

MEETING: CABINET MEMBER - COMMUNITIES  
DATE: Wednesday 3 November 2010  
TIME: 9.30 am  
VENUE: Town Hall, Bootle (This meeting will also be Video Conferenced at the Town Hall Southport)

DECISION MAKER: Councillor P. Dowd  
SUBSTITUTE: Councillor Moncur

SPOKESPERSONS: Councillor Doran Councillor C Maaney

SUBSTITUTES: Councillor Cuthbertson Councillor Hands

COMMITTEE OFFICER: Lyndzay Roberts Committee Clerk  
Telephone: 0151 934 2033  
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The Cabinet is responsible for making what are known as Key Decisions, which will be notified on the Forward Plan. Items marked with an \* on the agenda involve Key Decisions

A key decision, as defined in the Council's Constitution, is: -

- any Executive decision that is not in the Annual Revenue Budget and Capital Programme approved by the Council and which requires a gross budget expenditure, saving or virement of more than £100,000 or more than 2% of a Departmental budget, whichever is the greater
- any Executive decision where the outcome will have a significant impact on a significant number of people living or working in two or more Wards

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

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# A G E N D A

Items marked with an \* involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	<b>Apologies for Absence</b>		
2.	<b>Declarations of Interest</b> 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.	<b>Minutes</b>  Minutes of the meeting held on 8 September 2010.		(Pages 5 - 10)
4.	<b>Equality Act 2010</b>  Report of the Assistant Chief Executive	All Wards;	(Pages 11 - 16)
5.	<b>Revenue Expenditure and Performance - 2009/10 Portfolio Final Accounts</b>  Report of the Chief Executive and Interim Head of Corporate Finance and ICT Strategy.	All Wards;	(Pages 17- 26)
6.	<b>Development of Area Partnerships</b>  Report of the Neighbourhoods and Investment Programmes Director	All Wards;	(Pages 27 - 34)
7.	<b>Safe and Secure Town Centre at Night Audit -Crosby Village</b>  Report of the Environmental and Technical Services Director	Blundellsands; Manor; Victoria;	(Pages 35 - 76)
8.	<b>Safe and Secure Town Centre at Night Audit - South Road, Waterloo</b>  Report of the Environmental and Technical Services Director	Church;	(Pages 77 - 118)

**9. Minutes of Area Committee Meetings**

- |          |   |                   |
|----------|---|-------------------|
| <b>A</b> | <b>St. Oswald and Netherton and Orrell Area Committee - 26 August 2010</b>    | (Pages 119 - 126) |
| <b>B</b> | <b>Southport Area Committee - 1 September 2010</b>                            | (Pages 127 - 142) |
| <b>C</b> | <b>Crosby Area Committee - 8 September 2010</b>                               | (Pages 143 - 150) |
| <b>D</b> | <b>Sefton East Parishes Area Committee - 9 September 2010</b>                 | (Pages 151 - 156) |
| <b>E</b> | <b>Formby Area Committee - 30 September 2010</b>                              | (Pages 157 - 168) |
| <b>F</b> | <b>St. Oswald and Netherton and Orrell Area Committee - 30 September 2010</b> | (Pages 169 - 172) |
| <b>G</b> | <b>Southport Area Committee - 6 October 2010</b>                              | (Pages 173 - 192) |
| <b>H</b> | <b>Litherland and Ford Area Committee - 6 October 2010</b>                    | (Pages 193 - 198) |

**10. Exclusion of Press and Public**

To consider passing the following resolution:

That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item(s) of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 1 & 3 of Part 1 of Schedule 12A to the Act. The Public Interest Test has been applied and favours exclusion of the information from the Press and Public.

- |              |  |            |                   |
|--------------|--|------------|-------------------|
| <b>* 11.</b> | <b>Sefton Equalities Partnership - Revised Service Specification and Agreement</b> | All Wards; | (Pages 199 – 222) |
|              | Report of the Assistant Chief Executive  |            |                   |

**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON TUESDAY 21 SEPTEMBER 2010.**

## **CABINET MEMBER - COMMUNITIES**

### **MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 8 SEPTEMBER 2010**

PRESENT: Councillor P.Dowd

ALSO PRESENT: Councillors Doran and C Mainey

#### **6. APOLOGIES FOR ABSENCE**

No apologies for absence were received.

#### **7. DECLARATIONS OF INTEREST**

The following declarations of interest were received:

Member	Item	Interest	Action
Councillor C.Mainey	Minute No.10 Neighbourhoods and Investment Programmes Department – Service Plan 2010 - 2011	Personal – Member of Business Village Partnership	Stayed in the room but took no part in the consideration of the item
Councillor C.Mainey	Minute No. 13 Best Bar None	Personal – Member of Maghull Town Council who own Maghull Town Hall who run a bar and function suite	Stayed in the room but took no part in the consideration of the item

#### **8. MINUTES**

RESOLVED:

That the Minutes of the meeting held on 26 May 2010 be confirmed as a correct record.

# Agenda Item 3

CABINET MEMBER - COMMUNITIES- WEDNESDAY 8 SEPTEMBER 2010

## **9. NEIGHBOURHOODS AND INVESTMENT PROGRAMMES DEPARTMENT - SERVICE PLAN 2010-2011**

Further to Minute No. 39 of the meeting of the Cabinet Member – Regeneration held on 1 September 2010, the Cabinet Member considered the report of the Neighbourhoods and Investment Programmes Director seeking approval of the Neighbourhoods and Investment Programmes Departmental Service Plan 2010-2011.

Members requested an update on the current position in relation to targets set within the Service Plan, In response the Director of Equalities indicated that an update report would be provided to the Cabinet Member – Communities at his meeting in September 2010.

RESOLVED:

That the Neighbourhoods and Investment Programmes Departmental Service Plan for 2010-11 be approved.

## **10. CHIEF EXECUTIVE'S DEPARTMENTAL SERVICE PLAN 2010-11**

Further to Minute No. 15 of the meeting of the Cabinet Member – Performance and Governance held on 4 August 2010, the Cabinet Member considered the report of the Chief Executive informing of her Departmental Service Plan for 2010 to 2011 and setting out the Annual Action Plans for this period as indicated in the Service Delivery Plan attached as an Annex to the report.

Members raised concerns regarding the measurement of community involvement by number of petitions received and requested that quality of community engagement could be measured by the number of community based meetings attended by Members.

RESOLVED: That

- (1) the progress made on 2009/10 actions be noted; and
- (2) Subject to the comments made by Members regarding the development of more appropriate measurement for e-petitions, the intended action plans for 2010/2011 which are already underway be approved.

CABINET MEMBER - COMMUNITIES- WEDNESDAY 8 SEPTEMBER  
2010

**11. SAFER STRONGER COMMUNITIES DEPARTMENTAL SERVICE  
PLAN 2010 - 11 ( SOCIAL CARE AND WELLBEING  
DIRECTORATE)**

The Cabinet Member considered the report of the Head of Safer and Stronger Communities seeking approval of Safer and Stronger Communities Departmental Service Plan 2010-2011.

RESOLVED:

That the Safer and Stronger Communities Departmental Service Plan for 2010-11 be approved.

**12. BEST BAR NONE**

Further to Minute No. 31 of the meeting of the Cabinet Member - Environmental held on 4 August 2010, the Committee considered the report of the Environmental and Technical Services Director seeking endorsement of the continuation of the Best Bar None Scheme which was a strategic intervention to promote the four licensing objectives; prevention of crime and disorder, prevention of public nuisance, public safety and the protection of children from harm,

The report indicated that the Sefton Safer and Stronger Communities Partnership had been assigned the responsibility for the delivery of National Indicator 21 (NI21) - "Dealing with local concerns about ASB and Crime by the Local Council and Police", that a key factor in satisfying NI21 was having baseline data which could inform intelligence led interventions and serve as a benchmark for assessing progress; and that Best Bar None - a national award scheme which recognised and rewarded well managed licensed premises, developed by the Manchester City Centre Safe as part of its remit to address alcohol related crime had been adopted by Sefton amongst other local authorities to help promote the four licensing objectives and achieve the aims set out in NI21.

RESOLVED:

That the continued promotion of the Best Bar None Scheme be approved.

# Agenda Item 3

CABINET MEMBER - COMMUNITIES- WEDNESDAY 8 SEPTEMBER 2010

## **13. REGULARISING OF FLAG FLYING ACROSS THE BOROUGH**

Further to Minute No. 129 of the Cabinet Member - Corporate Services meeting held on 28 April 2010, the Cabinet Member considered the report of the Assistant Chief Executive informing of the current arrangements for the flying of flags on Town Halls in the Borough and the proposed arrangements for regularising these arrangements in order to provide consistency.

RESOLVED:

That the report regarding the regularising of flag flying across the Borough be noted.

## **14. IDAHO FLAG - INTERNATIONAL DAY AGAINST HOMOPHOBIA**

Further to Minute No. 129 of the Cabinet Member – Corporate Services meeting held on 28 April 2010, the Cabinet Member considered the report of the Head of Civic and Mayoral Services informing of the report which was submitted to the CM – Corporate Services on 28 April 2010 which approved the regulation of flag flying on Town Halls in Borough; and seeking approval to enable the IDAHO (International Day Against Homophobia) flag to be flown on a regular basis.

RESOLVED: That

- (1) the request to enable the IDAHO (International Day Against Homophobia) flag to be flown on a yearly basis be approved; and
- (2) the Head of Civic and Mayoral Services be requested to send the relevant form to the nominated contact of EMBRACE for submission and approval as per the application process.

## **15. MINUTES OF AREA COMMITTEE MEETINGS**

The Cabinet Member considered the Minutes of the below Area Committees:-

St.Oswald and Netherton and Orrell held on 27 May 2010  
St.Oswald and Netherton and Orrell held on 1 July 2010  
Litherland and Ford held on 7 July 2010  
Crosby held on 7 July 2010  
Linacre and Derby held on 12 July 2010  
Sefton East Parishes held 15 July 2010  
Formby held on 15 July 2010  
Southport held on 28 July, 2010

RESOLVED:

That the Minutes of the above Area Committees be noted.



## **16. PETITION - ANTI-SOCIAL BEHAVIOUR**

The Cabinet Member considered the report of the Neighbourhoods and Investment Programmes Director advising of the receipt of a petition signed by 30 residents of Hawthorne Road/Bedford Road, Bootle, calling on the Council and Local Police Authority to clear up issues connected with problem families creating high levels of anti-social behaviour and also the length of time taken by Police Officers attending emergency calls.

The report indicated that this issue had been previously raised at the Linacre and Derby Area Committee meeting held on the 12 July 2010 during the Open Forum and it was agreed that the petition be submitted to the Cabinet Member – Communities for further consideration.

### **RESOLVED:**

That the petition be noted.

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# Agenda Item 4

**REPORT TO:** Cabinet member Communities  
**DATE:** 3<sup>rd</sup> November 2010  
**SUBJECT:** Equality Act 2010  
**WARDS AFFECTED:** ALL  
**REPORT OF:** Samantha Tunney; Assistant Chief Executive  
**CONTACT OFFICER:** Sue Holden 934 4722  
Barrie Stanhope 928 2233 ext 307  
**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To brief Cabinet Member Communities on the changes in duties imposed on the council by the new Equality Act 2010 which came into force on the 1<sup>st</sup> October 2010.

**REASON WHY DECISION REQUIRED:**

The council is required to meet it's legal obligations laid out in the Equality Act 2010

**RECOMMENDATION(S):**

1. Cabinet Member Communities is requested to note the content of the report.
2. Cabinet member to agree for briefings to take place with other Cabinet Members

**KEY DECISION:** NO  
**FORWARD PLAN:** NO  
**IMPLEMENTATION DATE:** 1<sup>st</sup> October 2010

# Agenda Item 4

**ALTERNATIVE OPTIONS:**

None the Council is required to meet it's legal obligations as laid out in the Equality Act 2010

**IMPLICATIONS:** None

**Budget/Policy Framework:** None

**Financial:**

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
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?				

**Legal:** The council is required to meet it's legal obligations as laid out in the Equality Act 2010

**Risk Assessment:** None

**Asset Management:** None

**CONSULTATION UNDERTAKEN/VIEWS**

**Legal Services have been consulted**

# Agenda Item 4

## 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	√		

<b>LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT</b> Equality Act 2010
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# Agenda Item 4

## **EQUALITY ACT 2010 – Summary Briefing on the legislation**

### **1. Principles of the Act**

The Equality Act received royal assent in April 2010.

While this is partly a consolidating piece of legislation which integrates more than thirty years of equalities and anti-discrimination laws, the new Act also

- extends the scope of equalities into new areas
- sets out three new public sector duties to positively promote equality
- clarifies positive action policy
- requires a gender pay audit from Council's

### **2. Extending the scope of equalities: Protected Characteristics**

Under existing legislation (such as Race Relations Amendment Act (2000), Disability Discrimination Act (2005), Equality Act 2006 etc) protection from discrimination has been defined under six 'strands' of equality. These are age, disability, gender, race, religion/belief and sexual orientation. The new Act defines discrimination in terms of nine "protected characteristics" which have added three new areas

- gender reassignment
- marriage and civil partnership
- pregnancy and maternity

No-one should be disadvantaged or discriminated on any of these grounds as an employee or service user.

### **3. Public sector Equality Duty**

Existing legislation has required organizations to positively promote equality in the areas of race, gender and disability. The Equality Act simply extends this principle (defined as the new public sector equality duty) to include each of the nine protected characteristics. All public bodies will need to be positive and proactive in tackling discrimination for these protected characteristics.

### **4. Public sector Socio-economic Duty**

The Act creates a new public sector duty on public authorities, when making decisions of a strategic nature to "*have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage.*" We understand that it is unlikely that this duty will be enacted through guidance.

## 5. Age Discrimination

The provisions to tackle age discrimination in the provision of public services are all contained in the Equality Act. In summary the Act requires the Council to positively promote age equality (the third new public duty) and (from 2012) to eliminate age discrimination in services and in the exercise of public functions. The timetable for implementation is set out below.

<b>October 2010</b> Consolidation of existing equalities legislation covering race, disability, gender, sexual orientation, faith and belief
<b>April 2011</b> Implementation of new public sector duty to promote age equality
<b>2012</b> Implementation of the ban on age discrimination in the provision of services and public functions

## 6. Equality Impact Assessing and making safe Financial Decisions

With major reductions in public spending the Council will be required to make difficult financial decisions. It is important that members of the Council make such decisions as fair as possible. It is important to note the Equality Act 2010 does not prevent the Council from making difficult decisions such as reorganisations and relocations, redundancies, and service reductions nor do they stop the Council from making decisions which may affect one group more than another. What the equality duties do is enable you the council to demonstrate that financial decisions are being made in a fair, transparent and accountable way, considering the needs and the rights of different members of your community. This is achieved through assessing the impact that changes to policies, procedures and practices could have on different equality groups. The Equality and Human Rights Commission have produced a guide for decision makers in local government to ensure that safe financial decisions taken.

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# Agenda Item 5

**REPORT TO:** Cabinet Member – Communities  
Overview and Scrutiny Committee  
(Performance and Corporate Services)

**DATE:** 3 November 2010  
9 November 2010

**SUBJECT:** **Revenue Expenditure and Performance –  
2009/10 Portfolio Final Accounts**

**WARDS AFFECTED:** All

**REPORT OF:** Chief Executive – Margaret Carney  
Interim Head of Corporate Finance and ICT  
Strategy – John Farrell

**CONTACT OFFICER:** Amanda Langan – 0151 934 2171  
Sue Holden – 0151 928 2233 ext 313  
Steph Prewett – 0151 924 3485  
Helen Wilson – 0151 934 4047  
Kevin McBlain – 0151 934 4049

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To notify the Cabinet Member of the final 2009/10 outturn position for the Communities Portfolio.

**REASON WHY DECISION REQUIRED:**

To allow the Cabinet Member to consider whether there are any issues arising from the 2009/10 accounts for the Portfolio which should be referred to the Overview and Scrutiny Committee (Performance and Corporate Services).

**RECOMMENDATIONS:**

The Cabinet Member is asked to:

- a) Note the Portfolio's revenue expenditure outturn for 2009/10;
- b) Note the Portfolio's actual performance indicators and data for 2009/10; and
- c) Consider whether any issues should be referred to the Overview and Scrutiny Committee (Performance and Corporate Services) for consideration.

**KEY DECISION:** No

**FORWARD PLAN:** Not appropriate

**IMPLEMENTATION DATE:** Following the expiry of the "call-in" period for the Minutes of the meeting

# Agenda Item 5

**ALTERNATIVE OPTIONS:**

None

**IMPLICATIONS:**

**Budget/Policy Framework:**

**Financial:**

This report identifies a revenue budget under spend of £0.345m for 2009/10 for this Portfolio which has contributed to general balances of the Council.

	2010/11 £	2011/12 £	2012/13 £	2013/14 £
<b>CAPITAL EXPENDITURE</b>				
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b>REVENUE IMPLICATIONS</b>				
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?				

**Legal:** Not appropriate

**Risk Assessment:** Not appropriate

**Asset Management:** Not appropriate

**CONSULTATION UNDERTAKEN/VIEWS**

FD 497 - The Interim Head of Corporate Finance and ICT Strategy has been consulted and his comments have been incorporated into this 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		√	

**LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT**

None

# Agenda Item 5

## Revenue Expenditure and Performance – 2009/10 Portfolio Final Accounts

### 1 Introduction

- 1.1 The Audit and Governance Committee considered the Council's full Statement of Accounts on 30 June 2010. This report outlines the 2009/10 revenue and capital outturn for the Communities Portfolio and identifies the major variations. The report also contains details of the Portfolio's operational performance in 2009/10 against its relevant indicators, together with appropriate comments, highlighting any that have ongoing implications for later years.
- 1.2 A separate report will be presented to the Overview and Scrutiny Committee to allow an independent review of all Portfolios' outturn positions.

