitive; however overall, the annual commitment would be in the region of £220,000 with some elements of this being weather sensitive.

5.0 Conclusion

- 5.1 Officers have discussed the analysis and findings with Cabinet Member – Technical Services. It is clear that, due to the financial situation the Authority finds itself in as a result of proposed cuts to funding, implementation of the results of this report would be, at this current time, unachievable. Members are therefore requested to note the report with a view to future consideration should the financial situation change.

Agenda Item 7

Meeting: Southport Area Committee

Date of Meeting: 1 September 2010

Title of Report: Objections to Proposed Hackney Carriage Stands – Coronation Walk and Lord Street, Southport

Report of:
Andy Wallis
Director of Planning & Economic
Development

Contact Officer:

Dave Marrin 0151 934 4295
Steve Johnston 0151 934 4258

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?		

Purpose of Report

To report the receipt of a number of objections to the proposed Hackney Carriage Stands in Coronation Walk and Lord Street, Southport.

Recommendation(s)

It is recommended that :

- (i) the Traffic Regulation Orders, as discussed in paragraphs 3.2 & 3.3, and as set out on the plan in Annex F, be implemented as soon as possible;
- (ii) the objectors be advised accordingly.

Agenda Item 7

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		√	
2.	Creating Safe Communities	√		
3.	Jobs and Prosperity	√		
4.	Improving Health and Well-Being		√	
5.	Environmental Sustainability	√		
6.	Creating Inclusive Communities	√		
7.	Improving the Quality of Council Services and Strengthening local Democracy		√	
8.	Children and Young People		√	

Financial Implications

	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
<u>CAPITAL EXPENDITURE</u>				
Gross Increase in Capital Expenditure	Nil			
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	2000			
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N		When?		
How will the service be funded post expiry?				

Departments consulted in the preparation of this Report

Environmental Protection – Hackney Carriage and Private Hire Section

List of background papers relied upon in the preparation of this Report

Nil

Agenda Item 7

1.0 Introduction

- 1.1 At its meeting on 26 May 2010, Southport Area Committee received a report detailing a request from the North Sefton Hackney Carriage Association (NSHCA) for additional Hackney Stands in Coronation Walk and Lord Street.
- 1.2 As part of the agreed policy for the establishment of new Hackney and Private Hire facilities, prior to the meeting on 26 May 2010, these proposals were circulated to Sefton's list of consultees, which included:-
 - i) All Hackney Carriage Associations;
 - ii) All Private Hire Associations
 - iii) Merseyside Police
 - iv) Merseytravel
 - v) Hackney Carriage & Private Hire Licensing Office
 - vi) All property owners/occupiers adjacent to each of the proposed locations.
- 1.3 As part of this process, the owner of the newsagents shop at 2b Coronation Walk (Sweet Sentiments Ltd) raised concerns about his staff's ability to load and unload early in the morning, due to the presence of ranking cabs, and also about unruly behaviour of taxi customers accessing the cabs.
- 1.4 As a result of these concerns, the hours of operation of the proposed ranks were changed and Members resolved that:-
 - (i) subject to the hours of operation of the hackney carriage stands being amended to be operational between 22.00 to 06.00 hours, the Traffic Regulation Orders as shown on the Annexes and as detailed in the report, be approved;
 - (ii) the Traffic Services Manager be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders; and
 - (iii) the operation of the hackney carriage stands be reviewed after one year.
- 1.5 A plan showing the proposal is attached as Annex A.
- 1.6 Following the resolution, the proposed hackney carriage stands were duly advertised in the Southport Champion, giving a closing date for objections to the proposed Traffic Regulation Order of 4 August 2010.

2.0 Objections

- 2.1 A total of four objections were received during the objection period. Two were from owners of businesses on Coronation Walk, and two were from residents within apartments in Coronation Buildings. Copies of the objections to the proposed hackney carriage stands are shown as Annexes B, C, D & E.
- 2.2 The main points of the four objections are summarised below:-

Agenda Item 7

- 2.2.1 **Harun's Charcoal Grill.** The owner claims that customers will not be able to park outside the shop, which is open from 4p.m. to 5.30 a.m. Members will recall that at its meeting on 26 May 2010, the original operative times of the hackney carriage rank was drastically reduced to allow for early evening parking on Coronation Walk. Under the revised proposals, customers would be able to park from 4 p.m. to 6 p.m. within the existing Pay & Display bays outside the shop, and then park free of charge from 6 p.m. to 10 p.m. After 10 p.m. the space would be given over to the Hackney trade, but on-street parking spaces would still be available on the opposite side of Coronation Walk. Technical Services Officers would suggest that sufficient on-street parking is available within a reasonable distance of the shop.
- 2.2.2 The owner also claims that delivery drivers will not be able to park close to the shop. It should be noted that there is currently a 24 hour 2 cab hackney rank already outside his shop, which cannot be used for unloading, therefore the proposals will not make the loading situation any worse.
- 2.2.3 The owner finally claims that the rank will cause an increase in fighting outside his premises. Members are reminded that the main reason for these proposed changes to the rank is to create a 'feeder' system for the main rank on Lord Street. This will allow cabs to rank up quicker and in a safer manner, which in turn will allow customers to be picked up quicker, thus reducing the situation were drunken customers are hanging around waiting for the next cab to arrive, and then arguing over whose cab it is.
- 2.2.4 **Sweet Sentiments Ltd.** The owner feels that reducing the existing loading bay by 50% will cause his delivery drivers problems. Discussions with Parking Services Officers have revealed that the current loading bay, which is 25m long, is generally underused, although it is accepted that if the reduced loading bay was in use by Parking Services vehicles, then this would cause difficulties for the shop's delivery drivers. At the present time, there are currently 32 Pay & Display spaces on Coronation Walk, with the original proposal increasing this to 41 spaces. If the loading bay was to remain unaltered, this would reduce to 38 spaces, which is still an increase of 9 Pay & Display spaces. Given the potential delivery problems, which may arise, it is recommended that the loading bay remains at 25m long.
- 2.2.5 The owner also states that his staff will have difficulties parking their private vehicles whilst on shift. As stated above, even with the retention of the loading bay, the proposals will increase available on-street parking from 32 Pay & Display spaces to 38 spaces. Whilst it is accepted that his staff may have to park further down Coronation Walk, it is considered that this is no more onerous than for any of the other shop employees within the town centre.
- 2.2.6 The owner finally objects on the grounds of anti-social behaviour, suggesting that Members visit Coronation Walk during the early hours at the weekend. Certain Members of the Licensing Committee have already done this in the past, and have confirmed their support for adequate Taxi facilities (Hackney and Private Hire) in order to remove the trouble-makers as quickly as

possible, rather than have them loitering around trying to find transport home. This view is also held by Merseyside Police, and has resulted in Taxi Marshalls being employed at the main rank on Lord Street. These proposals for the two feeder ranks on Coronation Walk and Lord Street will allow a much quicker and safer provision of hackney cabs during the early hours. It will also reduce congestion on Lord Street and Coronation walk, and allow Private Hire Vehicles to access their pre-booked fares at the various pubs, clubs and restaurants in the area.

- 2.2.7 **Resident (Annex D)**. The resident of Coronation Buildings included 9 further signatures with his letter, from neighbours of adjoining flats. The resident objects to the proposed hackney carriage rank on the basis that it would create excessive noise by drunken revellers and extra traffic.
- 2.2.8 As stated in paragraph 2.2.6 the proposal is designed to reduce waiting time for passengers and remove the conflict of cabs and Private Hire Vehicles trying to access the area. Having a better organised system for queuing cabs cannot make the existing problem of noise at night any worse, and by getting drunken revellers removed from the area as quickly as possible, should actually reduce noise. By giving hackney cabs a specific area to rank, circulating cabs trying to get on the main rank should be greatly reduced.
- 2.2.9 The resident also mentions that he was disappointed about the way the legal process of introducing the rank has been carried out. Members should be aware that all occupiers of the adjoining properties in Coronation Walk and Lord Street were hand delivered consultation documents as part of the process described in paragraph 1.2
- 2.2.10 **Resident (Annex E)** The resident also objects on the grounds of noise, and was one of the 9 residents who signed the letter in Annex D. This has been discussed in paragraph 2.2.9

3.0 Recommendation

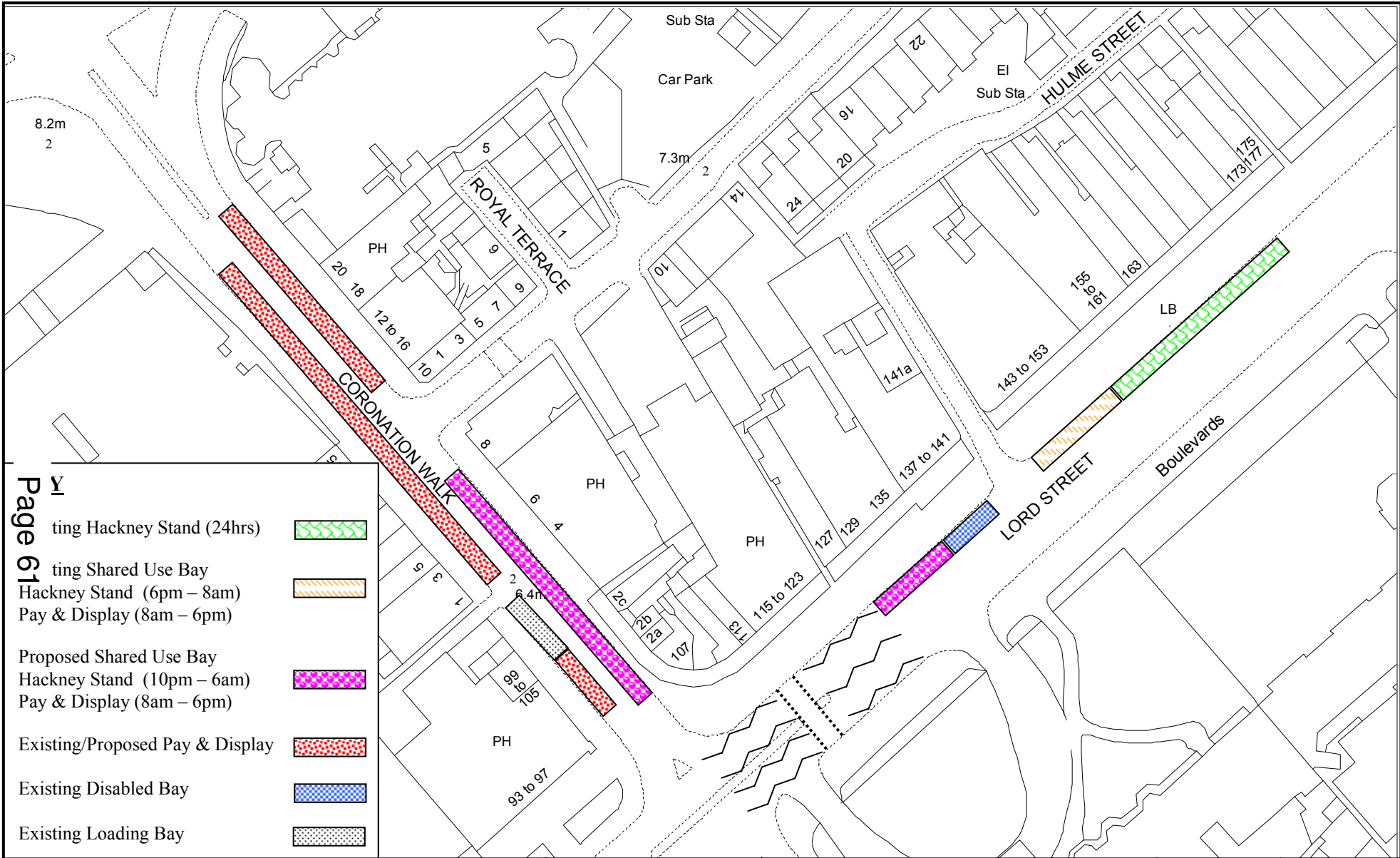
- 3.1 Whilst the problems of noise and anti-social behaviour in the early hours of the morning are recognised, it is considered that the provision of the feeder hackney ranks will allow these issues to be more easily addressed. Disruptive revellers will be able to be transported home more easily, and traffic congestion caused by large numbers of cabs trying to access their fares will be reduced.
- 3.2 The problems highlighted by the owner of Sweet Sentiments Ltd, in relation to his loading requirements are accepted, and it is recommended that the proposed reduction in length of the existing loading bay on the Southwest side of Coronation Walk should not take place. This will maintain a 25m loading bay which his suppliers can utilise.
- 3.3 The issue with the staff of Sweet Sentiments Ltd not being able to park outside the premises is noted, but it is felt that, given the increase in Pay &

Agenda Item 7

Display spaces on Coronation Walk, adequate parking facilities exist within an acceptable distance from the shop. It is recommended, therefore, that the proposed hackney carriage stand is provided as originally advertised.

3.4 A plan showing the revised proposals is shown as Annex F.

Andy Wallis
Director of Planning & Economic Development



Page 61

Existing Hackney Stand (24hrs)	
Existing Shared Use Bay	
Existing Hackney Stand (6pm – 8am)	
Existing Pay & Display (8am – 6pm)	
Proposed Shared Use Bay	
Proposed Hackney Stand (10pm – 6am)	
Proposed Pay & Display (8am – 6pm)	
Existing/Proposed Pay & Display	
Existing Disabled Bay	
Existing Loading Bay	

METROPOLITAN BOROUGH OF SEFTON

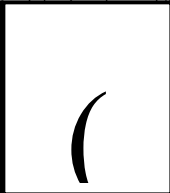
Andy Wallis

Director of Planning & Economic Regeneration

Title
Coronation Walk, Southport - **Proposed** Hackney Carriage Stands.

Drawn
Scale
Date

SJ
NTS
Aug 2010



T94/Tu/0380 Steve

12715



Harun's Charcoal Grill
2c Coronation Walk
Southport
Merseyside
PR8 1RE

Traffic Services Manager
Magdalen House
Trinity Road
Bootle
L20 3NJ

29th July 2010

Proposed Hackney Carriage Stands – Coronation Walk

I would like to object to the proposed taxi rank on Coronation walk.

This will affect my business because my customers will not be able to park outside my shop, as my opening hours are 4pm-5.30am.

Our delivery drivers will also not be able to park and the loading bay is always full.

In the early hours of the morning fights will often take place. Most of these fights are about taxis even though the kebab shops are often blamed. Increasing the number of taxis will increase the number of fights.

I am very against this proposal.

Yours sincerely

Ranks
Already 3 on Coronation Walk
never used.

Ibrahim Cakir

Harun Kebab & Pizza
2-C Coronation Walk
Southport
PR 8 1RE
Tel:01704864884

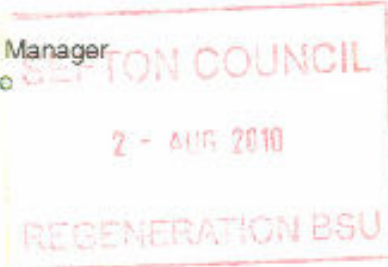
TSul/pul/0380 STEVE

12/7/10

ANNEX C

John Culshaw
Sweet Sentiments Ltd
2b Coronation Walk
Southport
Merseyside
PR8 1RE

Traffic Services Manager
Magdalen House
Trinity Road
Bootle
L20 3NJ



30th July 2010

Proposed Hackney Carriage Stands – Coronation Walk

Dear Sirs

Further to my email dated 7th April 2010 and the Southport Area Committee meeting on 25th May 2010 in which my initial objection was detailed, I wish to reaffirm my objection to the proposed Hackney Carriage Stand on Coronation Walk.

Although the new proposal includes a change in the operation hours to 6am, many of my concerns remain un-addressed.

The proposal to reduce the loading bay in order to provide parking facilities will itself create problems. My suppliers already struggle to make deliveries due to the almost permanent occupation of the loading bay by Parking Services vehicles and removing 50% of this facility will cause major problems. It is suggested in the report that the creation of 3 parking spaces in the loading bay would resolve issues of staff parking during late opening. This would mean closing the shop to move their vehicle to an alternative space (if available) to ensure that they are legally parked.

The issue regarding the undoubted increase in anti-social behaviour in the report has been largely ignored, glossed over and responsibility passed on. There is no question the current problems we experience will increase dramatically and passing responsibility to Merseyside Police for problems that will be created by this proposal is at best irresponsible. If the anti-social behaviour created specifically by taxis is to be further questioned, I suggest that members of the Committee and Traffic Services attend Coronation Walk on Friday, Saturday or Sunday morning.

I am also extremely disappointed in the manner in which we have been notified of the new proposal. Instead of a letter, a single weather beaten piece of paper taped to a lamppost was deemed as sufficient. Not only was the notification barely legible due to the elements, it included insufficient and

Agenda Item 7

TSA/TM/0380 STEVE

12717

[Redacted] Buildings
Coronation Walk
Southport
PR8 1RF

ANNEX D

Traffic Services Manager
Magdalen House
Trinity Road
Bootle
L20 3NJ

29th July 2010

Proposed Hackney Carriage Stands – Coronation Walk

Dear Sirs

I am writing to you on behalf of myself and several of the residents who live in Coronation Buildings regarding your proposal for a Hackney Carriage Stand on Coronation Walk and Lord Street.

We, the residents, strongly object to having a Hackney rank outside our homes for a number of reasons:

- The excessive noise created by drunken revellers
- Noise generated from the extra traffic at extremely unsociable hours
- Loss of residents parking outside our place of abode
- Noise of the police vehicles attending drunken revellers that will undoubtedly increase

Coronation Buildings has old-fashioned timber windows, which do not keep out all the noise. We feel that a Hackney Carriage Stand will attract people from all over the town, which will in turn create more noise.

I would also like it noted that we are extremely disappointed in the manner that these proposals have been circulated. A simple A4 sheet of paper, open to the elements, taped to a lamppost is, in our view, a disgrace. A letter sent to each individual resident, detailing your revised plans is the least we should expect, considering the intolerable impact your proposal will have on our home lives.

Overleaf is the signature of residents who, like myself, object to the proposed Hackney Carriage Stand on Lord Street and Coronation Walk

Yours sincerely

[Redacted Signature]



PTO.

Tsu/ra/0380 Streets

12/11

SEFTON COUNCIL
29 JUL 2010
REGENERATION BSU

ANNEX E

28.7.10

Traffic Services Manager
Magdalen House
Trinity Road
Bootle

[Redacted] hation Bdgs
Coronation Walk
Southport
PR3 1RF

Re: Proposed Hackney Carriage Stands – Coronation Walk and Lord Street, Southport


I very much oppose the number of new Hackney Carriage Stands in Coronation Walk and Lord Street, Southport.

Firstly I was surprised that we in Coronation Buildings were not notified in writing but found out by chance from a neighbour who spotted a notice pinned to a street lamp!. This is surely not the right procedure.

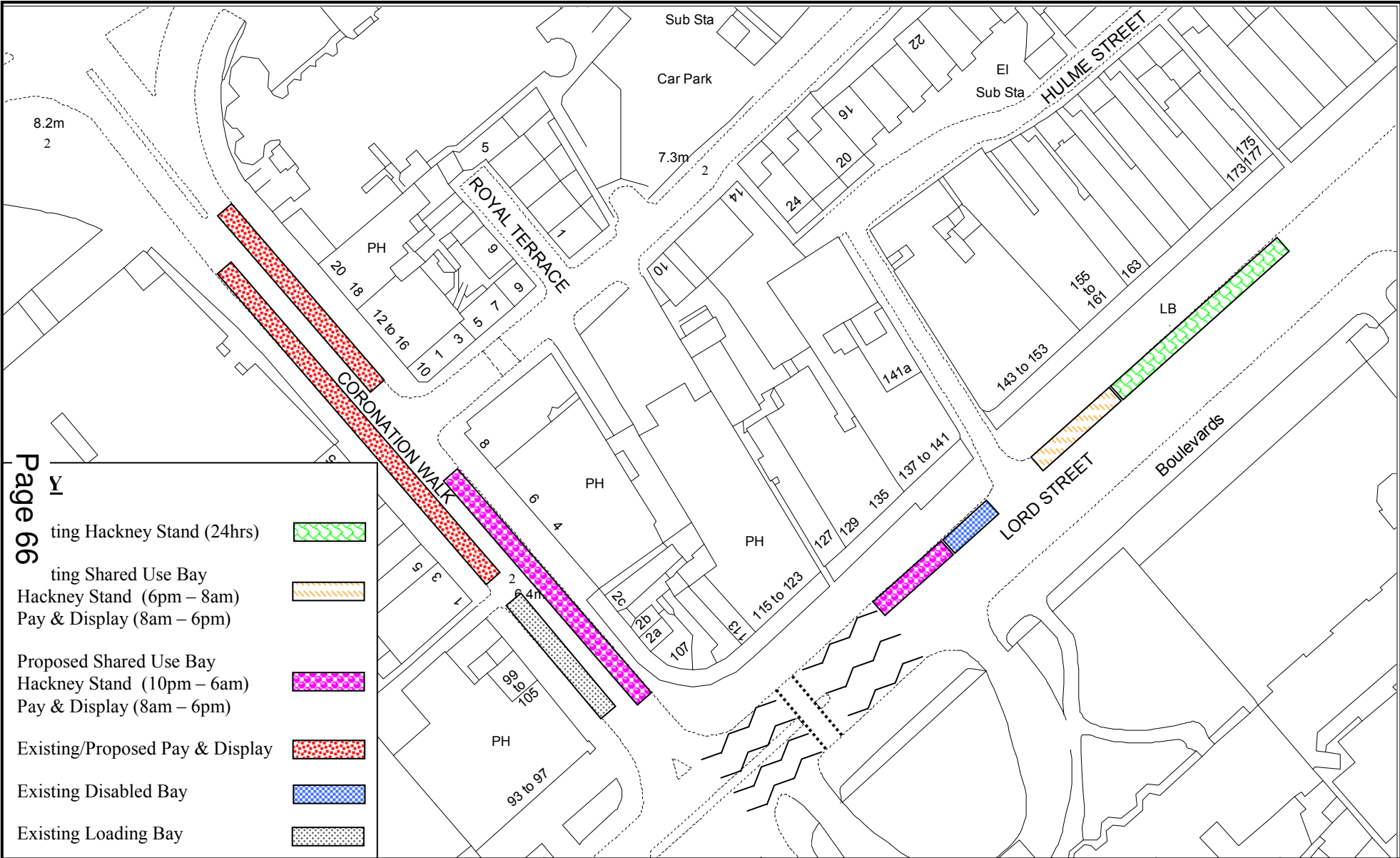
Secondly I am strongly opposed to the Hackney Carriage Stands being outside a residential building, it will attract a lot of persons (some of whom will be drunk) which will congregate in the doorway of our buildings, urinating, vomiting, pressing of doorbells and most of all create noise pollution in the early hours of the morning.

You have portrayed to me that no consideration has been given to the residents of Coronation Walk.

Yours truly



[Redacted]



Page 66

Existing Hackney Stand (24hrs)	
Existing Shared Use Bay	
Existing Hackney Stand (6pm – 8am)	
Existing Pay & Display (8am – 6pm)	
Proposed Shared Use Bay	
Proposed Hackney Stand (10pm – 6am)	
Proposed Pay & Display (8am – 6pm)	
Existing/Proposed Pay & Display	
Existing Disabled Bay	
Existing Loading Bay	

METROPOLITAN BOROUGH OF SEFTON

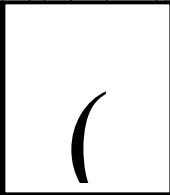
Andy Wallis

Director of Planning & Economic Regeneration

Title
Coronation Walk, Southport - **Proposed** Hackney Carriage Stands. (Revised)

Drawn
Scale
Date

SJ
NTS
Aug 2010



Agenda Item 8

Meeting: Southport Area Committee

Date of Meeting: 1 September 2010

Title of Report: Southport Cycle Town, Wennington Road Proposals – Results of Consultation

Report of: Andy Wallis
Director of Planning & Regeneration

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s)..... of Part 1 of Schedule 12A to the Local Government Act, 1972		√
Is the decision on this report DELEGATED ?	√	

Contact Officer:

Dave Marrin 0151 934 4295
Peter Hillsdon 0151 934 4808

Purpose of Report

To inform Members of the results of the consultation exercise undertaken on the proposed cycle link along Wennington Rd and associated 20mph zone and to propose a way forward.