### 2 Revenue Expenditure 2009/10

- 2.1 The closure of the 2009/10 Revenue Accounts has now been completed; however the detail is still subject to examination by the auditors Pricewaterhouse Coopers. The outturn for the Council indicates that General Fund Balances will increase (when compared to the budgeted position) to £3.661m, owing to an overall net underspending of £0.021m.
- 2.2 The final outturn position for this portfolio, when compared to the 2009/10 Revenue budget, indicates a net underspend of £0.345m.
- 2.3 Annex A summarises the divisions of service provided by this Portfolio, and compares the 2009/10 estimates with provisional outturn figures. The main variations within the net underspend are analysed below:

	£m	£m
<b><u>CHIEF EXECUTIVE'S DEPARTMENT</u></b>		
<b><u>Main Budget Variations</u></b>		
a) Delayed staffing costs in respect of De centralised Area Management	- 0.359	
b) Other Net Budget Variations	0.014	
<b>Net budget variation</b>	<u>          </u>	<b>-0.345</b>
<b>Net Underspend for the Portfolio</b>		<u><u><b>-0.345</b></u></u>

**2.4 The Assistant Director Neighbourhoods comments below on the main item of underspend shown as a) above:**

- a) The main underspend above (£-0.359m) has arisen as a result of an agreed in-year saving from delaying the implementation of the staffing for de-centralised Area Management.

**3 Performance in 2009/10**

3.1 Performance indicators for this portfolio are shown in Annex B.

3.2 The Chief Executive's comments on these performance indicators are included with the information within Annex B.

**4 Recommendations**

4.1 The Cabinet Member is asked to:

- a) Note the Portfolio's revenue expenditure outturn for 2009/10;
- b) Note the Portfolio's performance indicators and data for 2009/10; and
- c) Consider whether any issues should be referred to the Overview and Scrutiny Committee (Performance and Corporate Services) for consideration.

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## ANNEX A

<u>DETAILS</u>	<u>ACTUAL 2008/9</u>	<u>ESTIMATE 2009/10</u>	<u>ACTUAL 2009/10</u>
	£	£	£
<b><u>COMMUNITIES PORTFOLIO SERVICES</u></b>			
<b><u>DEPARTMENTAL SUMMARY ANALYSIS</u></b>			
<b><u>CHIEF EXECUTIVE'S DEPARTMENT</u></b>			
Anti-Social Behaviour Unit	215,541	226,250	203,621
Community Safety Unit	1,000,170	891,750	892,983
Security Force	373,473	489,900	446,072
Canal Safety	40,264	47,900	41,320
Civil Contingencies and Emergency Planning	176,435	188,450	191,585
Area Committees	191,900	191,900	191,900
Area Committee Litter Bins Budget	12,250	12,250	12,250
Other Services	460,586	590,550	239,918
Social Inclusion Unit	441,606	478,300	478,300
Vacancy Management / Sickness Savings	0	-39,400	0
Corporate Savings	0	-35,100	0
<b>NET EXPENDITURE</b>	<b>2,912,225</b>	<b>3,042,750</b>	<b>2,697,949</b>
<b><u>EMPLOYEE SUMMARY</u></b>			
Number of Employees	<b>72.25</b>	<b>72.25</b>	<b>72.25</b>

# Agenda Item 5

## PERFORMANCE INDICATORS FOR THE COMMUNITIES PORTFOLIO SERVICES - ANNEX B

### FINAL ACCOUNTS 2009/10 - COMMUNITIES PORTFOLIO

#### Data taken from the Places Analysis Tool (PAT)







Code	Name	Polarity	2009/10 Actual/or latest values	PAT Regional Average	10% Variance	PAT National Average	10% Variance
NI 006	Participation in regular volunteering	Higher %	18.3	22.2	-13.68%	23.2	-16.44%
<p>Despite poor performance, the SSCP tracker survey shows the percentages of people surveyed that regularly volunteer has been steadily increasing, having started the year at 13.5%. However, it should also be noted that the proxy measure, "Percentage of people that have given at least 2hrs per week voluntary help in the last 12 months", used to monitor this indicator differs slightly from the rationale set out in the N.I. Handbook Of Definitions. Which defines volunteering as "at least once a month in the 12 months before interview".</p>							
NI 015	Serious violent crime rate - PSA 23	Lower Number	0.7	1.0	-30.00%	0.9	-22.22%
NI 016	Serious acquisitive crime rate - PSA 23	Lower Number	3,215.00	na	na	na	na
<p>Iquanta performance report shows that compared to its Most Similar Group, Sefton has performed well and has a serious violent crime rate that is 0.22 lower, per 1,000 population, than the average for its group. Comparison across other Merseyside policing areas shows Liverpool North, Liverpool South and Knowsley had higher crime rates. Sefton's end of year performance within its MSG at the end of the 2009/10 financial year shows it currently lies 7<sup>th</sup> of 15 areas; this is the same position as for the previous financial year (2008/09). However the year on year crime rate for Sefton has increased by 0.43 offences per 1,000 from 11.289 in 2008/09 to its current level of 11.719 for 2009/10. Domestic burglary offences have had a significant influence in the rise in the rate of serious acquisitive crime offences, having risen from 9.767 in 2008/09 to 11.529 in 2009/10. Merseyside Police Spotlight data also shows Sefton performed poorly against target for 2009/10, achieving an end of year return 4% above target. A serious acquisitive crime governance group has now been introduced to tackle the issues, and the Analysis &amp; Intelligence Management (AIM) team within Safer Communities produce monthly toolkits to assist in the intelligence led response to burglary offences and also theft from motor vehicle offences.</p>							
NI 017	Perceptions of anti-social behaviour	Lower %	22.6	22.9	-1.31%	20.0	13.00%
<p>Place Survey results show that Sefton has out performed all other Merseyside authorities with the exception of Wirral by a considerable amount, and the average of those authorities in its Most Similar Group by 0.6%. In comparison to the North West, Sefton performed slightly better; however, Sefton slightly under performed compared to the national level. Despite good performance against other Merseyside authorities, the SSCP tracker survey shows the percentage of people surveyed that feel ASB is a very big/fairly big problem has remained static. However, from a baseline figure in January 2007 of 28%, perceptions have improved by 10 percentage points. In addition to this, Mott MacDonald have carried out quarterly analysis specifically relating to perceptions of ASB, and results of this survey show the percentage of respondents that currently feel ASB is a very big/fairly big problem is 3.5% having started from a 2007 baseline of 5.41%.</p>							
NI 020a	Assault with injury crime rate PSA 25 (Numbers)	Lower Number	1,019.00	na	na	na	na

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NI 020b	Assault with injury crime rate PSA 25 (Ratio)	Lower	Number	3.58	na	na	na	na
<p><b>Iquanta performance report shows that Sefton has out performed all other areas within its Most Similar Group, and has a serious violent crime rate that is almost half of the average for the MSG. Comparison across other Merseyside policing areas shows Liverpool North, Liverpool South and Knowsley had higher crime rates.</b></p> <p><b>Sefton has performed consistently well against this indicator, having been ranked 1<sup>st</sup> in its Most Similar Group in both 2008/09 and 2009/10. However despite already excellent performance in 2008/09, Sefton has managed to reduce the rate of offending by 0.565 offences per 1,000 population in 2009/10. Merseyside Police Spotlight data shows that Sefton's performance against target for 2009/10 was also excellent, achieving an end of year total 9% below target. Spotlight also shows a downward trend continued throughout the year.</b></p>								
NI 021	Dealing with local concerns about anti-social behaviour and crime by the local council and police	Higher	%	29.4	25.7 😊	14.40%	26.3 😊	11.79%
NI 027	Understanding of local concerns about anti-social behaviour and crime by the local council and police	Higher	%	27.6	25.6 😊	7.81%	24.8 😊	11.28%
NI 028	Serious knife crime rate per thousand HO DSO	Lower	Number	98.00	na	na	na	na
<p><b>Across Merseyside Sefton had the second lowest rate of offences. Merseyside Police Spotlight data shows that Sefton missed its target for 2009/10 by 3.3%. Despite narrowly missing what was clearly a very challenging target, Spotlight shows a downward trend throughout the year, and a year on year reduction of 10.5% (105 to 94).</b></p>								
NI 029	Gun crime rate per thousand PSA 23	Lower	Number	17.00	na	na	na	na
<p><b>Merseyside Police Spotlight data shows that Sefton performed extremely well with recorded offences 29.2% below its target. Further evidence of excellent performance is the year on year reduction of 51.4% (35 to 17).</b></p>								
NI 030	Re-offending rate of prolific and priority offenders HO DSO	Lower	Number	55.8% reduction	na	na	na	na
<p><b>Sefton has significantly outperformed its target of a 15% reduction, culminating in an overall reduction for the year 40.8 percentage points above target. The reduction of 55.8% for 2009/10 also compares favourably against the reduction of 48% in the previous year (2008/09).</b></p>								
NI 035a	Building resilience to violent extremism - Understanding of and engagement with local communities PSA 26	Higher	Level	3.00	na	na	na	na
NI 035b	Building resilience to violent extremism - Knowledge and understanding of the drivers and causes of violent extremism and the Prevent objectives	Higher	Level	2.00	na	na	na	na



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NI 035c	Building resilience to violent extremism - Development of a risk-based preventing violent extremism action plan in support of delivery of the Prevent objectives	Higher	Level	2.00	na	na	na	na
NI 035d	Building resilience to violent extremism - Effective oversight delivery and evaluation of projects and actions	Higher	Level	2.00	na	na	na	na
<p><b>With regard to the above four indicators it should be noted that currently direction is given via New Scotland Yard, and it will only concern Sefton when there is a national event, eg Grand National, or information is received that may impact on the LA. A Sefton Resilience Action Group is to be convened which covers this indicator, but to date there have been no meetings and therefore no updates for the indicator. Merseyside Police is currently preparing CTLPs (Counter Terrorism Local Profiles) which will be distributed to LAs, and which may give assistance to addressing this NI.</b></p>								
NI 041	Perceptions of drunk or rowdy behaviour as a problem	Lower	%	33.3	31.9 	4.39%	29.0 	14.83%
<p><b>Place Survey results show that Sefton has performed poorly against this indicator, with only one other Merseyside authority having a higher percentage of respondents that felt it was a problem. Sefton also failed to compare favourably with the average for all authorities in its Most Similar Group (MSG). Sefton also performed below both the North West average by 1.4 percentage points, and the national average by 4.3%. However, the proxy measure used to monitor performance and progress through the SSCP Tracker survey has far better performance against this indicator, with an end of year percentage of respondents feeling drunk and rowdy people is a problem of just 18.1%, improving by 1.1 percentage points on the beginning of the year.</b></p>								
NI 042	Perceptions of drug use or drug dealing as a problem	Lower	%	38.7	34.8 	11.21%	30.5 	26.89%
<p><b>Place Survey results show that Sefton has performed well when compared to other Merseyside authorities, with only Wirral respondents feeling drugs issues where less of a problem. However, Sefton under performed when compared to the average for all authorities in its Most Similar Group, with 2.7% more feeling drugs were a problem in Sefton. Sefton also had higher perceptions of drugs being a problem than both the North West average of 34.8%, and the national average of 30.5%. However, the proxy measure used to monitor performance and progress through the SSCP Tracker survey shows far better performance, with an end of year percentage of respondents feeling drug selling and/or using is a problem of just 20.8%, having started the year on 20.9%. The baseline for the indicator in the SSCP Tracker / Insight Survey (May – October 2006) was 35.7%, with a stretch target of 28.7%. Excellent performance throughout the stretch period meant that the aggregate measurement (May - October 2009) Sefton achieved was 20.97%, exceeding the stretch target by 7.73 percentage points and allowing Sefton to apply for 100% of performance reward grant of £863,000.</b></p>								
NI 143	Offenders under probation supervision living in settled and suitable accommodation at the end of their order or licence	Higher	%	82.1	80.0 	2.62%	78.6 	4.45%

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NI 144	Offenders under probation supervision in employment at the end of their order or licence	Higher	%	42.7	44.3		-3.61%	46.5		-8.17%
<p><b>When compared against the regional and national average, this indicator shows a deficit; however, against the local target set of 40 the area achieved an actual performance figure of 42.7.</b></p>										
<p><b>Note: The above list of National Indicators may not include all indicators relevant to this Department, as items with 'Nil' actual values for 2009/10 have been excluded.</b></p>										

# Agenda Item 6

**REPORT TO:** Cabinet Member - Performance and Governance  
Cabinet Member – Communities

**DATE:** 3 November 2010

**SUBJECT:** Development of Area Partnerships

**WARDS** All

**AFFECTED:**

**REPORT OF:** Alan Lunt – Director of Neighbourhoods and Investment Programmes

**CONTACT OFFICER:** Steph Prewett Asst Director Neighbourhoods and Investment Programmes Ext 3485

**EXEMPT/ CONFIDENTIAL:** No

## **PURPOSE/SUMMARY:**

To inform Cabinet Member for Performance and Governance and Cabinet Member for Communities of the outcomes of consultations with elected members and key partners on how they feel Area Partnerships could develop and work.

To request the views of Cabinet Member for Performance and Governance and Cabinet Member for Communities on the proposals for Area Partnerships to inform the recommendations to Cabinet on 25 November 2010

## **REASON WHY DECISION REQUIRED:**

The Governance Review determined that most decisions should be implemented in the Municipal Year 2010/11. A previous Cabinet Member meeting on 17 February 2010 agreed that the Cabinet Member for Performance and Governance could approve any in year changes to the principles agreed in the report relating to the Governance Review – Workstreams on the Sefton Borough Partnership and Area Management, but where the development relates to area management any proposals would be approved by Cabinet.

It has also been agreed that any changes to area management needed to be reported to Cabinet Member for Communities.

As this report deals with area based governance structures, which would enable the delivery of area management, views are sought to inform Cabinet on 25 November 2010.

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**RECOMMENDATION(S):**

It is recommended that the Cabinet Member for Performance and Governance and Cabinet Member for Communities:

- (i) Consider the outcomes of the consultation with elected members and key partner organisations
- (ii) With due consideration to (i) puts forward views on whether the proposals are appropriate and feasible

**KEY DECISION:** No

**FORWARD PLAN:** No

**IMPLEMENTATION DATE:** December 2010

**ALTERNATIVE OPTIONS:**

To retain the existing Thematic Groups as the link into the Sefton Borough Partnership. This is not seen as a viable option based on the outcomes of the Governance Review.

Discussions have been held around the number of Area Partnerships developed. An alternative to the 5 proposed would be to have 3 focused around South, Central and North. This idea has not been put forward as Members in particular have felt these areas are too disparate to be incorporated in one Area Partnership.

**IMPLICATIONS:**

**Budget/Policy Framework:** No Implications.

**Financial:** There are no additional financial implications of this work

**Legal:** No implications

**Risk Assessment:** No implications

**Asset Management:** No implications

**CONSULTATION UNDERTAKEN/VIEWS**

Details of the outcomes of the consultation are contained within the report or will be reported back verbally at the meeting if they are yet to meet. Details of future meetings to also inform the development of the Area Partnerships are included for information.

Liberal Democrats Meeting 7 October 2010

Labour Meeting 8 October 2010

Conservative Meeting 18 October 2010

Southport Partnership 4 November 2010. Session planned with members to discuss what the North Area Partnership could look like

Party Leaders and Area Committee Chairs 21 October 2010 to discuss outcomes of consultation and provide views to inform recommendations to Cabinet.

One Vision Housing 1 October 2010. Discussion around what they could bring as a provider and their thoughts on the initial proposals

Neighbourhood Regeneration Thematic Group 14 May 2010 agreed in principle, 20 October further discussion to be held on what South Area Partnership would look like

Merseyside Police 8 September 2010. Discussion around what they could bring as a provider and their thoughts on the initial proposals. Meeting scheduled 22 October 2010 for further discussion.

Sefton CVS on behalf of Community Empowerment Networks 17 September. Discussion around what they could bring as a provider and their thoughts on the initial proposals

NHS Sefton September 2010. Discussion around what they could bring as a provider and their thoughts on the initial proposals

Parish Councils individually and through Sefton Ten Parishes 18 May 2010. Initial consultation on area governance arrangements. Future date to be arranged for further discussion.

## BACKGROUND PAPERS

- Governance Review: Cabinet Member Performance and Governance, 17 February 2010, Cabinet, and Council 4 March 2010.
- Proposed Area Committee Changes, Joint Meeting of Party Leaders and Area Committee Chairs 15 July 2010.

## 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	√		

## 1. BACKGROUND

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- 1.1 One of the outcomes of the review of Sefton Borough Partnership and the Governance Review so far was the corporate commitment to introducing area management in Sefton, with Area Committees being the lead and key decision makers.
- 1.2 The drivers for area management were set out in the Governance Review paper that went to Cabinet Member for Performance and Governance on 17 March 2010, which was subsequently agreed by Cabinet and Council in March 2010. This included a summary of work that had already been done informally with the Area Committees to discuss how area management could work in their areas. Key points included:
- Equal service will not tackle inequality
  - Engagement by partners is very important
  - Need for services to know and understand their areas
  - Recognition that the evidence needs to be enhanced and can be better interpreted by using local knowledge
  - Recognition that there is an overlap on issues and there are benefits to working together on joint priorities
  - Need a mechanism to be able to manage issues around disparate priorities between Area Committees
  - Recognition that partners will need to discuss how best to meet need, and have a greater understanding of what resources are being spent in areas.

However, any change in structures need to be considered in the context of the current budget constraints experienced by both the Council and other public sector organisations.

- 1.3 National policy is also indicating that area working and budgeting will become a more prominent feature in how local authorities and key partners deliver their services. Big Society, the Localism agenda and Place Based Budgeting are all key policies to be considered.
- 1.4 Following the initial discussion with Area Committees, further work has now been done to develop a model for the area based thematic groups that will have direct links to both the Sefton Borough Partnership and the Area Committees. To understand how the Area Partnership proposals could work in the different areas a wide consultation process has been taking place over the last couple of months, the results of which are outlined below.