Recommendation(s)

It is recommended that :-

- (i) Officers be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council’s intention to implement the Order(s) required for the introduction of the speed tables on Wennington Road and Bispham Road, and the 20 mph zone.
- (ii) Officers re-consult residents around the Roe Lane/ Wennington Road junction regarding the revised proposal to introduce a Zebra Crossing on Roe Lane.

Agenda Item 8

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		√	
2.	Creating Safe Communities	√		
3.	Jobs and Prosperity		√	
4.	Improving Health and Well-Being	√		
5.	Environmental Sustainability	√		
6.	Creating Inclusive Communities	√		
7.	Improving the Quality of Council Services and Strengthening local Democracy		√	
8.	Children and Young People		√	

Financial Implications

	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	
<u>CAPITAL EXPENDITURE</u>				
Gross Increase in Capital Expenditure		180,000		
Funded by:				
Sefton Capital Resources				
Specific Capital Resources		180,000		
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y		31.3.2011		
How will the service be funded post expiry?				

Departments consulted in the preparation of this Report

None

List of background papers relied upon in the preparation of this Report

Southport Area Committee 2 July 2008 Cycle Town Bid
 Southport Area Committee 1 October 2008 Cycling Town Action Plan 2008/9
 Southport Area Committee 7 January 2009 Cycle Town Delivery
 Report to Cabinet Member Technical Services, 29 July 2009, Southport Cycle Town
 Work Programme 2009/10

1.0 **BACKGROUND**

- 1.1 Members will recall a number of previous reports concerning the Southport Cycle Town Programme and proposed cycle route along Portland Street.
- 1.2 A report made to the Committee on the 5th March 2008 outlined the bidding process, which had to be completed to gain entry into the programme. Members were also consulted further on what should be included in the bid at a Member Officer Working Party held later that month
- 1.3 A further report was made to the Committee on the 2nd July 2008. This report indicated that the bid, which was based around three key themes, had been successful. The three key themes were:
- **Encouraging Tourism & Leisure Cycling** – development of a high quality cycle network around the seafront area, access to the Sefton Coast and the development of key linkages to the town centre and all the key leisure attractions for visitors and residents alike.
 - **Regeneration** – providing key links to the two key areas of development within the town, the Marine Park area on the Seafront and the area to the east of the town around Kew, including the business park.
 - **Schools** – encouraging cycling to high schools and 6th form colleges.
- 1.4 At its meeting of the 1st October 2008 the Southport Area Committee approved the action plan for the Cycling Town project. The action plan was developed following a further Member Officer Working Party (to which all Southport members were invited). The action plan included:

“Wennington Road – The aim is to deliver a 1.8km link north from the Kew Park & Ride site along Wennington Road to Roe Lane, linking the local population to the schools, college, hospital, retail and employment sites at Kew.”

The work programme was endorsed and approved by the Cabinet Member – Technical Services at his meeting of the 8th October 2008.

2.0 **PROPOSED SCHEME**

- 2.1 The main principle behind the scheme is to extend the existing cycle route running from Kew along Wennington Road to Bispham Road. This will link the area to the north of the town to the existing cycle network around Kew.
- 2.2 To extend this route further it is proposed to reduce the volume and speed of traffic on Wennington Road and the surrounding area in order to create an environment more conducive to cycling.

Agenda Item 8

- 2.3 At present Wennington Road is used as a rat run, by traffic travelling between Roe Lane and Bispham Road. Surveys show that 40% of this traffic exceeds the speed limit. A summary of the traffic speed survey is attached in Annex A
- 2.4 This route extension towards Churchtown is an important link in improving the continuity of priority for cyclists and pedestrians to routes to the East of Southport, avoiding the busy traffic conditions on Norwood Road and Meols Cop Road and will contribute to increased safety and enjoyment of the route. Since the opening up of the existing route along Wennington Road and Foul Lane to Kew in up to 170 cyclists a day (May2010) now use this route to access the east of the town.
- 2.5 It will help many children from the area travel to school and college (Meols Cop High, KGV, Christ the King High) and many other people travel to work in the Industrial Estate, Commerce Park, Hospital and shops around Kew.
- 2.6 As part of the scheme it is proposed to build new zebra crossings where Wennington Road meets Roe Lane, Bispham Road and Roe Lane to help pedestrians and cyclists cross these busy roads. This will provide a safer environment for children to travel to school and others to travel to work. At the same time it will improve the general environment around the local area.
- 2.7 The measures to be included within the proposed scheme were split into 4 key features to make the roads safer for local residents, pedestrians and cyclists:
- i. Introduction of a 20mph zone. The reduction in the speed limit from 30 mph to 20 mph across the whole area around Wennington Road, bounded by Roe Lane, Old Park Lane, Bispham Road and Norwood Avenue.
 - ii. Introduction of speed tables at key points on Wennington Road and the junction with Bispham Road. These would reinforce the area wide speed limit without being too intrusive and encourage compliance.
 - iii. Introduction of a Road Closure on Wennington Road at its junction with Roe Lane. This would be the most effective way to remove rat-running traffic from travelling through the area, improving the environment for residents, pedestrians and cyclists.
 - iv. Provision of a Zebra crossing on Roe Lane and improved crossing facilities at Bispham Road. This would improve crossing facilities for pedestrians and cyclists and reduce vehicle speeds around the local shops on Bispham Road. Moving the crossing on Bispham Road closer to the junction would allow additional parking to be provided outside the shops.

3.0 CONSULTATION PROCESS

- 3.1 A three week consultation exercise was carried out between 23 July 2010 and Friday 13th August which involved all households and businesses within the area bounded by Roe Lane, Old Park Lane, Bispham Road and Norwood Avenue. Each property received background information, a summary of the main elements of the whole scheme, a plan showing the extents of the

Agenda Item 8

proposed 20mph zone, a more detailed plan of the proposed traffic calming features, a questionnaire and a pre-paid envelope for the reply.

- 3.2 A copy of a sample of one of the consultation documents is attached at Annex B for members information.
- 3.3 The consultation was also available on line on the councils Website.

4.0 RESULTS OF CONSULTATION

- 4.1 955 Questionnaires were distributed by the Councils own Staff, to properties within the area
- 4.2 551 Questionnaires were returned, of which 447 from within the consultation area. This represents a response rate of 47%, which is good for a consultation of this nature.
- 4.3 The Questionnaire broke the scheme into 4 components and asked respondents to indicate if they were “in favour of each element individually. Respondents were also encouraged to submit comments on the proposals Residents were asked the following questions:

Q1 Are you in favour of the Introduction of a 20mph speed limit across the area to reduce vehicle speeds.

Q2 Are you in favour of the Introduction of speed tables on Wennington Road to reinforce the 20 mph speed limit.

Q3 Are you in favour of the Introduction of a Road closure at the junction with Roe Lane to reduce rat-running traffic.

Q4 Are you in favour of the Introduction of improved Zebra crossing facilities for pedestrians and cyclists at Roe Lane and Bispham Road.

- 4.4 A summary of the responses is detailed in Table 1 below. A detailed summary of the responses made street by street for the areas is attached for members information as Annex C

	Inside Area		Outside Area		Total		Total Responses
	Yes	No	Yes	No	Yes	No	
Q1	324	92	94	10	418	102	520
Q2	278	135	85	18	363	153	516
Q3	93	3287	79	21	172	308	480
Q4	384	31	93	9	477	40	517

Table 1 (Note, not all respondents answered all questions)

Agenda Item 8

4.5 The majority of comments made were in relation to the proposed road closure, with the main points being:

- That traffic would be diverted to other side roads within the area.
- The closure would increase traffic on Norwood Road, Old Park Lane and Bispham Road.
- The road closure would be inconvenient for local residents
- The closure would cause extra delay at the Roe Lane/ Norwood Road lights.

4.6 Other multiple responses made in relation to the proposals, included

- Install traffic lights at Roe Lane/ Wennington Road instead
- 20mph will be ignored
- Install mini-roundabouts at each of the junctions
- Use speed cameras instead
- Good to see consideration for other road users
- Don't want any traffic calming
- Install electronic speed warning signs instead
- Introduce a weight Limit on Wennington Road

5.0 RESPONSE TO CONSULATION

5.1 It is clear from the consultation responses that the majority of respondents are in favour of the majority of the proposals. However there has been clear opposition to the proposed closure of Wennington Road at it's junction with Roe Lane, with the majority of respondents sighting the inconvenience it would cause and the prospect of traffic diverting along Chester Rd/ Ave and parallel routes as their main concerns.

5.2 In light of the opposition to the proposed road closure on Wennington Road, it is proposed to omit this element from the proposed scheme. An alternative arrangement is proposed, with a slight narrowing of Wennington Road to accommodate a Zebra crossing of Roe Lane between the junctions of Wennington Road and Hesketh Drive. This will allow pedestrians and cyclist to cross Roe Lane at this location more safely, whilst maintaining all the existing turning movements at this junction.

5.3 A plan of this revised layout is attached as Annex D. It is proposed to carry out a further local consultation with those residents directly affected and report the finding to the next Southport Area Committee.

5.4 In order not to delay progress of the scheme, it is proposed to carry out the statutory processes required to implement the 20mph zone and traffic calming features whilst re-consulting residents with regard to the crossing on Roe Lane.

6.0 Conclusion

Agenda Item 8

- 6.1 From the consultation responses it is clear that the majority of residents are in favour of the introduction of a 20mph speed limit across the area, supported by limited traffic calming measures on Wennington Road. There is also overwhelming support for improved crossing facilities on Bispham Road and Roe Lane.
- 6.2 However the majority of residents are against the proposed closure of Wennington Road at its junction with Roe Lane. It is therefore proposed to remove this element of the proposals. Removal of the road closure will impact on the proposed location of a zebra crossing at this location. It is therefore proposed to re-locate the crossing to a position between the Wennington Road and Hesketh Drive junctions. A localised consultation should be carried out with those residents directly affected. The remainder of the original proposals should be progress in their original form.

7.0 RECOMMENDATION

- 7.1 It is also recommended that, officers be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order(s) required for the introduction of the speed tables on Wennington Road and Bispham Road, and the 20 mph zone.
- 7.2.1 It is recommended that Officers re-consult residents around the Roe Lane/ Wennington Road junction regarding the revised proposal to introduce a Zebra Crossing of Roe Lane.

Agenda Item 8

Speed Statistics by Hour

SpeedStatHour-2

Site: Wennington Road.0.ONS

Description: Wennington Road Southport btwn Hereford And Fisher.