## 2. Outcomes of Consultation to Date

Incorporating the information gathered so far from the Political Groups and key partners, the following proposals are suggested. Further consultations are ongoing and will be verbally updated at the meeting

## **2.1 Initial Key Principles for Area Governance**

- 2.11 One size doesn't fit all. Whilst having a key underpinning and overall consistency to their approach, each Area Partnership will need to develop differently to ensure they reflect the needs of their area(s).
- 2.12 Each area will need to set out how their Area Partnership can work for them and who needs to be on them.
- 2.13 Area Partnerships will not have decision making powers and could only make recommendations. However, there should be a senior level of partner representation to be able to go back into organisations and influence policies and strategy direction.
- 2.14 Area Committees are part of the Council and have their own decision making powers and would be responsible for setting local Council priorities.
- 2.15 Recognition of what can and can't be dealt with at a local level and local priorities should reflect this. However, wherever possible services should be considered at the lowest level of decision making.
- 2.16 Realism about what can be achieved in the light of budget constraints, which will result in doing more with less.
- 2.17 There needs to be an agreed protocol signed up to by all partners. The Neighbourhoods Division would be the corporate facilitator to drive this forward.

## **2.2 How many Area Partnerships have been suggested?**

- 2.21 It is proposed that there would be 5 Area Partnerships in all. In two areas there are existing partnerships that could be refocused to take on the responsibilities of an Area Partnership.
- Southport Partnership would become the North Area Partnership, subject to further discussion.
  - The Neighbourhood Regeneration Thematic (NRTG) would become the South Area Partnership, subject to further discussion.
- 2.22 In recognition of the difference in the areas covered by Central, it is proposed 3 Partnerships are developed:
- Sefton East Area Partnership
  - Crosby Area Partnership
  - Formby Area Partnership

## **2.3 What could be their roles and responsibilities?**

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- 2.31 A place where partners come together at an area level. The Sefton Borough Partnership Strategic Board model is suggested of a core group of members with other partners joining around specific themes. However, this will be based on the wishes of each area.
- 2.32 Consideration of how they may contribute towards strategic Borough priorities, but not having to sign up to Borough priorities if they aren't relevant for the area.
- 2.33 Identification of key priorities for their areas, which might be different from Borough ones.
- 2.34 collaborative partnership approach to dealing with area priorities and determining whether policies/strategies and services could be influenced to meet their priorities
- 2.35 Producing Area Plans (which will include Area Committee Plans) and listening to what the Area Committee feel about progress on them
- 2.36 Being the place where the Area Committee can escalate concerns to.

## **2.4 How are they different to Area Committees?**

- 2.41 Area Partnership membership is wider than the Council and therefore issues at an area level could be looked at as whole, rather than just by department or individual organisation.
- 2.42 Area Committees are a mechanism for listening and responding to community concerns, and are an engagement route into the Council for local people. This information will be fed into the Area Partnerships to build up the local evidence base.
- 2.43 Area Committees are the consultation point for the Council and partners about any plans they may have that affect the area.
- 2.44 Area Committees will agree Council priorities for action at an area level and will produce community plans based on these.
- 2.45 The Area Committees will be responsible for monitoring plans and services at a local level and for providing feedback on performance to the Area Partnerships.
- 2.46 Area Committees will escalate issues that can't be dealt with at a local level or the Council alone to the Area Partnerships for discussion.

## **3. Suggested Next Steps**



- 3.1 Subject to the views of Cabinet Member for Performance and Governance and Cabinet Member for Communities, the proposals will be taken to the next Cabinet meeting on 25 November 2010.
- 3.2 Following the agreement of Cabinet, the core group for each area will be engaged individually to establish the roles and responsibility of their Partnership and how they will take things forward.
- 3.3 It is also suggested that a briefing session is held for the Strategic Directors and Directors of the Council with elected members within the next couple of months to set out the details and processes of new governance arrangements.

## **4. RECOMMENDATIONS**

- 4.1 It is recommended that the Cabinet Member for Performance and Governance and Cabinet Member for Communities:
  - (i) Considers the outcomes of the consultation with elected members and key partner organisations.
  - (ii) With due consideration to (i) puts forward views on whether the proposals are appropriate and feasible

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# Agenda Item 7

**REPORT TO:** Cabinet Member – Environmental  
Cabinet Member – Communities  
Licensing & Regulatory Committee  
Cabinet Member – Communities

**DATE:** 29<sup>th</sup> September 2010  
25<sup>th</sup> October 2010  
3 November 2010

**SUBJECT:** **SAFE & SECURE TOWN CENTRE AT NIGHT AUDIT – CROSBY VILLAGE**

**WARDS AFFECTED:** All

**REPORT OF:** Peter Moore  
Environmental & Technical Services Director

**CONTACT OFFICER:** Andrew Naisbitt  
Trading Standards Section Manager  
0151 934 4014  
  
David Fenney  
Community Safety Manager  
0151 934 4466

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To inform the Cabinet Member – Environmental, Cabinet Member – Communities and Licensing & Regulatory Committee of the “Safe and Secure Town Centre at Night Audit of Crosby Village”, a strategic intervention to assess the issues involved in alcohol-related violence and disorder in town centres at night.

**REASON WHY DECISION REQUIRED:**

To advise the Cabinet Member – Environmental, Cabinet Member – Communities and Licensing & Regulatory Committee of the audit findings and to request support from the Public Health Partnership for further town centre audits.

**RECOMMENDATION(S):**

The Cabinet Member – Environmental, the Cabinet Member – Communities and Licensing & Regulatory Committee

- a) Note the contents of this report;
- b) Encourage further work towards potential improvement in the areas outlined in this report;
- c) Request the Public Health Partnership Alcohol Strategy Group and Alcohol-Related Crime Sub-Group consider the recommendations in the audit report; and
- d) Refer the report to the Crosby Area Committee for information.

**KEY DECISION:** No

**FORWARD PLAN:** N/A

**IMPLEMENTATION DATE:** Immediately following the expiry of the “call-in” period for this meeting.

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**ALTERNATIVE OPTIONS:**

Not to carry out Safe and Secure Town Centre At Night Audits

**IMPLICATIONS:****Budget/Policy Framework:**

The Safe and Secure Town Centre at Night Audit was a joint initiative commissioned by the Public Health Partnership Alcohol Related Crime Sub Group, Trading Standards Service and the Police and part funded by the Safer Stronger Communities Fund.

**It is recommended that a cost / benefit analysis of the report's recommendations should be carried out before any commitments agreed.**

**Financial:**

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2006/ 2007 £</b>	<b>2007/ 2008 £</b>	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>
Gross Increase in Capital Expenditure	Nil	Nil	Nil	Nil
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure	Nil	Nil	Nil	Nil
Funded by:				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:** N/A

**Risk Assessment:** N/A

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**

Public Health Partnership Alcohol Related Crime Sub Group

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## 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	√		

### LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Safe and Secure Town Centres at Night Toolkit – (BRE Trust)

## Background

1. The Cabinet Members and Licensing & Regulatory Committee Members will recall a previous report entitled “Safe & Secure Town Centre At Night Audit - Southport” presented in September 2009. The report advised that the Sefton Safer & Stronger Communities Partnership (SSCP) has been assigned the responsibility for the delivery of National Indicator 21 – “Dealing with local concerns about ASB and Crime by the Local Council and Police”. A key factor in satisfying NI21 is having baseline data which can inform intelligence led interventions and serve as a benchmark for assessing progress.
2. The report further advised of the “*Safe and Secure Town Centre at Night Toolkit*”, which is intended to provide stakeholders in the night-time economy with a structure for measuring the issues involved in alcohol-related violence and disorder in town centres at night, identifying priorities and taking action to deal with them. The toolkit was funded by the BRE Trust and its free use is approved. It is based on extensive research by the BRE Trust, including Crime Prevention through Environmental Design, case studies, interviews with key stakeholders and literature reviews.
3. The toolkit provides a benefit to managers of the night-time economy by supplying a framework for evaluating policies and procedures. Through implementation of the suggestions included in the toolkit it should also provide benefit to users of the night-time economy by allowing them to have a safer night out.
4. The toolkit stresses the need for joined-up thinking on a wide range of policies in the management of town centres at night involving a diverse range of representatives with responsibility for lighting, CCTV, planning, health, transport, licensing of premises, street vendors and taxis, police, street maintenance, licensing trade, youth workers etc.

## Safe and Secure Town Centre Audit of Crosby Village – December 2009

5. The audit was carried out between November and December 2009 by Sefton Council’s Trading Standards Service. The toolkit was applied with careful consideration of the suggestions. The audit reflected the context and the unique characteristics of Crosby Village and the scoring method was used to inform the reports conclusions. The Safe and Secure Town Centre at Night Audit Report of Crosby Village 2009 is appended to this report as ANNEX 1.
6. The findings of the audit will provide stakeholders in the Crosby Night Time Economy with a structure for dealing with any remaining issues connected with alcohol related violence and disorder. It will also help to prioritise such issues and take action to deal with them.

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7. The toolkit is broken down into 13 categories with three levels of importance:

- Essential (E), That immediate action is required
- Important (I), That they should be considered as soon as possible
- Desirable (D), Are a bonus if already implemented.

Each action is listed to determine whether they have been:-

- Already implemented, with evidence to support that implementation
- Considered and intending to implement
- Considered but not applicable
- Not considered

## Summary of Findings

### 8. Category 1 - Partnership Working

- a) Sefton Council's Crime Reduction and Community Safety Strategy ensures joined up partnership working through the Safer And Stronger Communities Partnership (SSCP), the Community Safety Area Partnerships (CSAP), the Alcohol Harm Reduction Strategy Group and Alcohol And Crime sub group.
- b) There is no dedicated Crosby Village Problem Solving Group at present but this is currently being considered to focus on the Night Time Economy/ Crime Reduction.
- c) It is anticipated that once the group has formed the other issues in this category will be instigated. However measures do currently exist to ensure problems are dealt with in a positive manner.
- d) The local Pubwatch scheme was discontinued but is currently being encouraged. Help and advice is also being offered to licensees.

#### Recommendations

- A dedicated town centre crime reduction group to take a holistic view of day and night time issues across Crosby Village.(E)

### 9. Category 2 - Data and Information Sharing

- a) Sefton Council's Analysis and Intelligence Management Team (AIM) researches and co-ordinates information on hotspots with CSAP to prioritise and act on issues. Data is recorded on crime and ASB issues and fed back to the relevant partners to act.



## Recommendations

- Implement a data sharing agreement between the PCT and local authority with anonymous information on data from A&E departments and the Ambulance Service. This information should be analysed, prioritised, actioned and followed up with evaluation. **(E)**
- This should be done by way of standardised forms that guarantee anonymity for staff in A&E to complete for all victims of violent crime. These would provide valuable information on location, times, weapons used, injuries sustained and involvement of alcohol. **(I)**
- Data should be provided in 'real time' to allow for policing/partnership strategies to adapt to changes in night time economy. **(I)**

## 10. Category 3 - Licensed Premises

- a) Proactive and well run premises are encouraged through the Council's Licensing Policy and Best Bar None. The police have a comprehensive licensing database to monitor licensees and licensed premises. The Force system records violent crime linked to specified licensed premises and access is only allowed to specified personnel for evidential purposes.
- b) Top ten premises with problems are identified and interventions implemented by police, fire and rescue and local authority through Operation Nightsafe. Best Bar None is promoted in the area and can be used as a standard of operation for managers of licensed premises where regular checks on the standards are carried out.
- c) There is a night net radio/paging system for pubs being implemented, to allow for a rapid response from the police to problems. However it is not yet linked to public CCTV system.
- d) Police and Local Authority Licensing Officers make routine regular contact with licensee representatives in hot spot areas. Police make overt video recordings using body cams and night-safe police vehicles. The neighbourhood officers also carry Blackberries. They take photos to use as evidence for prosecutions, reviews and prosecutions of licensed premises these also act as a deterrent. Police have instigated effective drugs management policies including the use of drugs dogs when funding has been available.
- e) Happy Hours and drinks promotions are discouraged by police on a voluntary basis.
- f) There is no drugs amnesty but drugs management is in place by way of posters and Best Bar None. Police do walk-throughs on a regular basis and a request has been made for a bid for the further use of drugs dogs.

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- g) There is effective management and control of outside smoking space.
- h) Door staff wear high visibility clothing/armbands and display SIA licenses. A log of door staff is maintained and the log is accessible to LA and Police, this is part of the licensing conditions.
- i) Pavement licensed areas are kept clean and tidy and seating areas are clearly separated. One venue uses polycarbonate drinking vessels and this will be encouraged for other premises through Best Bar None and Pubwatch.

## Recommendations

- The Night Net Radio/paging system for all pubs and clubs in close proximity should be linked to Sefton Security. **(E)**
- The Pubwatch Scheme needs to be reconvened. **(E)**
- Encourage Licensed Premises to apply for Best Bar None accreditation to ensure standards are maintained. **(E)**
- Staggered closing times are recommended by BRE. **(I)**
- The use of polycarbonate drinking vessels and PTE bottles could be promoted. **(I)**
- A “banned from one banned from all” scheme could be implemented. **(I)**

## 11. Category 4 - Policing Strategies

- a) There is no designated public places order in operation but Section 12 of the Criminal Justice & Police Act provides Police with the ability to ask the public to surrender containers they believe to contain alcohol.
- b) Police receive weekly tasks in neighbourhood profile to deal with any terrorism issues.
- c) Police do not keep records of where individuals who are arrested for alcohol related offences had their last drink as this is not reliable. However there are other procedures in place to monitor this.
- d) Drugs dogs have been used and may be considered in future. A request has been made but it depends on funding.
- e) Alcohol related conditional cautions have not been considered and although drinking banning orders with the option of attending a course have been considered.
- f) There is no requirement for a mobile police cell bus but the mobile police station is used on occasion.
- g) Hand held metal detectors (safety wands) are being issued to licensed premises.

## 12. Category 5 - Capable Guardians and Street Welfare

- a) There are currently no resources available for street marshals, capable guardians or street pastors.
- b) Local planning policies encourage a small range of complementary evening and night time economy uses around the locality but within limitations. Crosby has a local cinema and civic centre where a variety of alternative entertainment can be found.
- c) The area is fully pedestrianised

### Recommendations

- All items not considered in this category should be considered once a dedicated partnership has been established to assess whether or not these issues are applicable. **(I & D)**

## 13. Category 6 – CCTV

- a) All the main areas of the night time economy are covered by CCTV and fit for purpose.

### Recommendations

- Talking CCTV cameras and flat screens on walls to act as a deterrent are a desirable option. **(D)**

## 14. Category 7 – Lighting

- a) Lighting levels are fit for purpose and conform to the appropriate British Standard. High Pressure sodium plus are used as they last 4 years as opposed to metal halide which only have a life of 2 years therefore there is less waste and consequently more environmentally friendly.
- b) There is a 3 year maintenance plan and any reported faults are rectified within 3 working days.
- c) The lighting is best possible vandal resistant with metal locks and polycarbonate covers instead of glass.

## 15. Category 8 – Underage Drinking

- a) There is evidence of targeting underage drinking by way of test purchase operations at licensed and off-licence premises by police and trading standards. Challenge 21/25 is in operation together with 'Knock Back', 'Buy Booze They Lose' and other such initiatives working with the trade to reduce underage drinking.

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- b) Refusal logs are maintained by licensed premises and staff training is provided.

## 16. Category 9 – Transport

- a) There are no taxi marshals in this area but the taxi rank is covered by CCTV.
- b) Crosby Village does not have a town centre manager.
- c) Test purchase operations to combat taxi touting have been done in the past.
- d) There are no fast food outlets located near the taxi rank.

### Recommendations

- Taxi marshals could be considered for peak times. **(E)**
- A booking kiosk or room within licensed premises for people to order taxis and wait could also be considered. **(D)**

## 17. Category 10 – Offenders and Victims

- a) As no partnership currently exists there is no monitoring of issues of repeat offenders and victims in the night time economy. This will be addressed once the partnership is established.
- b) All other issues in this category have been implemented by press and publicity, posters and MARAC, and once the Pubwatch has been established a name and shame policy will be adopted.

## 18. Category 11 – Visual Clues in the Town Centre

- a) There is a positive visual impression of Crosby Village with minimal levels of graffiti and active management of removal of litter.
- b) Secure glass and bottle banks are provided in the car park.

### Recommendations

- Secure glass and bottle banks should be provided nearer to the night time economy area and emptied on a regular basis keeping the streets clear. **(E)**
- Refuse collectors could also be deployed at peak times to remove rubbish and litter that may be used as weapons. **(I)**
- Remove recessed doorways where possible and improve frontages of premises. **(D)**

## 19. Category 12 – Fast Food Outlets

- a) Neighbourhood police officers monitor fast food outlets.
- b) CCTV systems are in place and a robust approach is adopted when renewing licences.
- c) Training is being offered by Environmental Health Commercial Section for staff working in the day and night time economy on conflict management and personal protection.

### Recommendations

- A traffic light system could be used to identify problem outlets and implement interventions **(D)**
- Encourage any problem premises to close earlier **(D)**

## 20. Category 13 – Access Routes and Space Allocation

- a) The primary routes have CCTV coverage and adequate lighting.
- b) Community Payback is being utilised to keep alleyways clear and tidy and to remove graffiti.

### Conclusions

21. In order for Crosby Village to satisfy the minimum standard for a safe and secure town centre the following actions are recommended to address the essential criteria highlighted in the report.

- a) Partnership Working - A dedicated town centre crime reduction group to meet on a regular basis to set measurable goals linked to PSA targets to reduce crime and disorder. The group should comprise of a range of members from Local Authority, Police, Probation Service, Health Authority, Fire and Rescue, Drug and Alcohol Team etc. with “champions” of the night time economy dedicated to reducing crime and disorder. Joint performance, action and evaluation should take place at regular intervals.
- b) Data and Information Sharing – Implement a data sharing agreement between the PCT and local authority with anonymous information on data from A&E departments and the ambulance service. This information should be analysed, prioritized, actioned and followed up with evaluation.
- c) Licensed Premises – The Night Net Radio/paging system for all pubs and clubs in close proximity should be linked to Sefton Security. The Pubwatch scheme needs to be reconvened and more premises encouraged to apply for Best Bar None accreditation.

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- d) CCTV – The audit considered that CCTV provision met the listed criteria but recommends a separate detailed survey of CCTV provision.
- e) Transport – Taxi marshals could be considered for peak times and checks could be made to establish whether transport is sufficient for the needs of visitors to the town centre.
- f) Visual Cues in the Town Centre – Secure glass and bottle banks should be provided and emptied on a regular basis keeping the streets clear.

# SAFE AND SECURE TOWN CENTRES AT NIGHT TOOLKIT

bretrust

# Agenda Item 7

BRE client report number 242885

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## INTRODUCTION

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This project was funded by the BRE Trust and its free use is approved by the BRE Trust.

The tool is intended to provide stakeholders in the night-time economy with a structure for measuring the issues involved in alcohol-related violence and disorder in town centres at night, identifying priorities and taking action to deal with them. The toolkit provides a benefit to managers of the night-time economy by supplying a framework for evaluating policies and procedures. Through implementation of the suggestions included in the toolkit it should also provide benefit to users of the night-time economy by allowing them to have a safer night out.

It is based on extensive research by the BRE, including Crime Prevention Through Environmental Design (CPTED), case studies, interviews with key stakeholders, steering group meetings, observations and literature reviews.

The toolkit stresses the need for joined-up thinking on a wide range of policies in the management of town centres at night involving a diverse range of representatives with responsibility for lighting, CCTV, planning, health, transport, licensing of premises, street vendors and taxis, police, street maintenance, licensing trade, youth workers, etc.

This tool needs to be applied with careful consideration of the suggestions. There are no generally applicable solutions; what works in one town centre may not work in another. It is essential therefore to consider the context and the unique characteristics of the locality. However, the scoring method at the end of the form can provide a starting point for responsible stakeholders to assist in tackling the issues involved in alcohol-related violence and disorder in town centres at night through appropriate action.




It is hoped that this toolkit will encourage much thought and action and also stimulate debate. As town centre legislation and knowledge are in a continuous state of change, the toolkit will be modified and updated on a regular basis. If you have any comments please send them to Sharon Monahan, email [monahans@bre.co.uk](mailto:monahans@bre.co.uk).

## HOW TO FILL IN THE TOOLKIT

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The checklist is split into 13 categories that cover all aspects of the night time economy known to affect crime levels and alcohol related violence. Within each category there are a number of actions that can be taken. These actions have different levels of importance, as illustrated by the colour and dot rating shown in the table below. Hence the actions at the beginning of each category are considered to be more important than those lower down the list.

### Levels of importance for actions

	Essential	These actions are essential and urgent, immediate action is required to implement them.
	Important	These actions are important and should be considered as soon as possible
	Desirable	These actions are desirable and are a bonus if implemented.

The person filling in the checklist will need to consider each of the actions listed to determine whether they have been:

- Already implemented, with evidence to support that implementation
- Considered and intending to implement
- Considered but not applicable
- Not considered.

In each case, the answer should be a truthful account of the current situation in the town centre economy to which it is applied. If there is no information available for a given action then the action should be rated as not considered. The responses can then be transferred to the score sheet at the end of the toolkit.

PARTNERSHIP WORKING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	There is a dedicated town centre crime reduction group who can take a holistic view of day and night-time issues.		✓		
●●●●	A diverse range of member involvement, members will be variable depending on need. Key members in each organisation are identified and included in group. Group should be led by the LA.  Examples of members could include: <ul style="list-style-type: none"> <li>• Local Authority</li> <li>• Police</li> <li>• Probation Service</li> <li>• Health Authority</li> <li>• Youth Offending Team</li> <li>• Drug and Alcohol Team</li> <li>• Local residents</li> <li>• Transport</li> <li>• Fire and Rescue</li> <li>• Door staff</li> </ul>		✓		
●●●●	There are 'champions' of the night-time economy, dedicated to reducing crime and disorder with overall responsibility for the group.		✓		
●●●●	Agreed and understood policies to reduce crime and disorder, with measurable goals on a short, medium and long-term basis. To be linked to PSA targets.				✗
●●●●	Effective, co-ordinated and proactive management of the public domain, e.g. lighting, transport etc.				✗
●●●●	Joint performance, action and evaluation take place at regular intervals.				✗
●●●●	A high rate of pro-activeness amongst members. Evidenced by regular informal meetings. Regular contact, both formal and informal, with parties outside the core group.				✗
●●	A representative from the local Pubwatch scheme is included in the partnership and licensed premises managers have a strong and effective voice.		✓		

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SAFE AND SECURE TOWN CENTRES AT NIGHT

PARTNERSHIP WORKING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	The partnership has an education strategy. It is actively engaged in promoting safety education messages to visitors to the night-time economy. Promotional material is available and police and partners visit universities and sixth forms/colleges and schools to advise on the dangers of alcohol abuse/misuse and in relation to improving personal safety.	✓			
●	All partners receive training on the issues involved in crime and disorder in the night-time economy.		✓		
●	A media strategy is in place. Positive effort to engage with the local press and radio, building a good working relationship to promote the work in reducing crime in the night-time economy and to discourage 'sensationalist' reporting of incidents. Promote good news stories of successful operations, but taking care not to be counter-productive & increase fear.	✓			

DATA AND INFORMATION SHARING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Crime and anti-social behaviour data is robust and detailed and hotspots are regularly identified and analysed.	✓			
●●●●	The NHS/Primary Care Trust is involved in intelligence gathering and information sharing. There is a data sharing agreement between health department and local authority, anonymised information, including data from local A&E departments and the Ambulance Service, is shared as a matter of course. Information is analysed, prioritised, tasked, actioned and followed-up with evaluation.				✗
●●●●	There is a dedicated research and information co-ordinator to analyse data and prioritise tasks.	✓			
●●	There are standardised forms that guarantee anonymity for staff in A&E to complete for all victims of violent crime. These can provide valuable information on location, times, weapons used, injuries sustained and involvement of alcohol.				✗
●●	Data is supplied in 'real time' to allow for policing/ partnership strategies to adapt to changes in night-time economy.				✗
●●	Qualitative data collection techniques are in use, e.g. walking around the site, photographing evidence of signs of urination, litter, glass etc.	✓			
●	A footfall count is in operation to assist in the provision of more meaningful crime data.			✓	

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SAFE AND SOUND TOWN CENTRES ACTION PLAN

LICENSED PREMISES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	<p>Consideration has been given to the appropriate number and/or type of licensed premises in the town centre.</p> <p>e.g. through the use of:</p> <ul style="list-style-type: none"> <li>• A Cumulative Impact Policy</li> <li>• Planning: Planning and Licensing Dept. liaising, Supplementary Planning Guidance, Local Area Plan</li> <li>• Section 17 of the Crime and Disorder Act 1998 which states that local authorities have a duty to consider crime and disorder implications and do all they reasonably can to prevent crime and disorder in its area.</li> </ul>			✓	
●●●●	Proactive and well run premises are encouraged.	✓			
●●●●	There is a comprehensive licensing database available to monitor licensees and licensed premises. Recording procedures for violent crime are linked to specific licensed premises for evidential purposes, tasking and co-ordination.	✓			
●●●●	Top ten premises with problems are identified and an array of interventions implemented, involving police, fire and rescue, local authority etc. A traffic light system is in use in which problem premises are identified and interventions implemented. This is not available in the public realm unless the premises goes to review.	✓			
●●●●	A 'Quality Charter Mark', such as Best Bar None or similar, is used to set a standard of operation for managers of licensed premises. Regular checks on the standard are carried out.	✓			
●●●●	There is a licensee's forum or Pubwatch to provide a stronger voice for licensees to air their concerns.		✓		
●●●●	There is a Night Net Radio/paging system for all pubs and dubs in close proximity. To allow for a rapid response from the police to problems, the systems should also be directly linked to whoever monitors the public CCTV system.		✓		

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LICENSED PREMISES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Police and/or Local Authority licensing officers make routine, regular contact with licensee representatives in hot spot areas.	✓			
●●	Compliance with the minimum standards set out in Secured By Design (SBD).		✓		
●●	Staggered dosing times are encouraged by licensing authority.				✗
●●	'Vertical drinking' premises are discouraged.				✗
●●	'Happy Hours' and drinks promotions are discouraged. Premises who run these promotions receive focussed attention.	✓			
●●	There is a 'banned from one, banned from all' scheme in operation.		✓		
●●	Demonstrated evidence gathering. e.g. police or licensing officers make overt video recordings to use as evidence for prosecutions, reviews and prosecutions of licensed premises. They film patrons leaving licensed premises and use evidence of poor practice to liaise with licensees, door supervisors and area managers. Examples of poor practice include people leaving with bottles and glasses, people leaving in an obvious drunken state etc.	✓			
●●	There is effective management and control of outside smoking space and entry and exit points. Including for example: <ul style="list-style-type: none"> <li>• No alcoholic drinks are permitted outside</li> <li>• CCTV coverage or alternative surveillance</li> <li>• CCTV is not obstructed by umbrellas etc</li> <li>• Provisions for cigarette butts</li> <li>• Use of safety glassware</li> <li>• Safe ashtrays, should be fixed (in particular not glass and not heavyweight)</li> <li>• Noise reduction measures</li> </ul>	✓			

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SAFE AND SECURE VENUES AND PREMISES

LICENSED PREMISES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Pavement licensed areas are effectively managed and controlled, including for example: <ul style="list-style-type: none"> <li>Kept clean and tidy</li> <li>Tables and chairs removed when necessary</li> <li>Use of safety glassware</li> <li>Under surveillance</li> <li>Patrons who are sitting are clearly separated from those passing through</li> </ul>	✓			
●●	Effective drugs management policies are in place, for example on search, seizure and reporting and the provision of drug amnesty safe.	✓			
●●	Use of alternatives to glass, e.g. polycarbonate drinking vessels and PTE bottles, to reduce their use as weapons and accidental injuries.	✓			
●●	Door staff on the front door and inside the venues wear high visibility clothing/arm bands and display SIA licenses to make them easily recognisable.	✓			
●●	A log of door staff is maintained to record who is working and the incidents that occur. The log is accessible to LA and Police.	✓			
●●	Toilets are under monitoring and supervision.	✓			
●	Body worn video systems for door staff. There are risk assessment, management procedures and training for use of the system. These can record incidents and protect staff against false accusations.				✗
●	Promotion of anti-tamper devices to reduce likelihood of drink spiking (but not those that promote the use of a straw).			✓	
●	Provide a 'chill out' time; internal noise levels and tempo are lowered towards the end of the evening and soft drinks, coffee, water etc supplied.		✓		
●	Consider use of Data-scan membership/entry systems to licensed premises.			✓	

POLICING STRATEGIES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	There is a highly visible police presence at an appropriate level with a core of town centre dedicated officers having local knowledge	✓			
●●●●	There are designated public places orders that are subject to robust policing and enforcement, especially at peak times.			✓	
●●●●	Hot spot areas are subject to positive policing, especially during peak times.	✓			
●●●●	Evidence of counter terrorism issues being addressed. (The government's countering terrorism strategy is available via the Home Office website)	✓			
●●●●	Early interventions, including use of fixed penalty notices for Section 5 public order offences, for certain types of anti-social or criminal behaviour which often act as a precursor to violence, such as urinating in the street, throwing bottles and litter, using obscene profane language in the street.	✓			
●●●●	Records are kept of where individuals who are arrested for alcohol-related offences had their last drink, allowing the identification of premises that may be serving alcohol irresponsibly. Information is fed into the licensing database.			✓	
●●	Effective drugs policies are in place, including deployment of passive drugs dogs.		✓		
●●	Use of generic, comprehensive feedback sheet for officers or Duty Sergeant operating in the night-time economy during peak times. These to be fed to the licensing team and ASBU to provide a holistic view of occurrences and influence the next tasking and co-ordination.	✓			
●●	Evidence of proactive use of Section 27 of the Violent Crime Reduction Act 2006 – directions to individuals who represents a risk of disorder to leave the locality and not return within a fixed time period.	✓			
●●	Use of restrictive police bail conditions, i.e. not to enter town centre after 10 o'clock, to moderate future behaviour.	✓			

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# SAFE AND SOUND FROM VIOLENCE AGAINST WOMEN

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POLICING STRATEGIES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Knife policies are in place, e.g. S60 of the Criminal Justice and Public Order Act, searching for weapons by police or premises.	✓			
●	Dispersal strategies are in place – e.g. Handing out Lollipops & “Smile you’re on CCTV” cards.				✗
●	Use of alcohol-related conditional cautions, e.g. attending alcohol referral schemes or sweeping streets for an hour.				✗
●	Officers patrol with Body Worn Video. Risk assessment, management procedures for the system and training in use of system are in place.	✓			
●	Use of Anti-Social Behaviour Orders (ASBOs), Acceptable Behaviour Contracts (ABCs) and Dispersal Orders to tackle aggressive and drunken forms of ASB.	✓			
●	Use of mobile police cell bus in high demand areas.			✓	
●	Victimless prosecutions where admissible evidence is available, e.g. CCTV where the victim will not prosecute (but provide for the danger of double counting of offences).	✓			

CAPABLE GUARDIANS AND STREET WELFARE		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Street marshals/wardens are deployed to provide high profile capable guardians in the town centre. These need to be additional to police presence. Marshals to be SIA licensed, possible use of door supervisors.				✗
●●	Presence of other capable guardians, e.g. street pastors, including multi-faith. Training to be provided by, for example, the police.				✗
●●	Diversity of use - local planning policies encourage a wide range of complementary evening and night-time economy uses that appeal to different ages and social groups to reduce the potential youth domination of the night-time economy. Cinemas, shops, museums, theatres and other cultural attractions stay open later and a café culture is encouraged. Consideration has been given to the introduction of residential use above shops and safe access.			✓	
●●	Active policy on street begging.	✓			
●●	Active policy on street traders.			✓	
●●	Active policy on external and internal ATMs to reduce opportunities for robbery.				✗
●	A mobile triage/A&E centre/SOS bus is used at major pre-planned events and seasonal peaks. This reduces the burden on hospital and ambulance resources and the deployment of police to violent incidents at A&E.				✗
●	Joint Paramedic and Police patrols to provide support for Ambulance personnel in potentially volatile situations allowing quicker patient care. Provide Police with early scene/witness preservation and offender identification & free up resources from both services. (Can also include St John's Ambulance staff for minor injuries)				✗
●	Use of temporary pedestrian zones surrounding high concentrations of night time economy premises. Resources are dedicated, such as police and traffic wardens, to this area. This will improve safety for egress by patrons and prevent disputes over passing taxis.			✓	
●	'Meet & Greet' patrols are provided.				✗
●	Town centre help points are provided, linked to CCTV.	✓			

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CCTV	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
<p>●●●</p> <p>CCTV (internal and external) should be fit for purpose. i.e.:</p> <ul style="list-style-type: none"> <li>• The operational requirements for the CCTV have been taken into consideration.</li> <li>• All the main areas of the night-time economy are covered by CCTV.</li> <li>• Picture quality and detail is sufficient to allow the identification of an individual to be established beyond reasonable doubt. The ideal for identification purposes is an image size of 120% screen height.</li> <li>• CCTV is linked to the police and integrated with night-net radio system.</li> <li>• Camera placement is based on achieving the optimum view with no obstructions, cameras should not be too far away nor be at too wide an angle</li> <li>• Light levels should be considered.</li> <li>• System should be accredited to NSI, SSAIB or SISH.</li> <li>• Should be registered and comply with code of practice.</li> <li>• CCTV is vandal resistant.</li> <li>• Consider slave monitor in police station and a police officer in the CCTV room.</li> <li>• There is regular maintenance of the CCTV system.</li> <li>• In licensed premises: as a minimum, cameras should be on entrances and exits, cloakroom and entrance to dance floor. Some fixed, others not, but should be fixed on entrances and exits; cameras should be at eye level.</li> <li>• External cameras on all entries and exits to licensed premises.</li> </ul> <p>A separate, detailed survey of CCTV is recommended.</p>				
<p>●</p> <p>Talking CCTV cameras used where appropriate.</p>				
<p>●</p> <p>Mobile CCTV van used.</p>				
<p>●</p> <p>Flat screens on wall so patrons can see CCTV footage, to act as a deterrent.</p>				

LIGHTING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Lighting levels are fit for purpose and conform to the appropriate British Standard.	✓			
●●●●	Lighting promotes feelings of security and well-being for pedestrians.	✓			
●●	Lighting is unobstructed, for example by trees, foliage or signage.	✓			
●●	Metal halide or similar white light source is in use, as this provides better colour definition.			✓	
●●	The lighting in the area is appropriate, i.e. is as bright and even as possible, without being too bright.	✓			
●	Regular maintenance of lighting.	✓			
●	Lighting is vandal resistant.	✓			

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SAFE AND SOUND TOWN CENTRES ACT

UNDERAGE DRINKING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	Test purchases are conducted at licensed and off-licence premises by the local authority trading standards officers and/or police, based on intelligence of under age sales.	✓			
●●●	Evidence of targeting under-age drinking.	✓			
●●	Challenge 21/25 scheme is in operation. Adequate signage is in place.	✓			
●●	Evidence of Police and Trading Standards working with the trade to reduce underage drinking.	✓			
●	Refusal logs are maintained by licensed premises.	✓			
●	Under-age, non-alcohol drinks nights are controlled and managed effectively.	✓			
●	Staff training is provided, auditable training records are kept.	✓			