Filter time: 12:26 05 July 2007 => 15:44 12 July 2007

Scheme: Vehicle classification (ARX)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(6,99) Headway(>0)

Vehicles = 20349

Posted speed limit = 30 mph, Exceeding = 8034 (39.48%), Mean Exceeding = 34.39 mph

Maximum = 74.6 mph, Minimum = 6.3 mph, Mean = 28.5 mph

85% Speed = 34.4 mph, 95% Speed = 38.7 mph, Median = 28.4 mph

12 mph Pace = 23 - 35, Number in Pace = 14414 (70.83%)

Variance = 39.59, Standard Deviation = 6.29 mph

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Med	85%	95%	>PSL
								30 mph
0000	137 0.7%	11.9	50.2	29.2	28.9	34.2	39.4	62 45.3%
0100	86 0.4%	11.9	45.8	29.9	28.0	37.4	42.3	39 45.3%
0200	64 0.3%	9.7	53.6	29.5	27.7	37.4	39.1	26 40.6%
0300	40 0.2%	11.9	52.4	31.1	31.1	39.4	47.6	21 52.5%
0400	52 0.3%	7.3	51.9	28.7	29.5	37.4	40.0	26 50.0%
0500	94 0.5%	9.3	45.8	29.9	28.9	36.7	41.2	43 45.7%
0600	183 0.9%	9.1	63.6	30.3	30.0	36.7	43.6	94 51.4%
0700	742 3.6%	9.7	47.5	29.0	28.9	34.7	38.9	315 42.5%
0800	1470 7.2%	7.4	55.6	27.8	27.7	33.8	37.4	524 35.6%
0900	1150 5.7%	7.0	48.5	28.0	28.0	33.8	38.0	411 35.7%
1000	1183 5.8%	8.1	56.0	28.1	28.0	34.2	38.0	429 36.3%
1100	1234 6.1%	7.7	56.6	28.1	28.2	33.6	37.1	468 37.9%
1200	1462 7.2%	7.3	49.4	28.1	28.0	34.2	38.7	524 35.8%
1300	1421 7.0%	6.5	55.4	28.7	28.9	34.9	38.7	594 41.8%
1400	1391 6.8%	7.3	51.7	28.5	28.4	34.2	38.5	566 40.7%
1500	1581 7.8%	6.4	54.9	28.1	28.2	34.0	37.6	605 38.3%
1600	1508 7.4%	6.3	73.1	28.5	28.2	34.2	38.3	570 37.8%
1700	1643 8.1%	7.2	52.0	28.5	28.4	34.0	37.6	611 37.2%
1800	1406 6.9%	7.9	52.5	28.7	28.6	34.4	38.3	572 40.7%
1900	1154 5.7%	7.8	55.2	29.0	28.9	34.7	38.9	500 43.3%
2000	959 4.7%	9.0	56.4	29.2	29.1	35.1	40.5	422 44.0%
2100	686 3.4%	7.8	72.8	29.3	28.6	35.1	40.3	296 43.1%
2200	437 2.1%	8.1	74.6	29.2	29.3	34.4	38.9	202 46.2%
2300	266 1.3%	14.8	54.1	29.3	28.4	34.9	42.3	114 42.9%
----	20349	6.3	74.6	28.5	28.4	34.4	38.7	8034 39.5%

Planning & Economic Regeneration

4th Floor, Magdalen House

30 Trinity Road

Bootle

Merseyside L20 3NJ

Date: 22 July 2010

Our Ref: TSU/0010/DM

Please contact: Peter Hillsdon

Contact Number: 0845 140 0845

Fax No: 0151 934 4532

e-mail:

peter.hillsdon@technical.sefton.gov.uk.

Dear Resident

Re: Wennington Road & Surrounding Streets

Please find enclosed public consultation documents regarding proposals for your road.

The length of Wennington Road between Roe Lane and Bispham Road is subject to rat-running traffic travelling along its length, much of it exceeding the speed limit.

The proposals outlined in the enclosed documents have been developed with the aim of reducing this, improving the environment and safety for local residents, pedestrians and cyclists.

Attached is the consultation material together with a proforma and pre-paid envelope for you to submit your comments and suggestions on the proposals by Friday 13th August 2010. Comments can also be submitted on-line at

www.sefton.gov.uk/trafficschemeconsultations.

Yours sincerely,



Dave Marrin
Traffic Services Manager

Agenda Item 8



www.sefton.gov.uk

PROPOSED WENNINGTON ROAD AREA SPEED MANAGEMENT AND PEDESTRIAN / CYCLE IMPROVEMENTS

BACKGROUND

At present Wennington Road is used as a rat run, by traffic travelling between Roe Lane and Bispham Road. Surveys show that 40% of this traffic exceeds the speed limit.

As part of Sefton Council's commitment to improving pedestrian and cycling facilities in Southport, we are proposing an extension of the existing cycle network to the East of the town around Kew, which can be seen on the enclosed plans.

This route extension towards Churchtown is an important link in improving the continuity of priority for cyclists and pedestrians to routes to the East of Southport, avoiding the busy traffic conditions on Norwood Road and Meols Cop Road and will contribute to increased safety and enjoyment of the route.

It will help many children from this area travel to school and college (Meols Cop High, KGV, Christ the King High and local Primary Schools) and many other people travel to work in the Industrial Estate, Commerce Park, Hospital and shops around Kew.

As part of the scheme we would like to build new zebra crossings where Wennington Road meets Roe Lane, Bispham Road and Roe Lane to help pedestrians and cyclists cross these busy roads. This will provide a safer environment for children to travel to school and others to travel to work. At the same time it will improve the general environment in which you live and improve the route for pedestrians and cyclists.

The enclosed plans show the measures proposed around your area, together with a plan outlining the overall proposals

The purpose of this consultation is to seek your comments on the proposals.

Agenda Item 8

The measures to be included within the proposed scheme can be split into 4 key features to make the roads safer for local residents, pedestrians and cyclists:

1. Introduction of a 20mph zone. The reduction in the speed limit from 30 mph to 20 mph across the whole area around Wennington Road, bounded by Roe Lane, Old Park Lane, Bispham Road and Norwood Avenue. As shown on the attached plan.
2. Introduction of speed tables at key points on Wennington Road and the junction with Bispham Road. These would reinforce the area wide speed limit without being too intrusive and encourage compliance.
3. Introduction of a Road Closure on Wennington Road at its junction with Roe Lane. This would be the most effective way to remove rat-running traffic from travelling through the area, improving the environment for residents, pedestrians and cyclists.
4. Provision of a Zebra crossing on Roe Lane and improved crossing facilities at Bispham Road. This would improve crossing facilities for pedestrians and cyclists and reduce vehicle speeds around the local shops on Bispham Road. Moving the crossing on Bispham Road closer to the junction would allow additional parking to be provided outside the shops.

We feel that these proposals will improve the conditions for pedestrians and cyclists across the area and improve the general environment through the reduction of vehicle speeds and rat-running traffic. Please let us know your views by filling in the attached questionnaire. If you disagree with the proposals, we would welcome your views on how conditions could be improved for pedestrians and cyclists by reducing speeds and the amount of traffic within your residential area.

In order to report the views of residents back to the 1st September meeting of Southport Area Committee, I would be grateful if you could complete the enclosed questionnaire and return it in the pre-paid envelope provided to reach us no later than Friday 13th August 2010.

If you prefer to complete this form on-line please log onto www.sefton.gov.uk/trafficschemeconsultations. Should you require any further information please contact Peter Hillsdon on 0151 934 4808. Minicom 0151 934 4218. Please telephone if you require this information large print, or in any other format.

**Many Thanks,
Andy Wallis
Director of Planning & Economic Regeneration**

Agenda Item 8

PROPOSED SPEED MANAGEMENT AND PEDESTRIAN/ CYCLE IMPROVEMENTS, WENNINGTON ROAD

QUESTIONNAIRE

Are you in favour of the following measures, as shown on the enclosed plans? (Place a tick (✓) in the appropriate box):

	Yes	No
Introduction of a 20mph speed limit across the area to reduce vehicle speeds.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of speed tables on Wennington Road to reinforce the 20 mph speed limit.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of a Road closure at the junction with Roe Lane to reduce rat-running traffic.	<input type="checkbox"/>	<input type="checkbox"/>
Introduction of improved Zebra crossing facilities for pedestrians and cyclists at Roe Lane and Bispham Road.	<input type="checkbox"/>	<input type="checkbox"/>

Comments (continue overleaf if necessary):

.....
.....
.....

Name:

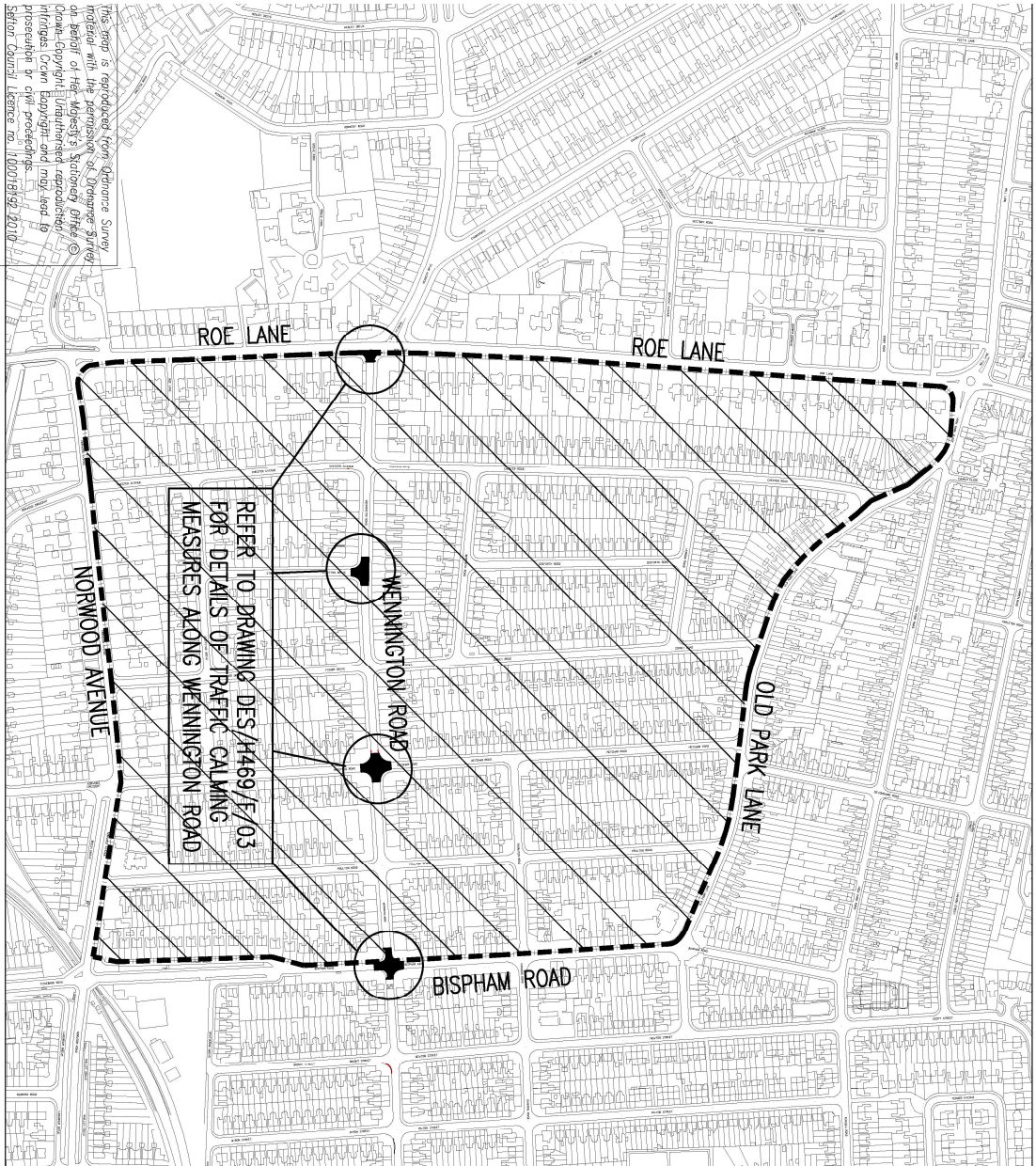
Address:
.....
.....
.....

Please complete and return in the pre-paid envelope provided, to reach us no later than **Friday 13th August 2010**.