TRANSPORT		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Taxi marshals are deployed at taxi ranks, bus stops and train stations, as appropriate, to provide high profile capable guardians and to co-ordinate use of taxis.				✗
●●●●	Taxi ranks are covered by CCTV.	✓			
●●●●	The town centre manager has links with the transport operators to liaise over whether transport is sufficient for the needs of visitors to the town centre.				✗
●●	Provision of public transport at peak times during the night, either at the normal rate or subsidised by licensee forums or CDRPs. The transport system should have surveillance.			✓	
●●	Taxi drivers are connected to the radio/night-net systems.				✗
●●	Additional measures are deployed to control taxi queues, such as railings.				✗
●●	Taxi firm offices have a radio-link to CCTV control rooms.				✗
●●	No fast food outlets are located near taxi ranks.	✓			
●●	Taxi marshals provide information, estimated waiting times etc. Alternative is plasma screens that display customer information.				✗
●	CCTV is installed in taxis and is fit for purpose. The use of taxis with CCTV is promoted and recommended by Pubwatch members.		✓		
●	Evidence of test purchase operations to combat illegal flagging by private hire and rogue cabs.		✓		
●	Taxi-watch scheme.				✗
●	Mini-cab booking kiosks are provided in a convenient location near licensed premises, or inside licensed premises where people can order taxis and then wait, possibly provide free phone. Design issues need to be taken into consideration.				✗

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SAFE AND SECURE TOWN CENTRES AT NIGHT

TRANSPORT		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●	Matrix messaging on way into town centre advising of SBD car parks to use.				✗
●	Non-cash payment schemes for taxis, consider pre-payment schemes.				✗
●	Provide good, clear advice and signage on parking in the town centre. Increase awareness of possibilities of criminal damage. Consider needs of staff parking.	✓			

OFFENDERS AND VICTIMS		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Convictions for offenders in the night-time economy are publicised to act as a deterrent to other potential offenders, to re-assure the public that the authorities are taking the matter seriously and to act as motivation for staff. This information needs to be balanced with good news stories.	✓			
●●	Pubwatch schemes adopt a name and shame policy of offenders. (Only names of barred persons are displayed in public). Photo sharing of offenders with Pubwatch, data protocols in place.		✓		
●●	Proactive intervention of ASBU to warn offenders of consequences of repeat behaviour and also to assist in the identification of repeat offenders.	✓			
●	Alcohol arrest referral schemes are in use.	✓			
●	Partnerships examine issues of repeat offenders and victims in the night-time economy.				✗
●	Poster advertising is displayed in A&E to advise victims of violence on available Victim Support services.	✓			
●	A corporate calendar of media campaigns to make potential victims aware of the risks associated with drunkenness.	✓			

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VISUAL CUES IN THE TOWN CENTRE		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	A positive visual impression of the town centre is provided. Including for example: <ul style="list-style-type: none"> <li>Minimal levels of litter and graffiti in the main centre of the night-time economy.</li> <li>Active management of litter and graffiti removal in place</li> </ul>	✓			
●●●	Secure glass and bottle banks are provided. Regular monitoring and emptying are important, keeping streets generally clear. Their use should be actively promoted, particularly in high-risk disorder areas.				✗
●●	Refuse collectors are deployed at peak times to remove rubbish and litter that may be used as a weapons, e.g. bottles and glasses. The presence of the refuse collectors would also increase the level of capable guardians or 'eyes on the street' in the town centre.				✗
●●	To reduce street fouling - public toilets are provided, with extended opening hours. Mobile and pop-up toilets can also be used as an alternative. Legal powers should be implemented to prosecute offenders. Consider liaising with some outlets to permit use of their toilet facilities.				✗
●●	Use Section 215 of the Town and Country Planning Act 1990 to control the appearance of the town centre, including boarded up properties, grilles, shutters etc. This provides a local planning authority with the power to take steps to clean up land and buildings when their condition adversely affects the amenity of the area.	✓			
●	Appropriately designed rubbish bins are provided, which should be vandal and arson proof.	✓			
●	Long-term plans in place to improve frontages. Remove recessed doorways where possible, for example through the opportunity created when there is a change of use of premises.				✗
●	Street furniture is robust and secure and is regularly maintained in good order.	✓			
●	Reduce street clutter, for example encourage use of lamp posts for signage, CCTV etc.			✓	

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VISUAL CUES IN THE TOWN CENTRE		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●	Use Cleaner Neighbourhoods Act where necessary. This provides authorities with more effective powers and tools to tackle environmental issues and anti-social behaviour, e.g. nuisance, noise, graffiti and litter.	✔			
●	When road works, holes in pavement etc. require action consider leasing the street to the contractor for a fixed period – cost to them means they tend to finish within timescale.				✘

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SAFE AND SECURE TOWN CENTRES ACTIVITY

FAST FOOD OUTLETS		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	Monitoring of fast food outlets by Police and partner agencies.	✓			
●●	Encourage the use of Door Supervisors where appropriate.			✓	
●●	Use of CCTV systems to monitor incidents inside and outside the premises.	✓			
●●	A robust approach to reviewing licenses is adopted when appropriate.	✓			
●	A traffic light system is in use in which problem outlets are identified and interventions implemented.				✗
●	Fast food outlets encouraged to close earlier.				✗
●	Investigate a possible link between fast food outlets and drugs.			✓	
●	Training for staff on conflict management and personal protection.		✓		

ACCESS ROUTES AND SPACE ALLOCATION		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	<p>Primary routes</p> <p>There should be a combination of high profile patrols, CCTV and improved lighting along specific routes to transport nodes and out of the area to create safe routes.</p> <p>For example these routes should:</p> <ul style="list-style-type: none"> <li>• Have appropriate lighting.</li> <li>• Have appropriate surveillance, for e.g. CCTV or regular patrols by capable guardians.</li> <li>• Be clearly visible, have appropriate visual cues and be well sign-posted.</li> <li>• Environmental cues have been considered, e.g. there are minimal levels of litter, rubbish and graffiti.</li> <li>• Vegetation is kept clear and cut back.</li> <li>• Co-ordinated rubbish collections.</li> <li>• Awareness campaigns have been carried out to increase public awareness and use of the main access routes.</li> </ul>	✓			
●●	<p>Alleyways</p> <p>Ensure the alleyways are not acting as fear generators.</p> <p>For example:</p> <ul style="list-style-type: none"> <li>• Are gated where appropriate</li> <li>• Are not used as urinals</li> <li>• Do not have hiding places</li> <li>• Do not contain litter, rubbish or graffiti</li> <li>• Have clear visibility and are well-lit where appropriate</li> </ul>		✓		
●●	<p>Underpasses</p> <p>Eliminate underpasses where possible, consider blocking off where appropriate. Where present ensure the underpasses are not acting as fear generators, For example: Have clear visibility and are well lit Are not used as urinals Do not contain rubbish, litter or graffiti</p>			✓	
●●	<p>Private/public space</p> <p>Provide clear differentiation and robust separations between private, public and semi-public space, for example service areas, storage areas. Establish ownership of, and responsibility for, semi-public space.</p>				✗

## SCORE SHEET

●●● ESSENTIAL ACTIONS	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered	Total possible points
Partnership working					7
Data and information sharing					3
Licensed premises					8
Policing Strategies					6
Capable guardians and street welfare					0
CCTV					1
Lighting					2
Underage drinking					2
Transport					3
Offenders and victims					0
Visual cues in the town centre					2
Fast food outlets					1
Access routes and space allocation					1

●● IMPORTANT ACTIONS	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered	Total possible points
Partnership working					2
Data and information sharing					3
Licensed premises					13
Policing Strategies					5
Capable guardians and street welfare					6
CCTV					0
Lighting					3
Underage drinking					2
Transport					5
Offenders and victims					3
Visual cues in the town centre					3
Fast food outlets					3
Access routes and space allocation					3



● DESIRABLE ACTIONS	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered	Total possible points
Partnership working					2
Data and information sharing					1
Licensed premises					4
Policing Strategies					6
Capable guardians and street welfare					5
CCTV					2
Lighting					1
Underage drinking					3
Transport					9
Offenders and victims					4
Visual cues in the town centre					6
Fast food outlets					4
Access routes and space allocation					0

## SCORE SHEET INTERPRETATION

---

### Consider the Essential table.

If the majority of responses are "Not considered" or "Considered and intending to implement" then a time scale for consideration and/or implementation is required.

If the majority of answers are "Considered but not applicable", then these should be reconsidered to see if any changes in circumstances makes them more applicable. These items should be given highest priority in terms of implementation. If they remain "not applicable" it may be necessary to seek external consultancy advice as to why they remain "not applicable" and whether there are any advantages expected from implementation of these or other actions.

If the majority of responses are "Implemented and evidenced", then consider implementing the other essential items, and then go onto the important actions.

### Consider the Important table.

Ensure that as many essential actions as possible have been implemented.

If the majority of responses are "Not considered" or "Considered and intending to implement" then a time scale for consideration and/or implementation is required.

If the majority of answers are "Considered but not applicable", then these should be reconsidered to see if any changes in circumstances makes them more applicable. These items should be given highest priority in terms of implementation. If they remain "not applicable" it may be necessary to seek external consultancy advice as to why they remain "not applicable" and whether there are any advantages expected from implementation of these or other actions.

If the majority of responses are "Implemented and evidenced", then consider implementing the other important items, and then go on to the desirable actions.

### Consider the Desirable table.

Ensure that as many essential and important actions as possible have been implemented. If there is still an issue consider the following actions.

If the majority of responses are "Not considered" or "Considered and intending to implement" then a time scale for consideration and/or implementation is required.

If the majority of answers are "Considered but not applicable", then there may be little advantage in trying to implement them.

If the majority of responses are "Implemented and evidenced", then it is essential that you obtain independent consultancy to determine why there is still a crime and alcohol related violence issue in your area.

Irrespective of the outcomes above, you may still benefit from an independent assessment of your night time economy risks, as this may highlight issues specific to your particular town centre, and the best recommendations for carrying out appropriate actions.



# Agenda Item 7

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# Agenda Item 8

**REPORT TO:** Cabinet Member – Environmental  
Licensing & Regulatory Committee  
Cabinet Member – Communities

**DATE:** 29<sup>th</sup> September 2010  
25<sup>th</sup> October 2010  
3 November 2010

**SUBJECT:** **SAFE & SECURE TOWN CENTRE AT NIGHT AUDIT – SOUTH ROAD, WATERLOO**

**WARDS AFFECTED:** All

**REPORT OF:** Peter Moore  
Environmental & Technical Services Director

**CONTACT OFFICER:** Andrew Naisbitt  
Trading Standards Section Manager  
0151 934 4014  
  
David Fenney  
Community Safety Manager  
0151 934 4466

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To inform the Cabinet Member – Environmental, Cabinet Member – Communities and Licensing & Regulatory Committee of the “Safe and Secure Town Centre at Night Audit of South Road, Waterloo”, a strategic intervention to assess the issues involved in alcohol-related violence and disorder in town centres at night.

**REASON WHY DECISION REQUIRED:**

To advise the Cabinet Member – Environmental, Cabinet Member – Communities and Licensing & Regulatory Committee of the audit findings and to request support from the Public Health Partnership for further town centre audits.

**RECOMMENDATION(S):**

The Cabinet Member – Environmental, the Cabinet Member – Communities and Licensing & Regulatory Committee

- a) Note the contents of this report;
- b) Encourage further work towards potential improvement in the areas outlined in this report;
- c) Request the Public Health Partnership Alcohol Strategy Group and Alcohol-Related Crime Sub-Group consider the recommendations in the audit report; and
- d) Refer the report to the Crosby Area Committee for information.

**KEY DECISION:** No

**FORWARD PLAN:** N/A

**IMPLEMENTATION DATE:** Immediately following the expiry of the “call-in” period for this meeting.

# Agenda Item 8

**ALTERNATIVE OPTIONS:**

Not to carry out Safe and Secure Town Centre Audits

**IMPLICATIONS:**

**Budget/Policy Framework:**

The Safe and Secure Town Centre at Night Audit was a joint initiative commissioned by the Public Health Partnership Alcohol Related Crime Sub Group, Trading Standards Service and the Police and part funded by the Safer Stronger Communities Fund.

**It is recommended that a cost / benefit analysis of the report's recommendations should be carried out before any commitments agreed.**

**Financial:**

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2006/ 2007 £</b>	<b>2007/ 2008 £</b>	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>
Gross Increase in Capital Expenditure	Nil	Nil	Nil	Nil
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure	Nil	Nil	Nil	Nil
Funded by:				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:** N/A

**Risk Assessment:** N/A

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**

Public Health Partnership Alcohol Related Crime Sub Group

# 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	√		

### LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Safe and Secure Town Centres at Night Toolkit – (Bretrust)

# Agenda Item 8

## Background

1. The Cabinet Members and Licensing & Regulatory Committee Members will recall a previous report entitled “Safe & Secure Town Centre at Night Audit - Southport” presented in September 2009. The report advised that the Sefton Safer & Stronger Communities Partnership (SSCP) has been assigned the responsibility for the delivery of National Indicator 21 – “Dealing with local concerns about ASB and Crime by the Local Council and Police”. A key factor in satisfying NI21 is having baseline data which can inform intelligence led interventions and serve as a benchmark for assessing progress.
2. The report further advised of the “*Safe and Secure Centre at Night Toolkit*”, which is intended to provide stakeholders in the night-time economy with a structure for measuring the issues involved in alcohol-related violence and disorder in town centres at night, identifying priorities and taking action to deal with them. The toolkit was funded by the BRE Trust and its free use is approved. It is based on extensive research by the BRE Trust, including Crime Prevention through Environmental Design, case studies, interviews with key stakeholders and literature reviews.
3. The toolkit provides a benefit to managers of the night-time economy by supplying a framework for evaluating policies and procedures. Through implementation of the suggestions included in the toolkit it should also provide benefit to users of the night-time economy by allowing them to have a safer night out.
4. The toolkit stresses the need for joined-up thinking on a wide range of policies in the management of town centres at night involving a diverse range of representatives with responsibility for lighting, CCTV, planning, health, transport, licensing of premises, street vendors and taxis, police, street maintenance, licensing trade, youth workers etc.

## Safe and Secure Town Centre Audit of South Road, Waterloo – December 2009

5. The audit was carried out between November and December 2009 by Sefton Council's Trading Standards Service. The toolkit was applied with careful consideration of the suggestions. The audit reflected the context and the unique characteristics of South Road and the scoring method was used to inform the reports conclusions. The Safe and Secure Town Centre Audit Report of South Road 2009 is appended to this report as ANNEX 1.
6. The findings of the audit will provide stakeholders in the Southport Night Time Economy with a structure for dealing with any remaining issues connected with alcohol related violence and disorder. It will also help to prioritise such issues and take action to deal with them.



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7. The toolkit is broken down into 13 categories with three levels of importance:
- Essential (E), That immediate action is required
  - Important (I), That they should be considered as soon as possible
  - Desirable (D), Are a bonus if already implemented.

Each action is listed to determine whether they have been:-

- Already implemented, with evidence to support that implementation (\*)
- Considered and intending to implement
- Considered but not applicable
- Not considered

## Summary of Findings

### 8. Category 1 - Partnership Working

- a) Sefton Council's Crime Reduction and Community Safety Strategy ensures joined up partnership working through the Safer And Stronger Communities Partnership (SSCP), the Community Safety Area Partnerships (CSAP), the Alcohol Harm Reduction Strategy Group and Alcohol And Crime sub group.
- b) There is no dedicated South Road Problem Solving Group at present but this is currently being considered to focus on the Night Time Economy/ Crime Reduction.
- c) It is anticipated that once the group has formed the other issues in this category will be instigated. However measures do currently exist to ensure problems are dealt with in a positive manner.
- d) The local Pubwatch scheme was discontinued but is currently being encouraged. Help and advice is also being offered to licensees.

#### Recommendations

- A dedicated town centre crime reduction group to take a holistic view of day and night time issues across South Road and Crosby Village.(E)

### 9. Category 2 - Data and Information Sharing

- a) Sefton Council's Analysis and Intelligence Management Team (AIM) researches and co-ordinates information on hotspots with CSAP to prioritise and act on issues. Data is recorded on crime and ASB issues and fed back to the relevant partners to act.

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## Recommendations

- Implement a data sharing agreement between the PCT and local authority with anonymous information on data from A&E departments and the Ambulance Service. This information should be analysed, prioritised, actioned and followed up with evaluation. **(E)**
- This should be done by way of standardised forms that guarantee anonymity for staff in A&E to complete for all victims of violent crime. These would provide valuable information on location, times, weapons used, injuries sustained and involvement of alcohol. **(I)**
- Data should be provided in 'real time' to allow for policing/partnership strategies to adapt to changes in night time economy. **(I)**

## 10. Category 3 - Licensed Premises

- a) Proactive and well run premises are encouraged through Best Bar None. The police have a comprehensive licensing database to monitor licensees and licensed premises. The Force system records violent crime linked to specified licensed premises and access is only allowed to specified personnel for evidential purposes.
- b) Top ten premises with problems are identified and interventions implemented by police, fire and rescue and local authority through Operation Nightsafe. Best Bar None is used as a standard of operation for managers of licensed premises where regular checks on the standards are carried out.
- c) There is a night net radio/paging system for pubs being implemented, to allow for a rapid response from the police to problems. However it is not yet linked to public CCTV system.
- d) Police and Local Authority Licensing Officers make routine regular contact with licensee representatives in hot spot areas. Police make overt video recordings using body cams and night-safe police vehicles. The neighbourhood officers also carry Blackberries. They take photos to use as evidence for prosecutions, reviews and prosecutions of licensed premises these also act as a deterrent. Police have instigated effective drugs management policies including the use of drugs dogs when funding has been available.
- e) Happy Hours and drinks promotions are discouraged by police on a voluntary basis.
- f) There is no drugs amnesty but drugs management is in place by way of posters and BBN. Police do walk-throughs on a regular basis and a request has been made for a bid for the further use of drugs dogs.
- g) There is effective management and control of outside smoking space S12 Crime and Disorder Act provides for No Alcohol Zone.

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- h) A Cumulative Impact Policy was considered for this area but it was decided that it was not appropriate at the time due to the level of incidents being considerably lower than areas that had a CI policy.
- i) Door staff wear high visibility clothing/armbands and display SIA licenses. A log of door staff is maintained and the log is accessible to LA and Police, this is part of the licence condition.

## Recommendations

- The Night Net Radio/paging system for all pubs and clubs in close proximity should be linked to Sefton Security. **(E)**
- The Pubwatch Scheme needs to be reconvened **(E)**
- Staggered closing times are recommended by BRE. **(I)**
- The use of polycarbonate drinking vessels and PTE bottles could be promoted **(I)**
- A “banned from one banned from all” scheme could be implemented. **(I)**

## 11. Category 4 - Policing Strategies

- a) There is no designated public places order in operation but Section 12 of the Criminal Justice & Police Act provides Police with the ability to ask the public to surrender containers they believe to contain alcohol.
- b) Police receive weekly tasks in neighbourhood profile to deal with any terrorism issues.
- c) Police do not keep records of where individuals who are arrested for alcohol related offences had their last drink as this is not reliable. However there are other procedures in place to monitor this.
- d) Drugs dogs have been used and may be considered in future. A request has been made but it depends on funding.
- e) Alcohol related conditional cautions have not been considered and although drinking banning orders with the option of attending a course have been considered, the Authority considers that there are already sufficient alternative powers that can be used.
- f) There is no requirement for a mobile police cell bus but the mobile police station is used on occasion.
- g) Hand held metal detectors (safety wands) are being issued to licensed premises.

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## 12. Category 5 - Capable Guardians and Street Welfare

- a) There are currently no resources available for street marshals, capable guardians or street pastors.
- b) Local planning policies encourage a small range of complimentary evening and night time economy uses around the locality but within limitations.

### Recommendations

- All items not considered in this category should be considered once a dedicated partnership has been established to assess whether or not these issues are applicable. **(I & D)**

## 13. Category 6 – CCTV

- a) All the main areas of the night time economy are covered by CCTV and fit for purpose.

### Recommendations

- Talking CCTV cameras and flat screens on walls to act as a deterrent are a desirable option **(D)**

## 14. Category 7 – Lighting

- a) Lighting levels are fit for purpose and conform to the appropriate British Standard. High Pressure sodium plus are used as they last 4 years as opposed to metal halide which only have a life of 2 years therefore there is less waste and consequently more environmentally friendly.
- b) There is a 3 year maintenance plan and any reported faults are rectified within 3 working days.
- c) The lighting is best possible vandal resistant with metal locks and polycarbonate covers instead of glass.

### Recommendations

- It would benefit the area to have brighter lighting in the section beside the bus terminus with the introduction of white lighting in this area.

## 15. Category 8 – Underage Drinking

- a) There is evidence of targeting underage drinking by way of test purchase operations at licensed and off-licence premises by police and trading standards. Challenge 21/25 is in operation together with 'Knock Back', 'Buy Booze They Lose' and other such initiatives working with the trade to reduce underage drinking.

- b) Refusal logs are maintained by licensed premises and staff training is provided.

16. Category 9 – Transport

- a) There are no taxi marshals in this area and whilst the taxi rank is covered by CCTV it is not ideally situated and is too small. Consequently taxis are parking up on the kerb causing congestion.
- b) Test purchase operations to combat taxi touting have been done in the past.

Recommendations

- Taxi marshals should be considered for peak times **(E)**
- A bigger taxi rank in a more suitable location to prevent congestion would be desirable, together with bollards on the pavement alongside Cue Bar to prevent vehicles parking on the kerb. **(I)**
- A booking kiosk or room within licensed premises for people to order taxis and wait should also be considered. This would help with the build up of people outside The Alexandra Pub waiting for taxis from the taxi firm next door **(D)**

17. Category 10 – Offenders and Victims

- a) As no partnership currently exists there is no monitoring of issues of repeat offenders and victims in the night time economy. This will be addressed once the partnership is established.
- b) All other issues in this category have been implemented by press and publicity, posters and MARAC, and once the Pubwatch has been established a name and shame policy will be adopted.

18. Category 11 – Visual Clues in the Town Centre

- a) There is a positive visual impression of the town centre with minimal levels of graffiti and active management of removal of litter.

Recommendations

- Secure glass and bottle banks should be provided and emptied on a regular basis keeping the streets clear. **(E)**
- Refuse collectors could also be deployed at peak times to remove rubbish and litter that may be used as weapons. **(I)**
- Remove recessed doorways where possible and improve frontages of premises. **(D)**

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## 19. Category 12 – Fast Food Outlets

- a) Neighbourhood police officers monitor fast food outlets.
- b) CCTV systems are in place and a robust approach is adopted when renewing licences.
- c) Training is being offered by Environmental Health Commercial Section for staff working in the day and night time economy on conflict management and personal protection.

### Recommendations

- A traffic light system could be used to identify problem outlets and implement interventions **(D)**
- Encourage any problem premises to close earlier **(D)**

## 20. Category 13 – Access Routes and Space Allocation

- a) The primary routes have CCTV coverage and adequate lighting.
- b) Community Payback is being utilised to keep alleyways clear and tidy and to remove graffiti.
- c) The underpass from the station is well lit and well maintained.

### Conclusions

21. In order for South Road to satisfy the minimum standard for a safe and secure town centre the following actions are recommended to address the essential criteria highlighted in the report.
  - a) Partnership Working - A dedicated town centre crime reduction group to meet on a regular basis to set measurable goals linked to PSA targets to reduce crime and disorder. The group should comprise of a range of members from Local Authority, Police, Probation Service, Health Authority, Fire and Rescue, Drug and Alcohol Team etc. with “champions” of the night time economy dedicated to reducing crime and disorder. Joint performance, action and evaluation should take place at regular intervals.
  - b) Data and Information Sharing – Implement a data sharing agreement between the PCT and local authority with anonymous information on data from A&E departments and the ambulance service. This information should be analysed, prioritized, actioned and followed up with evaluation.

# Agenda Item 8

- c) Licensed Premises – The Night Net Radio/paging system for all pubs and clubs in close proximity should be linked to Sefton Security. The Pubwatch scheme needs to be reconvened.
- d) CCTV – The audit considered that CCTV provision met the listed criteria but recommends a separate detailed survey of CCTV provision.
- e) Transport – Taxi marshals should be considered for peak times and checks could be made to establish whether transport is sufficient for the needs of visitors to the town centre.
- f) Visual Cues in the Town Centre – Secure glass and bottle banks should be provided and emptied on a regular basis keeping the streets clear.

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# SAFE AND SECURE TOWN CENTRES AT NIGHT TOOLKIT

bretrust

# Agenda Item 8

BRE client report number 242885

Prepared by Sharon Monahan and Joan Oxley, consultants at BRE,  
for the BRE Trust

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## ACKNOWLEDGEMENTS

---

BRE gratefully acknowledge the following steering group members for their contribution to this toolkit:

Bill Butcher, Thames Valley Police

Pat Cogan, ACPO CPI Ltd.

Dan Messenger, West Yorkshire Police

Dr Tim Pascoe, Griffin Research and Consultancy Ltd

Lionel Starling, Swindon Borough Council

Mike Stephenson, West Mercia Police

Dave Stubbs, Thames Valley Police

Jane Taylor, Watford Borough Council

Chris Vercoe, Devon and Cornwall Police

Mark Worthington, Northamptonshire Police

## INTRODUCTION

---

This project was funded by the BRE Trust and its free use is approved by the BRE Trust.

The tool is intended to provide stakeholders in the night-time economy with a structure for measuring the issues involved in alcohol-related violence and disorder in town centres at night, identifying priorities and taking action to deal with them. The toolkit provides a benefit to managers of the night-time economy by supplying a framework for evaluating policies and procedures. Through implementation of the suggestions included in the toolkit it should also provide benefit to users of the night-time economy by allowing them to have a safer night out.

It is based on extensive research by the BRE, including Crime Prevention Through Environmental Design (CPTED), case studies, interviews with key stakeholders, steering group meetings, observations and literature reviews.

The toolkit stresses the need for joined-up thinking on a wide range of policies in the management of town centres at night involving a diverse range of representatives with responsibility for lighting, CCTV, planning, health, transport, licensing of premises, street vendors and taxis, police, street maintenance, licensing trade, youth workers, etc.

This tool needs to be applied with careful consideration of the suggestions. There are no generally applicable solutions; what works in one town centre may not work in another. It is essential therefore to consider the context and the unique characteristics of the locality. However, the scoring method at the end of the form can provide a starting point for responsible stakeholders to assist in tackling the issues involved in alcohol-related violence and disorder in town centres at night through appropriate action.




It is hoped that this toolkit will encourage much thought and action and also stimulate debate. As town centre legislation and knowledge are in a continuous state of change, the toolkit will be modified and updated on a regular basis. If you have any comments please send them to Sharon Monahan, email [monahans@bre.co.uk](mailto:monahans@bre.co.uk).

## HOW TO FILL IN THE TOOLKIT

---

The checklist is split into 13 categories that cover all aspects of the night time economy known to affect crime levels and alcohol related violence. Within each category there are a number of actions that can be taken. These actions have different levels of importance, as illustrated by the colour and dot rating shown in the table below. Hence the actions at the beginning of each category are considered to be more important than those lower down the list.

### Levels of importance for actions

	Essential	These actions are essential and urgent, immediate action is required to implement them.
	Important	These actions are important and should be considered as soon as possible
	Desirable	These actions are desirable and are a bonus if implemented.

The person filling in the checklist will need to consider each of the actions listed to determine whether they have been:

- Already implemented, with evidence to support that implementation
- Considered and intending to implement
- Considered but not applicable
- Not considered.

In each case, the answer should be a truthful account of the current situation in the town centre economy to which it is applied. If there is no information available for a given action then the action should be rated as not considered. The responses can then be transferred to the score sheet at the end of the toolkit.

PARTNERSHIP WORKING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	There is a dedicated town centre crime reduction group who can take a holistic view of day and night-time issues.		✓		
●●●●	A diverse range of member involvement, members will be variable depending on need. Key members in each organisation are identified and included in group. Group should be led by the LA.  Examples of members could include: <ul style="list-style-type: none"> <li>• Local Authority</li> <li>• Police</li> <li>• Probation Service</li> <li>• Health Authority</li> <li>• Youth Offending Team</li> <li>• Drug and Alcohol Team</li> <li>• Local residents</li> <li>• Transport</li> <li>• Fire and Rescue</li> <li>• Door staff</li> </ul>		✓		
●●●●	There are 'champions' of the night-time economy, dedicated to reducing crime and disorder with overall responsibility for the group.		✓		
●●●●	Agreed and understood policies to reduce crime and disorder, with measurable goals on a short, medium and long-term basis. To be linked to PSA targets.				✗
●●●●	Effective, co-ordinated and proactive management of the public domain, e.g. lighting, transport etc.				✗
●●●●	Joint performance, action and evaluation take place at regular intervals.				✗
●●●●	A high rate of pro-activeness amongst members. Evidenced by regular informal meetings. Regular contact, both formal and informal, with parties outside the core group.				✗
●●	A representative from the local Pubwatch scheme is included in the partnership and licensed premises managers have a strong and effective voice.		✓		

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# Agenda Item 8

SAFE AND SECURE TOWN CENTRES AT NIGHT

PARTNERSHIP WORKING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	The partnership has an education strategy. It is actively engaged in promoting safety education messages to visitors to the night-time economy. Promotional material is available and police and partners visit universities and sixth forms/colleges and schools to advise on the dangers of alcohol abuse/misuse and in relation to improving personal safety.	✓			
●	All partners receive training on the issues involved in crime and disorder in the night-time economy.		✓		
●	A media strategy is in place. Positive effort to engage with the local press and radio, building a good working relationship to promote the work in reducing crime in the night-time economy and to discourage 'sensationalist' reporting of incidents. Promote good news stories of successful operations, but taking care not to be counter-productive & increase fear.	✓			



DATA AND INFORMATION SHARING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Crime and anti-social behaviour data is robust and detailed and hotspots are regularly identified and analysed.	✓			
●●●●	The NHS/Primary Care Trust is involved in intelligence gathering and information sharing. There is a data sharing agreement between health department and local authority, anonymised information, including data from local A&E departments and the Ambulance Service, is shared as a matter of course. Information is analysed, prioritised, tasked, actioned and followed-up with evaluation.				✗
●●●●	There is a dedicated research and information co-ordinator to analyse data and prioritise tasks.	✓			
●●	There are standardised forms that guarantee anonymity for staff in A&E to complete for all victims of violent crime. These can provide valuable information on location, times, weapons used, injuries sustained and involvement of alcohol.				✗
●●	Data is supplied in 'real time' to allow for policing/ partnership strategies to adapt to changes in night-time economy.				✗
●●	Qualitative data collection techniques are in use, e.g. walking around the site, photographing evidence of signs of urination, litter, glass etc.	✓			
●	A footfall count is in operation to assist in the provision of more meaningful crime data.			✓	

# Agenda Item 8

SAFE AND SECURE TOWN CENTRES ACTION PLAN

LICENSED PREMISES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	<p>Consideration has been given to the appropriate number and/or type of licensed premises in the town centre.</p> <p>e.g. through the use of:</p> <ul style="list-style-type: none"> <li>• A Cumulative Impact Policy</li> <li>• Planning: Planning and Licensing Dept. liaising, Supplementary Planning Guidance, Local Area Plan</li> <li>• Section 17 of the Crime and Disorder Act 1998 which states that local authorities have a duty to consider crime and disorder implications and do all they reasonably can to prevent crime and disorder in its area.</li> </ul>			✓	
●●●●	Proactive and well run premises are encouraged.	✓			
●●●●	There is a comprehensive licensing database available to monitor licensees and licensed premises. Recording procedures for violent crime are linked to specific licensed premises for evidential purposes, tasking and co-ordination.	✓			
●●●●	Top ten premises with problems are identified and an array of interventions implemented, involving police, fire and rescue, local authority etc. A traffic light system is in use in which problem premises are identified and interventions implemented. This is not available in the public realm unless the premises goes to review.	✓			
●●●●	A 'Quality Charter Mark', such as Best Bar None or similar, is used to set a standard of operation for managers of licensed premises. Regular checks on the standard are carried out.	✓			
●●●●	There is a licensee's forum or Pubwatch to provide a stronger voice for licensees to air their concerns.		✓		
●●●●	There is a Night Net Radio/paging system for all pubs and dubs in close proximity. To allow for a rapid response from the police to problems, the systems should also be directly linked to whoever monitors the public CCTV system.		✓		

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LICENSED PREMISES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Police and/or Local Authority licensing officers make routine, regular contact with licensee representatives in hot spot areas.	✓			
●●	Compliance with the minimum standards set out in Secured By Design (SBD).		✓		
●●	Staggered dosing times are encouraged by licensing authority.				✗
●●	'Vertical drinking' premises are discouraged.				✗
●●	'Happy Hours' and drinks promotions are discouraged. Premises who run these promotions receive focussed attention.	✓			
●●	There is a 'banned from one, banned from all' scheme in operation.		✓		
●●	Demonstrated evidence gathering. e.g. police or licensing officers make overt video recordings to use as evidence for prosecutions, reviews and prosecutions of licensed premises. They film patrons leaving licensed premises and use evidence of poor practice to liaise with licensees, door supervisors and area managers. Examples of poor practice include people leaving with bottles and glasses, people leaving in an obvious drunken state etc.	✓			
●●	There is effective management and control of outside smoking space and entry and exit points. Including for example: <ul style="list-style-type: none"> <li>• No alcoholic drinks are permitted outside</li> <li>• CCTV coverage or alternative surveillance</li> <li>• CCTV is not obstructed by umbrellas etc</li> <li>• Provisions for cigarette butts</li> <li>• Use of safety glassware</li> <li>• Safe ashtrays, should be fixed (in particular not glass and not heavyweight)</li> <li>• Noise reduction measures</li> </ul>	✓			

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# SAFE AND SECURE VENUES SIA ACT 2018

## Agenda Item 8

LICENSED PREMISES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Pavement licensed areas are effectively managed and controlled, including for example: <ul style="list-style-type: none"> <li>Kept clean and tidy</li> <li>Tables and chairs removed when necessary</li> <li>Use of safety glassware</li> <li>Under surveillance</li> <li>Patrons who are sitting are clearly separated from those passing through</li> </ul>			✓	
●●	Effective drugs management policies are in place, for example on search, seizure and reporting and the provision of drug amnesty safe.	✓			
●●	Use of alternatives to glass, e.g. polycarbonate drinking vessels and PTE bottles, to reduce their use as weapons and accidental injuries.			✓	
●●	Door staff on the front door and inside the venues wear high visibility clothing/arm bands and display SIA licenses to make them easily recognisable.	✓			
●●	A log of door staff is maintained to record who is working and the incidents that occur. The log is accessible to LA and Police.	✓			
●●	Toilets are under monitoring and supervision.	✓			
●	Body worn video systems for door staff. There are risk assessment, management procedures and training for use of the system. These can record incidents and protect staff against false accusations.				✗
●	Promotion of anti-tamper devices to reduce likelihood of drink spiking (but not those that promote the use of a straw).			✓	
●	Provide a 'chill out' time; internal noise levels and tempo are lowered towards the end of the evening and soft drinks, coffee, water etc supplied.		✓		
●	Consider use of Data-scan membership/entry systems to licensed premises.			✓	

POLICING STRATEGIES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	There is a highly visible police presence at an appropriate level with a core of town centre dedicated officers having local knowledge	✓			
●●●●	There are designated public places orders that are subject to robust policing and enforcement, especially at peak times.			✓	
●●●●	Hot spot areas are subject to positive policing, especially during peak times.	✓			
●●●●	Evidence of counter terrorism issues being addressed. (The government's countering terrorism strategy is available via the Home Office website)	✓			
●●●●	Early interventions, including use of fixed penalty notices for Section 5 public order offences, for certain types of anti-social or criminal behaviour which often act as a precursor to violence, such as urinating in the street, throwing bottles and litter, using obscene profane language in the street.	✓			
●●●●	Records are kept of where individuals who are arrested for alcohol-related offences had their last drink, allowing the identification of premises that may be serving alcohol irresponsibly. Information is fed into the licensing database.			✓	
●●	Effective drugs policies are in place, including deployment of passive drugs dogs.		✓		
●●	Use of generic, comprehensive feedback sheet for officers or Duty Sergeant operating in the night-time economy during peak times. These to be fed to the licensing team and ASBU to provide a holistic view of occurrences and influence the next tasking and co-ordination.	✓			
●●	Evidence of proactive use of Section 27 of the Violent Crime Reduction Act 2006 – directions to individuals who represents a risk of disorder to leave the locality and not return within a fixed time period.	✓			
●●	Use of restrictive police bail conditions, i.e. not to enter town centre after 10 o'clock, to moderate future behaviour.	✓			