If you prefer to complete this form on-line please log onto www.sefton.gov.uk/trafficschemeconsultations

Andy Wallis

Director of Planning & Economic Regeneration



PROPOSED 20mph ZONE

ROADS WITHIN THE PROPOSED 20mph ZONE

- BENGARTH ROAD
- CHESTER AVENUE
- FISHER DRIVE
- GOSFORTH ROAD
- GRIFFITHS DRIVE
- HEREFORD ROAD
- HEYSHAM ROAD
- POULTON ROAD
- SIDNEY ROAD
- STRETTON DRIVE
- THORNTON ROAD
- VERNON ROAD
- WENNINGTON ROAD

PROPOSED 20mph ZONE CONSULTATION DRAWING

Drawn To: **N.T.S**

ALAN MOORE FALLES
STRATEGIC DIRECTOR OF REGENERATION & REPUTY CHIEF EXECUTIVE

Proposed Speed Management and Pedestrian / Cycle Improvements
Wrennington Road, Southport

Working In Partnership With Sefton Council
Sefton Business Centre, Magdalen House, 30 Trinity Road, Southport, L35 3UJ

Sefton Council
CAPITA SYMONDS

Sefton Council
Working In Partnership With Sefton Council

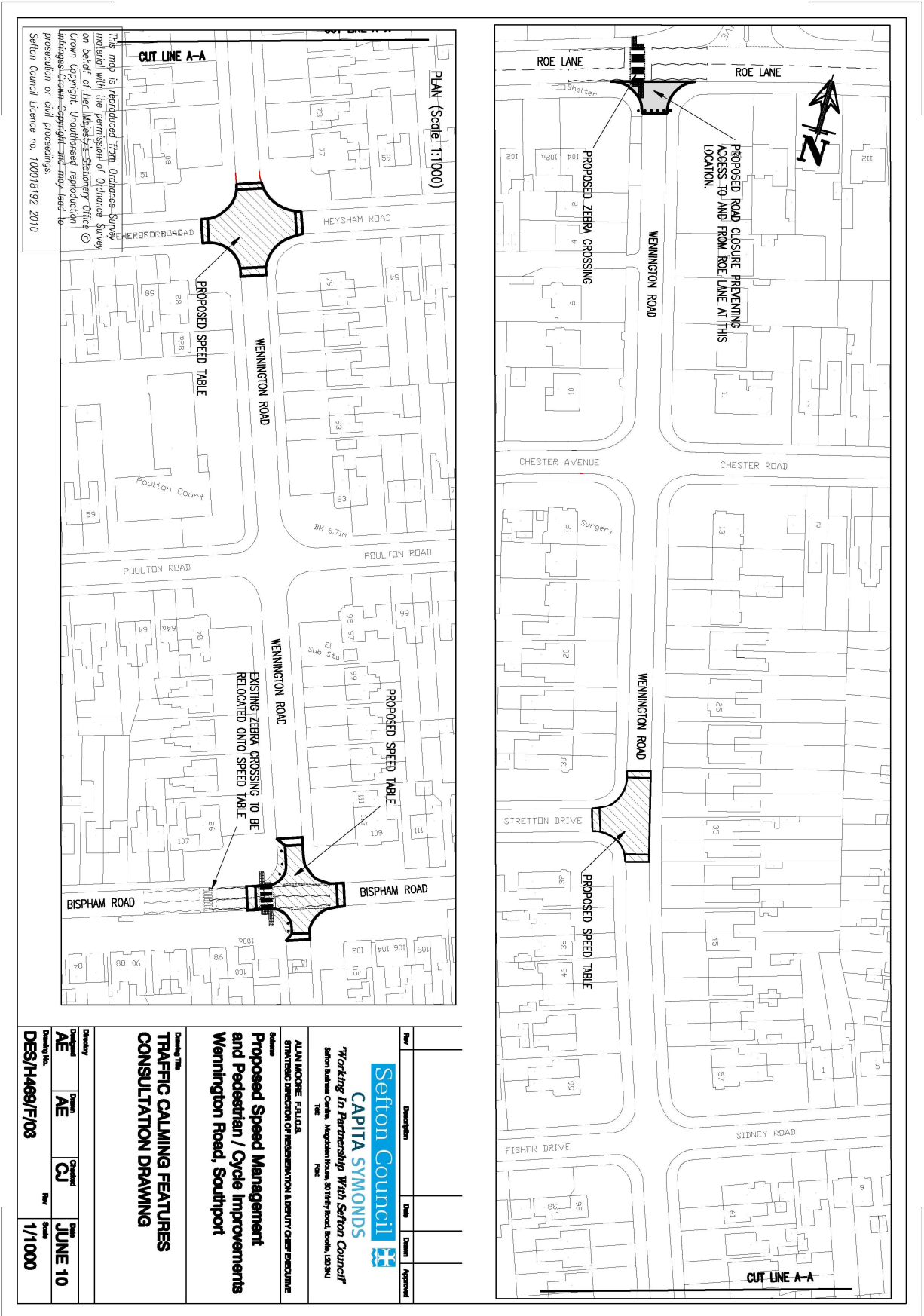
Date	Description	Date	Drawn	Approved

Checked By: AE **Drawn:** AE **Checked:** CJ **Date:** JUNE 10

Drawing No: DES/H469/F/04 **Scale:** N.T.S


This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
 Sefton Council Licence no. 100018192, 2010

Agenda Item 8



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction of this map is prohibited. Any use of this map for prosecution or civil proceedings. Sefton Council Licence no. 100018192 2010

No.	Description	Date	Drawn	Approved



Capita Symonds

Working In Partnership With Sefton Council

 Sefton Business Centre, Magdalen House, 50 Trinity Road, Southport, L35 5UJ

ALAN MOORE PALLO
 STRATEGIC DIRECTOR OF RECREATION & LEISURE CARE EXECUTIVE

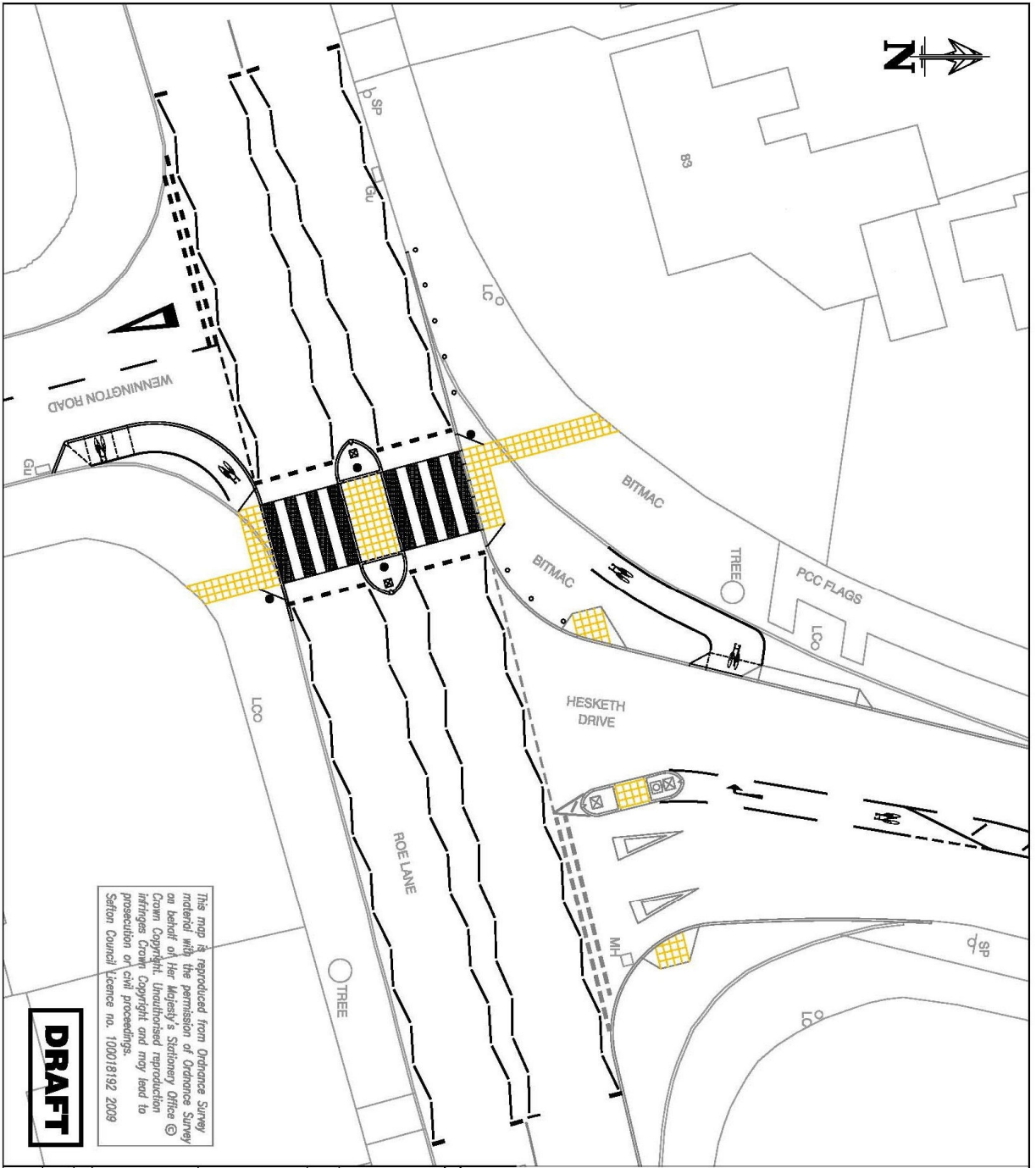
Proposed Speed Management and Pedestrian / Cycle Improvements Wennington Road, Southport

Drawing Title: **TRAFFIC CALMING FEATURES CONSULTATION DRAWING**

Checked By	Drawn	Checked	Date
AE	AE	CJ	JUNE 10

Drawing No: DES/H489/F/03
 Date: 1/1000

Summary of Responses by Street								
	Q1		Q2		Q3		Q4	
	Y	N	Y	N	Y	N	Y	N
Bengarth Road	22	1	17	6	5	18	23	0
Chester Ave	18	3	13	8	4	16	21	0
Chester Road	51	10	44	16	13	17	55	5
Fisher Drive	16	5	17	4	5	16	21	0
Gosforth Road	21	5	20	6	2	23	23	3
Griffiths Drive	14	5	12	7	3	16	19	0
Hereford Road	25	6	22	9	9	21	30	1
Heysham Road	22	11	18	14	5	26	28	5
Poulton Road	33	9	29	12	13	29	40	3
Sidney Road	34	6	30	10	10	30	36	4
Stretton Drive	12	5	7	10	1	16	14	2
Thornton Road	4	2	2	4	2	5	7	0
Vernon Road	8	3	7	4	0	11	11	0
Wennington Road	44	21	40	25	21	43	56	9
Outside Area	94	10	85	18	79	21	93	9
TOTAL	418	102	363	153	172	308	477	41



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Seton Council Licence no. 100018192 2009

DRAFT

- NOTE:
1. HIGH FRICTION SURFACING MATERIAL TO BE APPLIED ON BOTH APPROACHES TO THE ZEBRA CROSSING FOR A DISTANCE OF 90 METRES
 2. CYCLIST DISMOUNT SIGNS TO BE DISPLAYED AT THE ZEBRA CROSSING

Rev	Description	Date	Drawn	Approved

Seton Council
CAPITA SYMONDS
Working In Partnership With Seton Council
 Sefton Business Centre, Magdalen House, 30 Trinity Road, Sefton, L20 3AU
 Tel: 0151 904 2726 Fax: 0151 904 2800

PETER MOORE
 ENVIRONMENTAL AND TECHNICAL SERVICES DIRECTOR

SOUTHPORT CYCLE TOWN
WENNINGTON ROAD

Drawing Title
PROPOSED ZEBRA CROSSING
ROE LANE
GENERAL ARRANGEMENT

Directory	H469/4/F	Date	19/08/10
Designed	BG	Drawn	BG
Checked	CJ		
Drawn No.	H469/F-05	Scale	1:200

Agenda Item 9

Meeting: Southport Area Committee

Date of Meeting: 1 September 2010

Title of Report: Southport Indoor Market – Traffic Regulation Orders relating to Public Realm Works.