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# Agenda Item 8

SAFE AND SECURE FROM VIOLENCE AND STUNTS

POLICING STRATEGIES		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Knife policies are in place, e.g. S60 of the Criminal Justice and Public Order Act, searching for weapons by police or premises.	✓			
●	Dispersal strategies are in place – e.g. Handing out Lollipops & “Smile you’re on CCTV” cards.				✗
●	Use of alcohol-related conditional cautions, e.g. attending alcohol referral schemes or sweeping streets for an hour.				✗
●	Officers patrol with Body Worn Video. Risk assessment, management procedures for the system and training in use of system are in place.	✓			
●	Use of Anti-Social Behaviour Orders (ASBOs), Acceptable Behaviour Contracts (ABCs) and Dispersal Orders to tackle aggressive and drunken forms of ASB.	✓			
●	Use of mobile police cell bus in high demand areas.			✓	
●	Victimless prosecutions where admissible evidence is available, e.g. CCTV where the victim will not prosecute (but provide for the danger of double counting of offences).	✓			

CAPABLE GUARDIANS AND STREET WELFARE		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Street marshals/wardens are deployed to provide high profile capable guardians in the town centre. These need to be additional to police presence. Marshals to be SIA licensed, possible use of door supervisors.				✗
●●	Presence of other capable guardians, e.g. street pastors, including multi-faith. Training to be provided by, for example, the police.				✗
●●	Diversity of use - local planning policies encourage a wide range of complementary evening and night-time economy uses that appeal to different ages and social groups to reduce the potential youth domination of the night-time economy. Cinemas, shops, museums, theatres and other cultural attractions stay open later and a café culture is encouraged. Consideration has been given to the introduction of residential use above shops and safe access.	✓			
●●	Active policy on street begging.	✓			
●●	Active policy on street traders.			✓	
●●	Active policy on external and internal ATMs to reduce opportunities for robbery.				✗
●	A mobile triage/A&E centre/SOS bus is used at major pre-planned events and seasonal peaks. This reduces the burden on hospital and ambulance resources and the deployment of police to violent incidents at A&E.				✗
●	Joint Paramedic and Police patrols to provide support for Ambulance personnel in potentially volatile situations allowing quicker patient care. Provide Police with early scene/witness preservation and offender identification & free up resources from both services. (Can also include St John's Ambulance staff for minor injuries)				✗
●	Use of temporary pedestrian zones surrounding high concentrations of night time economy premises. Resources are dedicated, such as police and traffic wardens, to this area. This will improve safety for egress by patrons and prevent disputes over passing taxis.				✗
●	'Meet & Greet' patrols are provided.				✗
●	Town centre help points are provided, linked to CCTV.	✓			

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CCTV	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
<p>●●●</p> <p>CCTV (internal and external) should be fit for purpose. i.e.:</p> <ul style="list-style-type: none"> <li>• The operational requirements for the CCTV have been taken into consideration.</li> <li>• All the main areas of the night-time economy are covered by CCTV.</li> <li>• Picture quality and detail is sufficient to allow the identification of an individual to be established beyond reasonable doubt. The ideal for identification purposes is an image size of 120% screen height.</li> <li>• CCTV is linked to the police and integrated with night-net radio system.</li> <li>• Camera placement is based on achieving the optimum view with no obstructions, cameras should not be too far away nor be at too wide an angle</li> <li>• Light levels should be considered.</li> <li>• System should be accredited to NSI, SSAIB or SISH.</li> <li>• Should be registered and comply with code of practice.</li> <li>• CCTV is vandal resistant.</li> <li>• Consider slave monitor in police station and a police officer in the CCTV room.</li> <li>• There is regular maintenance of the CCTV system.</li> <li>• In licensed premises: as a minimum, cameras should be on entrances and exits, cloakroom and entrance to dance floor. Some fixed, others not, but should be fixed on entrances and exits; cameras should be at eye level.</li> <li>• External cameras on all entries and exits to licensed premises.</li> </ul> <p>A separate, detailed survey of CCTV is recommended.</p>				
<p>●</p> <p>Talking CCTV cameras used where appropriate.</p>				
<p>●</p> <p>Mobile CCTV van used.</p>				
<p>●</p> <p>Flat screens on wall so patrons can see CCTV footage, to act as a deterrent.</p>				



LIGHTING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Lighting levels are fit for purpose and conform to the appropriate British Standard.	✓			
●●●●	Lighting promotes feelings of security and well-being for pedestrians.	✓			
●●	Lighting is unobstructed, for example by trees, foliage or signage.	✓			
●●	Metal halide or similar white light source is in use, as this provides better colour definition.			✓	
●●	The lighting in the area is appropriate, i.e. is as bright and even as possible, without being too bright.	✓			
●	Regular maintenance of lighting.	✓			
●	Lighting is vandal resistant.	✓			

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SAFE AND SOUND TOWN CENTRES ACTIVITY

UNDERAGE DRINKING		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	Test purchases are conducted at licensed and off-licence premises by the local authority trading standards officers and/or police, based on intelligence of under age sales.	✓			
●●●	Evidence of targeting under-age drinking.	✓			
●●	Challenge 21/25 scheme is in operation. Adequate signage is in place.	✓			
●●	Evidence of Police and Trading Standards working with the trade to reduce underage drinking.	✓			
●	Refusal logs are maintained by licensed premises.	✓			
●	Under-age, non-alcohol drinks nights are controlled and managed effectively.	✓			
●	Staff training is provided, auditable training records are kept.	✓			

TRANSPORT		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●●	Taxi marshals are deployed at taxi ranks, bus stops and train stations, as appropriate, to provide high profile capable guardians and to co-ordinate use of taxis.				✗
●●●●	Taxi ranks are covered by CCTV.	✓			
●●●●	The town centre manager has links with the transport operators to liaise over whether transport is sufficient for the needs of visitors to the town centre.				✗
●●	Provision of public transport at peak times during the night, either at the normal rate or subsidised by licensee forums or CDRPs. The transport system should have surveillance.			✓	
●●	Taxi drivers are connected to the radio/night-net systems.				✗
●●	Additional measures are deployed to control taxi queues, such as railings.				✗
●●	Taxi firm offices have a radio-link to CCTV control rooms.				✗
●●	No fast food outlets are located near taxi ranks.				✗
●●	Taxi marshals provide information, estimated waiting times etc. Alternative is plasma screens that display customer information.				✗
●	CCTV is installed in taxis and is fit for purpose. The use of taxis with CCTV is promoted and recommended by Pubwatch members.		✓		
●	Evidence of test purchase operations to combat illegal flagging by private hire and rogue cabs.		✓		
●	Taxi-watch scheme.				✗
●	Mini-cab booking kiosks are provided in a convenient location near licensed premises, or inside licensed premises where people can order taxis and then wait, possibly provide free phone. Design issues need to be taken into consideration.				✗

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# Agenda Item 8

SAFE AND SECURE TOWN CENTRES AT NIGHT

TRANSPORT		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●	Matrix messaging on way into town centre advising of SBD car parks to use.				✗
●	Non-cash payment schemes for taxis, consider pre-payment schemes.				✗
●	Provide good, clear advice and signage on parking in the town centre. Increase awareness of possibilities of criminal damage. Consider needs of staff parking.	✓			

OFFENDERS AND VICTIMS		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●	Convictions for offenders in the night-time economy are publicised to act as a deterrent to other potential offenders, to re-assure the public that the authorities are taking the matter seriously and to act as motivation for staff. This information needs to be balanced with good news stories.	✓			
●●	Pubwatch schemes adopt a name and shame policy of offenders. (Only names of barred persons are displayed in public). Photo sharing of offenders with Pubwatch, data protocols in place.		✓		
●●	Proactive intervention of ASBU to warn offenders of consequences of repeat behaviour and also to assist in the identification of repeat offenders.	✓			
●	Alcohol arrest referral schemes are in use.	✓			
●	Partnerships examine issues of repeat offenders and victims in the night-time economy.				✗
●	Poster advertising is displayed in A&E to advise victims of violence on available Victim Support services.	✓			
●	A corporate calendar of media campaigns to make potential victims aware of the risks associated with drunkenness.	✓			

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VISUAL CUES IN THE TOWN CENTRE		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	A positive visual impression of the town centre is provided. Including for example: <ul style="list-style-type: none"> <li>Minimal levels of litter and graffiti in the main centre of the night-time economy.</li> <li>Active management of litter and graffiti removal in place</li> </ul>	✓			
●●●	Secure glass and bottle banks are provided. Regular monitoring and emptying are important, keeping streets generally clear. Their use should be actively promoted, particularly in high-risk disorder areas.				✗
●●	Refuse collectors are deployed at peak times to remove rubbish and litter that may be used as a weapons, e.g. bottles and glasses. The presence of the refuse collectors would also increase the level of capable guardians or 'eyes on the street' in the town centre.				✗
●●	To reduce street fouling - public toilets are provided, with extended opening hours. Mobile and pop-up toilets can also be used as an alternative. Legal powers should be implemented to prosecute offenders. Consider liaising with some outlets to permit use of their toilet facilities.	✓			
●●	Use Section 215 of the Town and Country Planning Act 1990 to control the appearance of the town centre, including boarded up properties, grilles, shutters etc. This provides a local planning authority with the power to take steps to clean up land and buildings when their condition adversely affects the amenity of the area.	✓			
●	Appropriately designed rubbish bins are provided, which should be vandal and arson proof.	✓			
●	Long-term plans in place to improve frontages. Remove recessed doorways where possible, for example through the opportunity created when there is a change of use of premises.				✗
●	Street furniture is robust and secure and is regularly maintained in good order.	✓			
●	Reduce street clutter, for example encourage use of lamp posts for signage, CCTV etc.			✓	

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VISUAL CUES IN THE TOWN CENTRE		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●	Use Cleaner Neighbourhoods Act where necessary. This provides authorities with more effective powers and tools to tackle environmental issues and anti-social behaviour, e.g. nuisance, noise, graffiti and litter.	✔			
●	When road works, holes in pavement etc. require action consider leasing the street to the contractor for a fixed period – cost to them means they tend to finish within timescale.				✘

# Agenda Item 8

SAFE AND SECURE TOWN CENTRES ACTIVITY

FAST FOOD OUTLETS		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	Monitoring of fast food outlets by Police and partner agencies.	✓			
●●	Encourage the use of Door Supervisors where appropriate.			✓	
●●	Use of CCTV systems to monitor incidents inside and outside the premises.	✓			
●●	A robust approach to reviewing licenses is adopted when appropriate.	✓			
●	A traffic light system is in use in which problem outlets are identified and interventions implemented.				✗
●	Fast food outlets encouraged to close earlier.				✗
●	Investigate a possible link between fast food outlets and drugs.			✓	
●	Training for staff on conflict management and personal protection.		✓		



ACCESS ROUTES AND SPACE ALLOCATION		Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered
●●●	<p>Primary routes</p> <p>There should be a combination of high profile patrols, CCTV and improved lighting along specific routes to transport nodes and out of the area to create safe routes.</p> <p>For example these routes should:</p> <ul style="list-style-type: none"> <li>• Have appropriate lighting.</li> <li>• Have appropriate surveillance, for e.g. CCTV or regular patrols by capable guardians.</li> <li>• Be clearly visible, have appropriate visual cues and be well sign-posted.</li> <li>• Environmental cues have been considered, e.g. there are minimal levels of litter, rubbish and graffiti.</li> <li>• Vegetation is kept clear and cut back.</li> <li>• Co-ordinated rubbish collections.</li> <li>• Awareness campaigns have been carried out to increase public awareness and use of the main access routes.</li> </ul>	✓			
●●	<p>Alleyways</p> <p>Ensure the alleyways are not acting as fear generators.</p> <p>For example:</p> <ul style="list-style-type: none"> <li>• Are gated where appropriate</li> <li>• Are not used as urinals</li> <li>• Do not have hiding places</li> <li>• Do not contain litter, rubbish or graffiti</li> <li>• Have clear visibility and are well-lit where appropriate</li> </ul>		✓		
●●	<p>Underpasses</p> <p>Eliminate underpasses where possible, consider blocking off where appropriate. Where present ensure the underpasses are not acting as fear generators, For example: Have clear visibility and are well lit Are not used as urinals Do not contain rubbish, litter or graffiti</p>	✓			
●●	<p>Private/public space</p> <p>Provide clear differentiation and robust separations between private, public and semi-public space, for example service areas, storage areas. Establish ownership of, and responsibility for, semi-public space.</p>				✗

### SCORE SHEET

●●● ESSENTIAL ACTIONS	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered	Total possible points
Partnership working					7
Data and information sharing					3
Licensed premises					8
Policing Strategies					6
Capable guardians and street welfare					0
CCTV					1
Lighting					2
Underage drinking					2
Transport					3
Offenders and victims					0
Visual cues in the town centre					2
Fast food outlets					1
Access routes and space allocation					1

●● IMPORTANT ACTIONS	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered	Total possible points
Partnership working					2
Data and information sharing					3
Licensed premises					13
Policing Strategies					5
Capable guardians and street welfare					6
CCTV					0
Lighting					3
Underage drinking					2
Transport					5
Offenders and victims					3
Visual cues in the town centre					3
Fast food outlets					3
Access routes and space allocation					3

● DESIRABLE ACTIONS	Implemented and evidenced	Considered and intending to implement	Considered, but not applicable	Not considered	Total possible points
Partnership working					2
Data and information sharing					1
Licensed premises					4
Policing Strategies					6
Capable guardians and street welfare					5
CCTV					2
Lighting					1
Underage drinking					3
Transport					9
Offenders and victims					4
Visual cues in the town centre					6
Fast food outlets					4
Access routes and space allocation					0

## SCORE SHEET INTERPRETATION

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### Consider the Essential table.

If the majority of responses are "Not considered" or "Considered and intending to implement" then a time scale for consideration and/or implementation is required.

If the majority of answers are "Considered but not applicable", then these should be reconsidered to see if any changes in circumstances makes them more applicable. These items should be given highest priority in terms of implementation. If they remain "not applicable" it may be necessary to seek external consultancy advice as to why they remain "not applicable" and whether there are any advantages expected from implementation of these or other actions.

If the majority of responses are "Implemented and evidenced", then consider implementing the other essential items, and then go onto the important actions.

### Consider the Important table.

Ensure that as many essential actions as possible have been implemented.

If the majority of responses are "Not considered" or "Considered and intending to implement" then a time scale for consideration and/or implementation is required.

If the majority of answers are "Considered but not applicable", then these should be reconsidered to see if any changes in circumstances makes them more applicable. These items should be given highest priority in terms of implementation. If they remain "not applicable" it may be necessary to seek external consultancy advice as to why they remain "not applicable" and whether there are any advantages expected from implementation of these or other actions.

If the majority of responses are "Implemented and evidenced", then consider implementing the other important items, and then go on to the desirable actions.

### Consider the Desirable table.

Ensure that as many essential and important actions as possible have been implemented. If there is still an issue consider the following actions.

If the majority of responses are "Not considered" or "Considered and intending to implement" then a time scale for consideration and/or implementation is required.

If the majority of answers are "Considered but not applicable", then there may be little advantage in trying to implement them.

If the majority of responses are "Implemented and evidenced", then it is essential that you obtain independent consultancy to determine why there is still a crime and alcohol related violence issue in your area.

Irrespective of the outcomes above, you may still benefit from an independent assessment of your night time economy risks, as this may highlight issues specific to your particular town centre, and the best recommendations for carrying out appropriate actions.



# Agenda Item 8

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**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON MONDAY 13 SEPTEMBER 2010. MINUTE NO. 27 IS NOT SUBJECT TO "CALL-IN"**

## **ST. OSWALD AND NETHERTON AND ORRELL AREA COMMITTEE**

### **MEETING HELD AT THE NETHERTON ACTIVITY CENTRE, GLOVERS LANE, NETHERTON ON THURSDAY 26TH AUGUST, 2010**

**PRESENT:** Councillor Mahon (in the Chair)  
Councillors Bradshaw, Brennan, M. Dowd, P. Dowd and Maher

Local Advisory Group Members: Mrs. M.Elson  
2 Members of the public were present.

#### **23. APOLOGIES FOR ABSENCE**

No apologies for absence were received.

#### **24. DECLARATIONS OF INTEREST**

No declarations of Interest were received.

#### **25. MINUTES**

**RESOLVED:**

That the Minutes of the meeting of the Area Committee held on 1 July 2010, be confirmed as a correct record.

#### **26. OPEN FORUM**

During the Open Forum, the following matters were raised:-

- (a) Mrs. M.Wagner referred to the unsightly state of Dunnings Bridge Road corridor, in particular;
- 3ft high weeds in gutters and pavements by Cumberland Gate, which were expected to be cleared by the Community Payback Scheme;
  - acoustic barrier is in need of repair due to the appearance of large potholes;
  - tarmac'd pavements were very uneven and full of potholes by the Switch Car site;
  - the frontages of some Commercial properties and Park Hotel were unkempt and shrubbery full of litter;

# Agenda Item 9a

ST. OSWALD AND NETHERTON AND ORRELL AREA COMMITTEE-  
THURSDAY 26TH AUGUST, 2010

- large wagons parked outside the old Peerless site overnight restricted access along the pavement;
- acoustic barrier by Sandiways is full of litter and the shrubbery overgrown.