Report Of:

Andy Wallis Planning & Economic Development Director

Contact Officers:

Andy Dunsmore 0151 934 4295
Steve Johnston 0151 934 4258

This report contains	Yes	No
CONFIDENTIAL information/		√
EXEMPT information by virtue of Paragraph(s) of Part 1 of Schedule 12A to the Local Government Act 1972		√
Is the decision on this report DELEGATED ?	√	

Purpose of Report

To seek approval for a number of changes to Traffic Regulation Orders required due to the Public Realm Works being carried out as part of the Southport Indoor Market refurbishments.

Recommendation(s)

It is recommended that :

- (i) the Traffic Regulation Orders, as set out on the plan in Annex C and as detailed in the report, be approved;
- (ii) the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order(s), be approved.

Agenda Item 9

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		√	
2.	Creating Safe Communities		√	
3.	Jobs and Prosperity		√	
4.	Improving Health and Well-Being		√	
5.	Environmental Sustainability		√	
6.	Creating Inclusive Communities		√	
7.	Improving the Quality of Council Services and Strengthening local Democracy		√	
8.	Children and Young People		√	

Financial Implications

	2010/ 2011 £'000	2011/ 2012 £'000	2012/ 2013 £'000	2013/ 2014 £'000
<u>CAPITAL EXPENDITURE</u>				
Gross Reduction in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross reduction in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Departments consulted in the preparation of this Report:

None

List of background papers relied upon in the preparation of this report

None

Southport Area Committee - 01 September 2010

Southport Indoor Market – Traffic Regulation Orders relating to Public Realm Works.

1.0 Introduction

- 1.1 Members may recall a paper presented in May 2010 requesting approval of the Traffic Regulation Orders associated with the refurbishment scheme for Southport Market.
- 1.2 The refurbishment scheme presented included the widening of footways on Market St and King St to increase circulation space and improve aesthetic appearance of the area, thus complementing the building refurbishment.
- 1.3 As the widening of footways, and consequent narrowing of the carriageway reduced the number of pay and display parking bays there was some concern expressed by Members of the impact of the changes. Of particular concern was the loss of revenue and of the impact on viability of adjacent business.
- 1.4 Members agreed to defer approval of the TRO's subject to Officers giving consideration of the scheme in light of further proposed consultation and providing details of the income loss.

2.0 Consultation

- 2.1 A consultation event, held at Grace Baptist Church, on 15 June, set out the option previously shared at Area Committee, and a further option, which reduced the scope of the footway widening to that outside the Market street elevation of the building.
- 2.2 The attendees, which included Market traders and shop traders on Market Street unanimously agreed that the revised option design was preferable in that it had less impact for loading and customer parking whilst still allowing high quality paving to be introduced.
- 2.3 It was also agreed that Market Street should remain one way along its entire length. The previous proposal to incorporate a two way section was intended to accommodate those occasions when an Outdoor Market was in place. It was agreed that requirements for an Outdoor Market would be considered at a later date.
- 2.4 The preferred option, included in Appendix A, was incorporated into the Cabinet report on 05 August, at which approval was given to enable Officers to award the building Contract. The public realm element of the project was subject to approval by Area Committee

Agenda Item 9

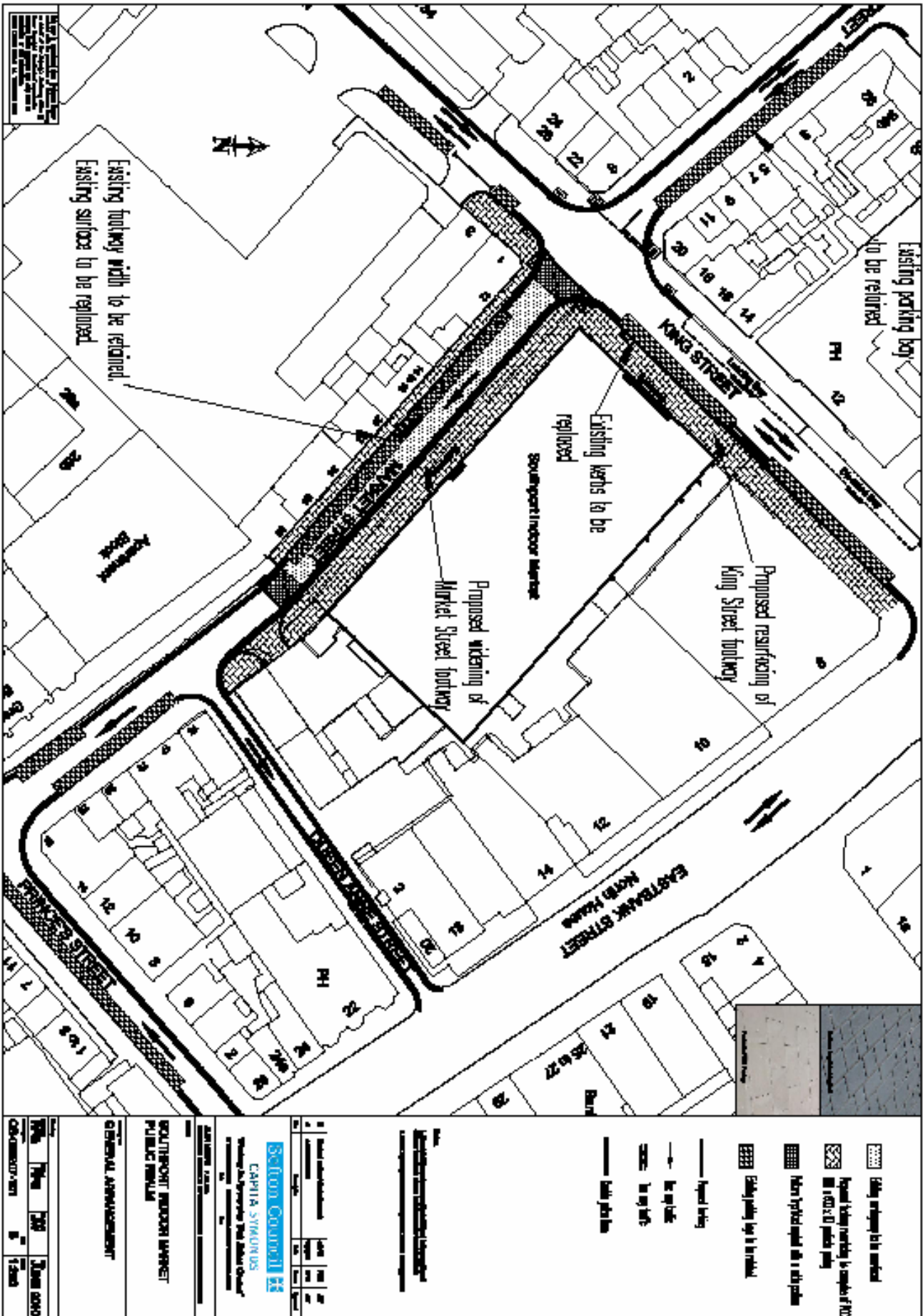
3.0 Proposals

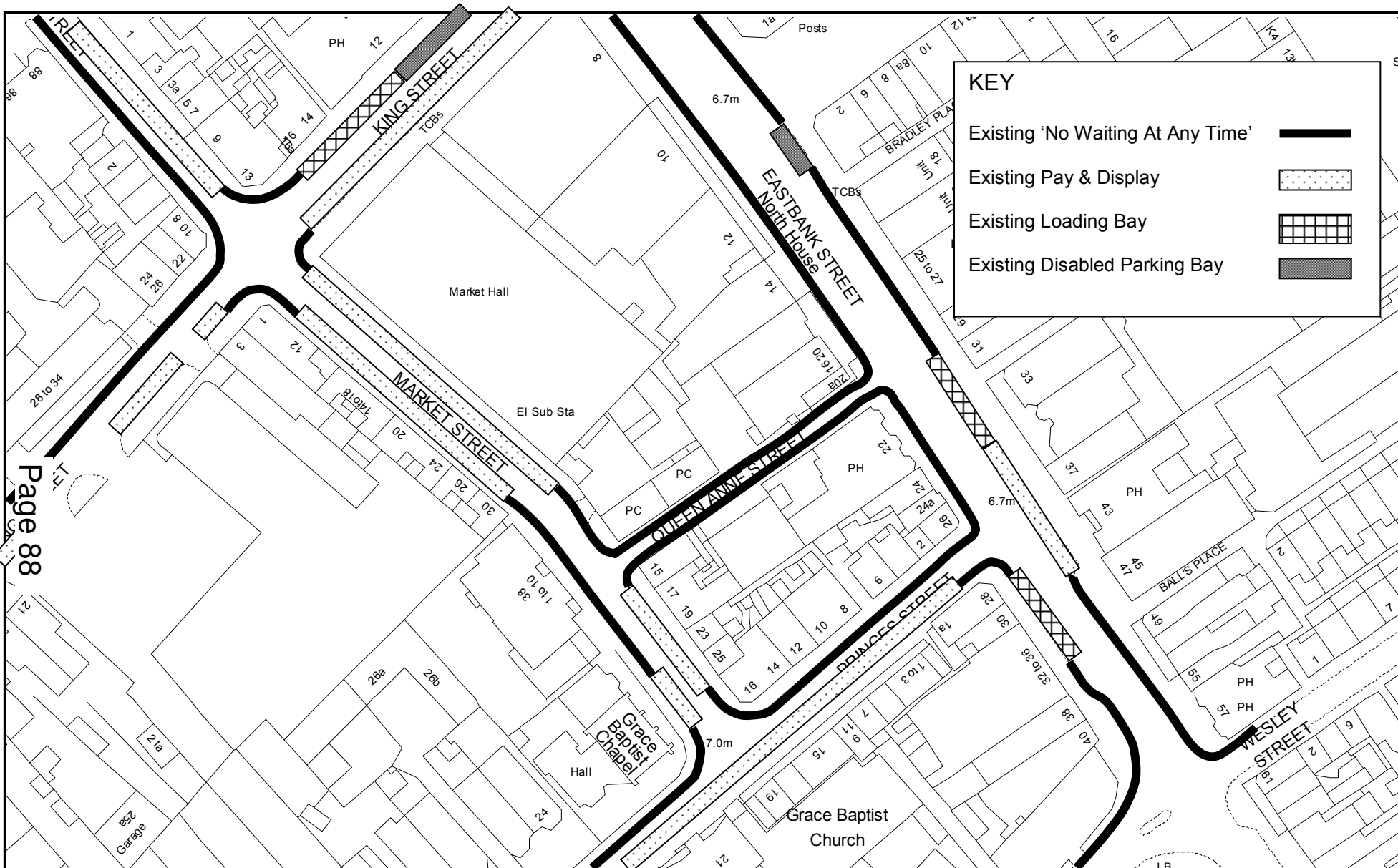
- 3.1 In order to widen the footway on Market Street, adjacent to the market, it will be necessary to remove the existing Pay & Display bay, which can accommodate up to 12 cars. This will be replaced by a 'No Waiting At Any Time' restriction (Double Yellow lines).
- 3.2 Plans showing the existing Traffic Regulation Orders, and the proposed Traffic Regulation Orders are shown as Annexes B and C respectively.
- 3.3 Following approval by Cabinet, it is anticipated that works will commence in September 2010 with completion anticipated within 12 months. The Public Realm works and subsequent TRO's will be delivered as part of this contract, albeit towards the end of the construction programme.

4.0 Financial Implications

- 4.1 All costs relating to the progression of the Traffic Regulation Orders and the provision of new carriageway markings and signs will be met from the financial allocation for the Southport Market Hall refurbishment.
- 4.2 The potential reduction in parking revenue through the removal of the 12 Pay & Display spaces on Market Street amounts to £20,000 per annum.

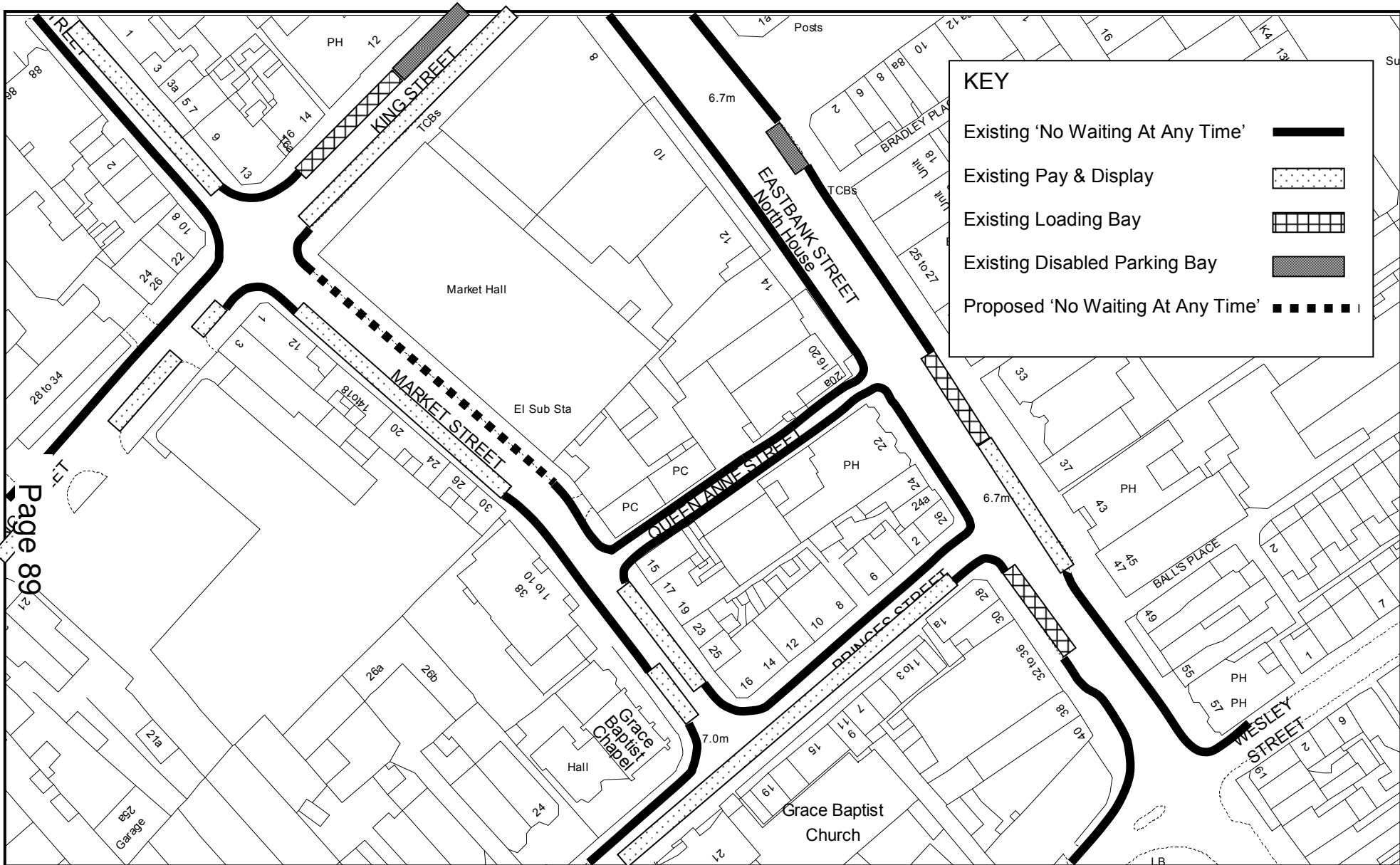
Andy Wallis
Director of Planning & Economic Development





Page 88

<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Andy Wallis</p> <p><i>Director of Planning & Economic Regeneration</i></p>	<p>Title</p> <p>Southport Market Hall area</p> <p>Existing Traffic Regulation Orders</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>SJ</p> <p>NTS</p> <p>May 2010</p>	
---	---	--	--------------------------------------	--



Page 89
21

<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Andy Wallis</p> <p><i>Director of Planning & Economic Regeneration</i></p>	<p>Title</p> <p>Southport Market Hall area</p> <p>Proposed Traffic Regulation Orders</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>SJ</p> <p>NTS</p> <p>May 2010</p>	
---	---	--	--------------------------------------	--

This page is intentionally left blank

Agenda Item 10

Meeting: Southport Area Committee

Date of Meeting: 1 September 2010

Title of Report: Proposed Area Committee Changes

Report of:

Steph Prewett
Assisitant Director - Neighbourhoods

Contact Officer:

Steve Honess 0151 934 3455

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?		

Purpose of Report

To provide Southport elected members with the opportunity to discuss the proposed changes to Area Committees as part of Sefton Council’s area management agenda.

Recommendations

Members are invited to consider and agree the proposals presented (which have already been agreed in principle by the Southport Area Committee Chair).

Whilst all feedback is welcomed, views on the following are sought:

- The optimum number of meetings to be held (this year and in the future)
- Holding of pre-meetings prior to the Area Committee (and if favoured, whether they should be regular or ad hoc)

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		x	
2.	Creating Safe Communities		x	
3.	Jobs and Prosperity		x	
4.	Improving Health and Well-Being		x	
5.	Environmental Sustainability	x		
6.	Creating Inclusive Communities	x		
7.	Improving the Quality of Council Services and Strengthening local Democracy	x		
8.	Children and Young People		x	

Agenda Item 10

Financial Implications - None

<u>CAPITAL EXPENDITURE</u>	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Departments consulted in the preparation of this Report

Legal Department (specifically Committees Section)

List of background papers relied upon in the preparation of this Report

Report to Party Leaders and Area Committee Chairs 15 July 2010

Background

Following the agreement for area management to be taken forward as part of the Council's corporate agenda, and further to the last meeting of Party Leaders and Area Committee Chairs in November 2009, the Neighbourhoods Division has put together proposals to change the Area Committee structure to have more of an area management focus.

Consultation with Area Committee Chairs has recently taken place regarding these proposed changes, including a meeting of Party Leaders and Area Committee Chairs on 15 July 2010. Feedback was positive and it became clear that whilst all Area Committees could adopt a similar approach, some variations would be needed for individual Area Committees. The proposals outlined below were agreed in principle at the Party Leaders and Area Committee Chairs meeting subject to further consultation with all members. Therefore feedback and suggestions from Southport Area Committee is welcomed to ensure that these proposals are developed to meet local needs.

Proposals

- For Area Committees to move to a three part agenda:
 - A:- Open Forum**
Police Issues
Area Management Update
Open to public questions
 - B:- Consultation and Engagement – presentation format**
Opportunity for presentation of reports to member focussing on a more Neighbourhood focussed format.
Open to public questions
 - C:- Council Business**
For reports needing a final decision from AC – not something that requires a detailed discussion or input from the public.
Includes Budget Monitoring report detailing Area Committee budget spend.

It is noted that Southport Area Committee currently deals with Council Business before the Open Forum, and may of course continue with this arrangement or alternatively consider adopting the above order of proceedings as it sees fit.

- Open Forum questions to be dealt with outside of the meetings wherever possible. The Open Forum template will be revised slightly and will include guidance notes for members of the public wishing to raise a question.
- Police Issues section to be discussed in more detail between Neighbourhoods and Chief Superintendent Ian Pilling from Merseyside Police to develop a consistent approach to the Police attending Area Committee meetings and thereby allow a clearer process of communication between members and the Police.
- An Area Management report to be produced for each Area Committee meeting, outlining activity that has taken place in each of the ward areas. This will also include a Partner update, with Neighbourhoods being the first point of contact for further information.
- A recommendation was made to Party Leaders and Area Committee Chairs to simplify the Budget Monitoring Reporting process. Southport has already taken this step and agreed to merge the street sign and litterbin allocation, in addition to increasing the Town Wide budget, which was agreed at Southport Area Committee meeting on 28 July 2010.
- Report template revised to include information on financial spend on an area basis and consultation and engagement that has taken place relevant to the report subject matter.

Agenda Item 10

- All reports or suggested agenda items to be forwarded to the Neighbourhoods Division by the Committee Administrator and then discussed with the Southport Area Committee Chair.
- All Area Committees supported the idea of pre-meetings when appropriate. Southport Members are invited to consider their preference in this respect, which may be a scheduled meeting before the Area Committee, or something more ad hoc in nature.
- Members are asked to consider the frequency of future Southport Area Committee meetings and the option to moving them to bimonthly, resulting in 6 meetings per year the minimum required under the constitution. The main reason for this would be to allow a greater lead in time between meetings and paper deadlines, which would assist officers in dealing with and reporting back on issues raised by residents and members.
- An audit of Advisory Groups to be done to explore the potential purpose, remit and membership of these groups.
- Feedback was positive regarding the promotion of Area Committees via the Sefton Website. As the Transformation Programme is currently underway it would be difficult for Neighbourhoods to progress any new ways of promotion until a corporate approach to branding and marketing has been agreed. However Neighbourhoods will look to update the information currently displayed on the website and will keep members informed of developments.

Recommendations

Members are invited to consider and agree the proposals presented.

Whilst all feedback is welcomed, views on the following are sought:

- The optimum number of meetings to be held (this year and in the future)
- Holding of pre-meetings prior to the Area Committee (and if favoured, whether they should be regular or ad hoc)

Agenda Item 11

Committee: SOUTHPORT AREA COMMITTEE

Date of Meeting: 1ST SEPTEMBER 2010

Title of Report: BUDGET MONITORING

Report of: A Lunt
Neighbourhoods and Investment Programmes Director

Contact Officers: S Prewett
Assistant Director - Neighbourhoods
Telephone No. 0151 934 3485

Steve Honess
Area Co-ordinator – Southport
Neighbourhoods Division
Telephone No 0151 934 3455

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED ?	√	

Purpose of Report

To update Southport Area Committee on available resources for the Area Committee area and progress to date on those items approved at previous meetings.

Recommendation(s)

That the Area Committee:

- (i) note the Ward budgets & Town Wide budget for 2010/11
- (ii) note the items agreed in 2010/11

Agenda Item 11

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		✓	
2	Creating Safe Communities	✓		
3	Jobs and Prosperity		✓	
4	Improving Health and Well-Being	✓		
5	Environmental Sustainability	✓		
6	Creating Inclusive Communities	✓		
7	Improving the Quality of Council Services and Strengthening local Democracy		✓	
8	Children and Young People	✓		

Financial Implications

Any financial proposals contained within this report can be contained within the Area Committee's delegated budgets.

Departments consulted in the preparation of this Report

FD484 - The Interim Head of Corporate Finance & ICT Strategy has been consulted and his comments have been incorporated into this report.

List of background papers relied upon in the preparation of this report

None

1.0 BACKGROUND

- 1.1 In 2002/03 the Council allocated funds to Area Committees for expenditure on local priorities that would not otherwise be funded from Council budgets. Each Area Committee receives an amount each year and then decides how best to split it across the wards and whether or not to hold a central budget. Southport Area Committee have a dedicated town wide budget as well as individual ward budgets. The overall amount for the Area Committee includes an amount for litter bins and street name plates for each ward which has been amalgamated together with the Ward allocations as agreed at the meeting on 28th July 2010.

2.0 2010/2011 CURRENT BUDGET POSITION

2.1 The following sets out the latest position on the budget and the amounts available to spend in each area, as well as commitments made in this year. As requested the amount for street name plates & litterbins has been incorporated within the report as a defined amount per ward.

	Balance b/f £	2010/11 Allocation £	Total 2010/11 Budget £	2010/11 Commitments £	Balance Available £
Ainsdale	5,952.58	9,219.50	15,172.08	2,846.25	12,325.83
Birkdale	11,878.73	9,219.50	20,908.23	1,356.25	19,551.98
Cambridge	1,318.83	9,219.50	10,728.33	2,126.25	8,602.08
Dukes	11,225.28	9,219.50	20,444.78	766.25	19,678.53
Kew	1,931.29	9,219.50	11,150.79	1,746.25	9,404.54
Meols	4,577.25	9,219.50	13,796.75	3,080.25	10,716.50
Norwood	17,609.84	9,219.50	26,829.34	2,261.25	24,568.09
Town-wide provision	2,312.50	7,662.50	9,975.00	-5,113.75	15,088.75
Total	56,806.30	72,199.00	129,005.30	9,069.00	119,936.30

For information only – Allocations made during 2010/11

Ainsdale Ward

	2010/11 Commitments	Date Approved	Cost £
1	Information plaque at Ainsdale Beach Roundabout	25 May 2010	980.00
2	Provision of garden at Shoreside School	25 May 2010	500.00
3	Support for legal proceedings at Ainsdale Show	25 May 2010	350.00
4	Southport Veterans Day Parade	16 June 2010	250.00
5	10% from 2010/11 Ward Allocation towards Southport Town Wide budget	28 July 2010	766.25
			2,846.25

Birkdale Ward

	2010/11 Commitments	Date Approved	Cost £
1	Contribution to 2 benches in Bedford Park	24 May 2010	500.00
2	10% from 2010/11 Ward Allocation towards Southport Town Wide budget	28 July 2010	766.25

Agenda Item 11

3	Street Nameplate – Warwick Close	10 June 2010	90.00
			1,356.25

Cambridge Ward

	2010/11 Commitments	Date Approved	Cost £
1	Provision of plastic bin by bus shelter on Emmanuel Road	18 May 2010	210.00
2	Highways signage improvements in Ward	16 June 2010	1,000.00
3	North Meols Civic Society Project for the ongoing renovation of the Fog Bell	28 July 2010	150.00
4	10% from 2010/11 Ward Allocation towards Southport Town Wide budget	28 July 2010	766.25
			2,126.25

Dukes Ward

	2010/11 Commitments	Date Approved	Cost £
1	10% from 2010/11 Ward Allocation towards Southport Town Wide budget	28 July 2010	766.25
			766.25

Kew Ward

	2010/11 Commitments	Date Approved	Cost £
1	Robust litterbin – cycle track on Portland St playing fields	16 June 2010	380.00
2	2 'No Ball Games' signs – 49 Janes Brook Road & 28 Loxley Road	16 June 2010	220.00
3	Metal litterbin at end of Colchester Road on footpath leading to Handsworth Walk	28 July 2010	380.00
4	10% from 2010/11 Ward Allocation towards Southport Town Wide budget	28 July 2010	766.25
			1,746.25

Meols Ward

	2010/11 Commitments	Date Approved	Cost £
1	Churchtown Primary School project	16 June 2010	614.00
2	Highway signage improvements	16 June 2010	1,000.00
3	Hanging Baskets along Botanic Road	28 July 2010	500.00
4	Churchtown Primary School Project with the residents of Sunny Road	28 July 2010	200.00
5	10% from 2010/11 Ward Allocation towards Southport Town Wide budget	28 July 2010	766.25

Agenda Item 11

3,080.25

Norwood Ward

	2010/11 Commitments	Date Approved	Cost £
1	Hanging baskets on Bispham Road	5 May 2010	995.00
2	Transport for Elvardo Morris Dancers	21 May 2010	300.00
3	Funding for a fun day for young people in the High Park area on 19 th August	28 July 2010	200.00
4	10% from 2010/11 Ward Allocation towards Southport Town Wide budget	28 July 2010	766.25
			2,261.25

Town Wide

	2010/11 Commitments	Date Approved	Cost £
1	Southport Veterans Parade	16 June 2010	250.00
2	CREDIT - 10% from each of the 7 2010/11 Ward Allocations towards Southport Town Wide budget	28 July 2010	-5363.75
			-5,113.75

Recommendation(s)

That the Area Committee:

- (i) note the Ward budgets & Town Wide budget for 2010/11
- (ii) note the items agreed in 2010/11

This page is intentionally left blank

Ms A. Owen

Date: 7 July 2010
Our Ref: TSU/TM/0004
Your Ref:

Please contact: Steve Johnston
Contact Number: 0151 934 4258
Fax No: 0151 934 4532
e-mail

Dear Ms Owen,

RE: Question for Southport Area Committee Open Forum

I refer to your question regarding cyclist push buttons being fitted to traffic signals.

Advanced Stop Lines at traffic signals have been in use, both locally and nationally, for many years, and as you point out, provide a waiting area for cyclists, primarily turning right. The layout of these facilities are controlled by the Department for Transport (DfT), and all lines and signs must comply with DfT regulations.

I acknowledge that the Netherlands have a system where cyclists have their own push button to activate a cyclist phase which gives them a 'head start' before any of the vehicle phases come in. This is, however, a totally separate phase, and doesn't run at the same time as the pedestrian phase.

Unfortunately, there would be a number of problems in introducing such a system in Great Britain:-

- Approval would need to be sought from DfT to change the Traffic Signal regulations.
- Your suggestion of running the cyclist phase at the same time as the pedestrian phase would create a conflict situation where neither cyclist nor pedestrian would know who had priority. This could result in casualties, and as a result, separate cyclist phases would have to be built into the signal stage.
- Additional, bespoke cyclist push buttons and signals would need to be installed.
- Reconfigured signal controllers would have to be installed to accommodate the cyclist phase.
- On the majority of junctions in Southport, the signals are operating at near full capacity, and the addition of a separate cyclist phase would remove time allocated to general traffic, causing congestion and queues.



Agenda Item 14

As a consequence, due to legal reasons, additional cost for equipment and installation, and possible congestion, I am unable to take this suggestion any further.

May I take this opportunity to thank you for your interest in this matter.

Yours sincerely

Mr. D. Marrin
Traffic Services Manager

Agenda Item 14 Leisure and Tourism Department

2nd Floor Magdalen House
30 Trinity Road
Bootle
Liverpool
L20 3NJ

Ms D Pennington

Date: 27th July 2010
Our Ref: PE/ LB
Your Ref:

Please Contact: Phil Esseen
Contact Number: 0151 934 2392
Fax No: 0151 934 2370
e-mail: phil.esseen@leisure.sefton.gov.uk

Dear Ms Pennington

Re: Fencing at Meols Cop Park, Southport

Thank you for your letter to Southport Area Committee dated 10th July 2010, which I have been asked to respond to.

The fencing which was replaced around 4 years ago was funded from a variety of sources. Unfortunately, there is no further funding available from Leisure Services revenue budgets, and there are no Capital budget allocations for this site to progress the remaining stretch of fencing. Given the current financial situation, I am afraid this is likely to be the case for the foreseeable future.

The cost for the replacement of the remaining concrete fencing is estimated at around £30,000.

I do appreciate that the remaining fencing is unattractive, and deteriorating in condition. In areas where gaps have appeared, these have been filled with wire mesh panels. The Council will continue to monitor the fencing to ensure it does not pose a risk to Health and Safety.

Yours sincerely



Phil Esseen
Head of Landscape and Development

Cc: Southport Area Committee (Clerk)



Minicom: 0151 934 4657

Leisure and Tourism Department is part of the
Social Services Directorate

Page 109



This page is intentionally left blank

Town Hall
Lord Street
Southport
PR8 1DA

Mr. Mike Swift

Date: 29 July 2010
Our Ref: PGF/DW/CS45
Your Ref:

Please contact: Paul Fraser
Contact Number: 0151 934 2068
Fax No: 0151 934 2034
e-mail: paul.fraser@legal.sefton.gov.uk

Dear Mr. Swift,

SOUTHPORT PIER 150 YEAR ANNIVERSARY

I am writing in connection with the question you raised at the Southport Area Committee yesterday concerning Southport Pier; and in particular seeking the endorsement of the Area Committee to add its congratulations at this historic moment to the restoration project, champion continued public use of Southport Pier, endorse the skill of Sefton MBC officers present and past, recognise the contemporary business skills enabling the entrepreneurial vision to continue and welcome the significant inward investment to Southport from a cocktail of funding sources.

As you will be aware, the Area Committee was more than happy to echo the sentiments that you raised in your question; and I have been asked to write to you on behalf of the Committee, to convey formally its best wishes for the 150 Anniversary event and for all the work undertaken by the Trust.

I hope this information is of help to you.

Yours sincerely,

Paul Fraser
Senior Committee Administrator



This page is intentionally left blank

Agenda Item 14

METROPOLITAN BOROUGH OF SEFTON

MEMORANDUM FROM

Steve Honess – Area Co-ordinator – Southport - Neighbourhoods

TO SEE DISTRIBUTION LIST BELOW

Your Ref.

Our Ref. SDH/SAC/Sept '10 (Ext. 3455)

Date 11 August 2010

SOUTHPORT AREA COMMITTEE – WEDNESDAY 1 SEPTEMBER 2010

Detailed below is a table indicating the action(s) required to be taken by various officers and I would be most grateful if you could implement the decision(s) of the Committee accordingly.

If you consider that the action does not fall within your purview, please contact me as soon as possible in order that the appropriate Officer can be alerted.

If you are requested to provide a written response to a Councillor or local resident, could you please supply both myself and Paul Fraser with a copy in order that it can be reported to the members.

Finally, the next meeting will take place at **6.30 pm on Wednesday 1 September 2010** at Southport Town Hall. Reports for inclusion on the Agenda for the above meeting should be e-mailed to Paul Fraser no later than **12.00 noon on Thursday 19 August 2010**.

Thank you for your assistance in this matter.

Officer	Minute No.	Details/Action Required
Steve Honess	38 (2)	Co-ordinate a report, to be presented at a future meeting, regarding the Orange Parade, detailing police costs, cleansing costs and the views of the chamber of commerce/business organisations on it's impact.
Dave Marrin	39 (c)–(f)	Bring comments referred to in (c) to (f) to the attention of the Cabinet member – Technical Services as part of his consideration of the Southport Cycle Town – East West Link.
Dave Marrin	39 (g)	Respond in writing to Mr Kissack regarding his comments about speed tables / humps in connection with the Portland Street Scheme.
Bill Millburn	39 (i)	Submit a joint report to a future meeting on the points raised by Mr Naylor re pollution issues on Southport beach.
Dave Marrin	40 (i)&(ii)	Arrange a site meeting with Ward Councillors, local residents etc re issues in Hawkshead Street and York Road (see minutes for full details).

Agenda Item 14

Officer	Minute No.	Details / Action Required
Jill Coule Peter Cowley	48 (2)	Submit a report on the proposed closure of Southport Magistrates' Court to the meeting to be held on 1 September 2010.

Steve Honess

Area Co-ordinator – Southport – Neighbourhoods Division

Distribution for Action

Steve Honess
Dave Marrin
Bill Milburn
Jill Coule
Peter Cowley

Distribution for Information only

Alan Lunt
Peter Morgan
Charlie Barker
Mike Fogg
Graham Taylor
John Farrell
Jim Black
Mike McSorley

Jean Massam
Robina Critchley
Colin Pettigrew
Peter Moore
Stuart Waldron
Steph Prewett
Paul Fraser

Environmental & Technical Services Department

1st Floor, Magdalen House
30 Trinity Road
Bootle
Merseyside L20 3NJ

Southport Beach Protection Group
Bryan Naylor

Date: 11 August 2010
Our Ref:
Your Ref:

Please contact: Dave Poley
Contact Number: 0151 934 4037
Fax No: 0151 934 4267
e-mail: epd@sefton.gov.uk

Dear Mr Naylor,

Pollution Concerns – Mud On Beach

I refer to your question at Southport Area Committee on 28th July 2010, and to the information supplied by Mr Forster, in which you raise concerns about mud affecting Birkdale beach and the fact that this problem may be being caused by pollution from the activities of the oil rigs situated off the coast.

The Environment Agency is responsible for pollution control of the sea and I have therefore passed your letter to them and requested a response to me on the matters you raise.

I will contact you again when a response has been received.

Yours sincerely,



Bill Milburn
Strategic Director - Communities



Minicom: 0151 934 4657

Environn
The Environmenta

Peter Moore
Services Director
Department is part of the
Communities Directorate

Page 109



This page is intentionally left blank