Mr. M.Kilpatrick, the Area Co-ordinator indicated that he had contacted the Highways Agency who agreed to forward these comments to the maintenance contractor Aone. A representative from Aone would now be advising their Network team to visit the site to do an assessment, they would write to Mrs. Wagner directly.

Mrs Wagner reported that she had received a response from Aone indicating the action they would be taking within their areas of responsibility and further indicating that the litter and unauthorised parking issues were the responsibility of the Council and Police.

Members indicated that they were aware of this ongoing issue and had tried to resolve it for sometime and had recently undertaken a site visit of the area.

Members further indicated that these issues had been raised with the Cabinet Member – Technical Services who had passed a resolution at his meeting on 25 August 2010, in which he agreed to write to the Highways Agency seeking immediate action to address ongoing issues relating to ongoing traffic management, parking and access issues in this area and particularly on the A5036 Dunnings Bridge Road slip roads between Heysham Road and Park Lane; the heavy goods vehicle parking issues, to include the consideration of the introduction of traffic regulation orders /road closures etc. If a response was not received within three weeks of the letter being sent, the Chief Executive be requested to make contact with the Chief Executive of the Highways Agency requiring an immediate response.

RESOLVED: That

- (1) the Operational Services Director be requested to investigate the issues raised in relation to litter and respond to Mrs Wagner in writing;
  - (2) Merseyside Police be requested to investigate the issues raised in relation to unauthorised parking of large wagons on the old Peerless site and respond to Mrs Wagner in writing;
- (b) Ms.G.Nolan, Copy Lane residents Association submitted an update report following issues previously raised at the meeting on 1 July 2010. The report indicated that the group had been formally set up and various events had been organised to include a Family Fun Afternoon on Sunday 29 August 2010.



RESOLVED:

That the update from the Copy Lane Area Residents Association be noted.

## **27. POLICE ISSUES**

No Police representatives were in attendance at the meeting.

RESOLVED:

That Miss L.Roberts, Committee Administrator be requested to write to Inspector Thompson, Merseyside Police as to the non-attendance of Officers at the meeting.

## **28. COPY LANE PARK - PROVISION OF NOTICEBOARDS**

The Committee considered the report of the Leisure and Tourism Director requesting funding from the Area Committee's devolved budget for the installation of notice boards at Copy Lane Park.

The report indicated that there was growing public interest in working with the Council and other agencies to tackle anti social behaviour at Copy Lane Park and to see the park improved. On the 30 June local residents, worked in partnership with the Council, and Community Payback undertook a 'clean up' day. A request was made that two noticeboards be installed, the provision of new signage / notice boards fitted in with the Parks Asset Strategy but could not be funded with existing resources.

Officers had visited the site and assessed that two notice board would adequately provide scope for communicating information on the work of the rangers; public notices and information on residents work in the park. The noticeboards proposed for Copy Lane Park are of a heavy duty, vandal resistant design and include large pin boards for display and the on going minor maintenance costs associated would be met by the Landscape Development & Management section.

RESOLVED:

That the request for £3,000 for the installation of two noticeboards at Copy Lane Park to be funded from the Area Committee's Devolved Budget be approved.

## **29. HIGHWAYS ADDITIONAL MAINTENANCE**

Further to Minute No. 81 of the 18 March 2010, the Committee considered the report of the Planning and Economic Development Director updating on the proposed additional highways maintenance programme. The report indicated that in setting the Council's Budget for 2010/11 a supplementary provision of £900,000 was included to support highway maintenance

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works in 2010/11, in recognition of the excessive deterioration of the Highway Network following two consecutive winters of severe weather and frost damage.

Subsequent to this decision the Government announced an additional allocation was to be made available to assist local authorities to repair damage to their road network resulting from the winters severe weather.

The Department for Transport had now advised that the funding was to be provided through revenue under Section 31 of the Local Government Act 2003 for the purpose of “providing support towards expenditure lawfully incurred or accrued in respect of costs for an emergency revenue highway maintenance scheme in the year to 31March 2011” and that the amount awarded to Sefton is £248,400.

The addition of Section 31 Grant award to the existing approved budget allocation of £900,000 provides for a total allocation of £1,148,400 for the emergency revenue highway maintenance programme in 2010/11.

A draft additional programme had been prepared consisting mainly of Micro Surfacing & Surface Dressing treatments, to be applied after repair of potholes and major surface defects to prolong the life of the road surface beyond that achievable from simple “pothole” repairs and prevent wholesale breakdown occurring.

It was considered that this would use the additional funding to best effect and minimise the impact of a further severe winter on these road surfaces. The programme had been prepared on the basis of “technical need”.

The list of prospective sites being identified for treatment had been shared with Ward Councillors and Area Management Staff of the Neighbourhoods and Investment Programmes Department to identify local priorities.

Comments and queries raised by Ward Councillors in respect of the works programme were provided in Annex B to this report.

RESOLVED:

That the additional Highways Maintenance Programme for 2010/11 be approved.

## **30. MISCHIEF/BONFIRE PERIOD 2010 REQUEST FOR FUNDING FROM AREA COMMITTEES**

The Committee considered the report of the Head of Safer and Stronger Communities requesting funding for Mischief/Bonfire Fireworks displays as part of the diversionary activities to reduce anti-social behaviour and crime during the period.

The report indicated that funding was requested to host a firework display at the Netherton Activity Centre field. Similar requests for funding had been made to the Area Committees of Linacre and Derby, Litherland and Ford and Sefton East Parishes.

Funding for previous displays had been sought through Community Safety Division's Area Based Grant allocation which this year had been reduced; therefore the division was no longer able to fund the events. The total cost of each display was £6,800 and £3,000 of the costs had been found within the Police and the Safer, Stronger Communities Division resources. Full costs were outlined within the report.

Members indicated that funding for such events had been previously raised by the Tourism Department and asked as to why the funding had been withdrawn. In response it was reported that funding was no longer available and that was why the Area Committees had been asked to contribute.

RESOLVED: That

- (1) the request to part fund the 2010 Mischief/Bonfire Fireworks displays from the Area Committees devolved budget at a cost of £3,800 be approved; and
- (2) the Head of Safer and Stronger Communities be requested to source funding elsewhere to assist the funding of the event.

## **31. IMPROVEMENTS TO PLAY FACILITIES AT DEERBARN PARK/OLLERY GREEN**

Further to Minute No. 20 on 1 July 2010, the Committee received an update from the Parks and Greenspaces Manager, Leisure and Tourism Department regarding progress of the replacement slide at the Ollery Green/Deerbarn Park Play Area.

Further to the Area Committee's approval at a previous meeting, the play equipment, including the slide had now been ordered and following a lead-in period for manufacture, would be ready to install in September.

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RESOLVED;

That the update regarding the progress of the replacement slide at the Ollery Green/Deerbarn Park Play Area be noted.

## **32. BUDGET MONITORING**

Further to Minute No.21 of the meeting held on 1 July 2010, the Committee considered the report of the Neighbourhoods and Investment Director that provided information on available resources for the Committee and progress on those items approved at previous meetings.

RESOLVED: That

- (1) the Ward budgets for 2010/11 and progress to date on items agreed previously be noted; and
- (2) the ongoing issues from 2009/10 be noted.

## **33. PREVIOUS QUESTIONS RAISED IN THE OPEN FORUM**

The Area Committee considered correspondence relating to previous questions/issues raised in the Open Forum.

RESOLVED:

That the correspondence be noted.

## **34. STAN MERCER - MAYORAL ATTENDANT**

Councillor Brenan reported of the death yesterday evening of a fellow colleague Mr Stan Mercer, Mayoral Attendant. Stan passed away a day after celebrating his 68th birthday and following a brave fight against his illness.

The Committees thoughts are with Sharon and the family at this very sad time.

RESOLVED:

That a letter of condolence be sent to Stan's family with deepest sympathy.

## **35. DATE OF NEXT MEETING**

RESOLVED:

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That in accordance with the agreed programme of meetings for this Area Committee, the next meeting will be held on **Thursday 30 September 2010 at the Netherton Park Neighbourhood Centre, Chester Avenue, commencing at 6.30 p.m.**

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THE "CALL-IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON THURSDAY 16 SEPTEMBER, 2010. MINUTE NOS. 57, 59, 60 (1), 61(5), 62 AND 63 ARE NOT SUBJECT TO "CALL-IN".

## **SOUTHPORT AREA COMMITTEE**

### **MEETING HELD AT THE TOWN HALL, SOUTHPORT ON WEDNESDAY, 1ST SEPTEMBER, 2010**

**PRESENT:** Councillor Hands (in the Chair),  
Councillor B. Rimmer (Vice Chair)  
Councillors Booth, Byrom, Dodd, Glover, Jones,  
McGuire, Porter, Preece, Preston, B Rimmer,  
D Rimmer, Shaw, Sumner, Tattersall and  
Sir Ron Watson.

Local Advisory Group Members:  
Mr J Fairhurst, Mr I Goley, Mrs M Pointon and Mr S  
Sugden.

**ALSO PRESENT:** Inspectors J. Atherton, G. Fairbrother and T. Jones,  
Merseyside Police and 23 members of the public.

#### **50. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Brodie-Browne,  
Lord Fearn, Pearson and Weavers.

#### **51. WELCOME AND ANNOUNCEMENTS**

The Chair welcomed everyone to the meeting and indicated that following requests from Members and members of the public and also to ensure compliance with the Disability Discrimination Act, the Council was trialling a new Public Address system at Southport Town Hall. He briefly explained how to use the system and indicated that feedback on its effectiveness would be welcome.

The Chair indicated that this was the last meeting at which Mr. Ian Goley, Advisory Group Member would be in attendance. He thanked Mr. Goley for his valuable contribution at Area Committee meetings over the past two years and wished him all the best for the future. A round of applause ensued.

The Chair informed the Area Committee of the sad news that Mr. Stan Mercer, who had been the Mayors' Attendant for many years, had passed away following long illness.

Member stood in silence for one minute in memory of Stan.

#### **52. DECLARATIONS OF INTEREST**

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The following declarations of interest were received:

Member	Minute No.	Interest	Action
Councillor Byrom	55 - Consultation on Proposals to close Southport (North Sefton) Magistrates' Court and Southport County Court.	Personal – His wife is a Magistrate at the Magistrates' Court.	Stayed in the room, took part in consideration of the item and voted thereon.
Councillor Porter	55 - Consultation on Proposals to close Southport (North Sefton) Magistrates' Court and Southport County Court.	Personal – Her daughter is a local solicitor	Stayed in the room, took part in consideration of the item and voted thereon
Councillor Sir Ron Watson	55 - Consultation on Proposals to close Southport (North Sefton) Magistrates' Court and Southport County Court.	Personal – Board Member of the Solicitors Regulation Authority	Stayed in the room, took part in consideration of the item and voted thereon

## 53. MINUTES

RESOLVED:

That the Minutes of the meeting held on 28 July 2010 be confirmed as a correct record.

## 54. PRESENTATION - WELD ROAD BEACH

The Committee received a presentation from Dr. Phil Smith (formerly a Lecturer in Ecology at Liverpool John Moores University), who had been undergoing research into the formation of Southport's 'green beach', located between Weld Road, Birkdale and Pontin's, Ainsdale.

Mr. Smith provided the following information:



- The term 'green beach' - 'Groene Strand' - originated in the Wadden Sea area of the Netherlands. Similar beaches were found in the Rhine Delta region.
- The Birkdale green beach, which had been designated as an area of Special Scientific Interest because of the richness and rareness of its wildlife and habitat, was a linear stretch of recently formed salt-marsh and sand-dune habitat on the foreshore between Weld Road roundabout, Birkdale in the north, to the Ainsdale Beach Barrier in the south and its outstanding ecological interest had been apparent for some years
- The green beach began to form 24 years as scattered patches of common salt marsh grass which colonised the open shore. These patches soon accumulated silt and blown sand to form low hummocks, the outermost of which have grown more rapidly to form a line of embryo dunes about 100m west of the original dune frontage.
- Another green beach which had formed at Ainsdale in the early 1930s had also been studied in detail but had been subsequently washed away by winter storms.
- The present Birkdale green beach was about 4km long and up to 2km wide. Growth had taken place westwards by the development of a series of parallel embryo dune ridges, between which were areas of salt-marsh and 2 freshwater marshes, the latter being fed by three surface-water drains. Extensive flooding took place from autumn to spring but the lagoons (dune slacks) usually dried up during the summer.
- Birkdale lies on the southern shore of the Ribble Estuary which has been silting up since the last ice age. The long-term survival of the green beach was attributable to accretion of sand and silt on the foreshore which, as a result, had become progressively wider over recent decades. Thus, wave-energy was largely dissipated as the tide flooded and was insufficient, even in winter storms, to erode away the hummocks and, later, the embryo dunes.
- Over the years alder seedlings had grown in parallel lines of wet woodland – now approximately 12-13 years old. They had grown in parallel because the seeds had washed up in the sand lines along the beach.
- By 2008 the woodland was well established forming an area of approximately 4½ acres and was now approximately 4km long and 2 km wide. All of this was new land reclaimed from the sea – for Sefton!
- The beach at Formby Point was narrower and steeper than at Birkdale due to coastal erosion.

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- Rapid coastal change, although giving rise for concern, was a natural process – normal on a ‘soft coast’. The term coastline implied a fixed line but this was not the case, because coastlines are constantly moving and changing.
- Most of the Sefton sand dunes were fairly recent in origin – the dune system at Formby Point having only developed during the past 300 years.
- Removal of the green beach would be extremely difficult and costly – it was tried in the 1970s when bulldozers were brought in to remove all the vegetation to ‘save the beach’, but the constant influx of seeds and sediment brought in by the tide led to a rapid re-growth of the green beach.
- The green beach was an effective natural barrier to rising sea levels – sea walls and other coastal barriers were expensive to erect and maintain.
- Pioneer habitats had formed on the unique Sefton coastline, attracting a wide biodiversity of plants and animals. For example, Birkdale beach provided an ideal habitat for the natterjack toad and the Sefton coastline boasted the largest colony in the UK. Another rare amphibian – the sand lizard was also present.
- A variety of invertebrates were in evidence, for example, the tiger beetle, requiring a temperature of 36°C being found on the northern dunes – one of only two areas in the UK; dragonflies, which were steadily spreading north (probably due to climate change); and crickets – which can’t fly and were believed to have been transported from Anglesey as eggs in the sea.
- The area provided the perfect habitat for a number of birds, including the ringed plover, lapwing, skylark and a wide variety of wading birds (e.g. snipe, sanderling, etc) and gulls.
- The number of new plant species in the area had now reached the 300 mark and of these 50 were regionally and nationally rare, for example, the marsh orchid and the Parnassus grass.
- The position of Sefton, on the coast, half way between the south and north of the country, meant that it attracted coastal plants and creatures from both ends of the country.

In response to questions arising from the presentation, the following points were made:

- It was unlikely that mud on Southport Beach had emanated from the gas rig in the Irish Sea.

- Despite fears surrounding climate change there had been no recorded increases in tide levels in the last 30 years.
- The beach at Birkdale had grown in height over the years, due to the formation of the green beach, as opposed to the coastline in South East England where the coastline was lowering and falling into the sea.
- Studies of the drainage outlets running through the green beach to the sea (e.g. 'the Nile' at the northern end), had found that they did not pose any risk. The purpose of the outlets was to take surface water drainage from the streets and golf course behind the beach. Sewage had not been found in the channels, although high levels of nitrogen (from the roads) and phosphorous (fertiliser) were in evidence. However, the bulrushes which had grown in the channels naturally absorbed these nutrients.

**RESOLVED:**

That Dr. Smith be thanked for his extremely informative, interesting and reassuring presentation and that all best wishes be extended for his continued invaluable research into Sefton's green beach.

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

Further to Minute No. 48 (2) of 28 July 2010, the Committee considered the report of the Head of Corporate Legal Services on the proposed closure of North Sefton (Southport) Magistrates' Court and Southport County Court.

The report indicated that on 23 June 2010, the Secretary of State for Justice had produced a written ministerial statement announcing a consultation on the most strategic locations for Magistrates' and County Courts in England and Wales, as detailed in Annexes A and C. The consultation, which was to run until 15 September 2010, invited comments on the closure of the courts.

The proposals were:

- (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; and
- (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.

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The detailed proposals contained in Consultation Paper CP03/10, attached at Annex B to the report, invited views on the proposals and stated that the Secretary of State would "Take all views expressed into account before making any decision on whether or which courts ought to be closed as part of the rationalisation".

The report concluded by indicating that the Council was a regular user of both North and South Sefton Magistrates' Courts but rarely, if ever, used Southport County Court; that the Council was allocated one half day per week at South Sefton Magistrates' Court and one half day every other week at North Sefton (Southport), these being the miscellaneous or non-Crown Prosecution Service Courts.

## RESOLVED:

That the Cabinet be recommended to forward the following response to Her Majesty's Court Service (HMCS):

- (1) 'The Council is strongly of the view that it is in the Community's interest to maintain a viable Magistrates' and County Court presence in Southport.
- (2) The Council understands the issues regarding the case for the Court Service vacating the current building in Hoghton Street, but the Council believes that there is a strong case for the County Court to be relocated to the Magistrates' Court, which would still save the £160,000 in premises-related costs referred to in the consultation document. The Council request that this be further investigated and provided as a response to the consultation.
- (3) North Sefton Magistrates' Court is situated in an art deco building located between Southport's Police and Fire Service Stations. The Council requires confirmation that consideration has been given to the ongoing use of the building should the Magistrates' Court be relocated.
- (4) The Council is of the opinion that before any decision is made, HMCS be requested to provide a detailed analysis of the ongoing financial implications of maintaining an empty building, including security, heating, lighting and maintenance costs.
- (5) In the event that HMCS make a decision to relocate the court buildings from Southport, this Council would prefer that the County Court be relocated to Liverpool rather than Preston'.

## 56. POLICE ISSUES

Inspector Fairbrother indicated that the Police had supplied information about the costs of policing the recent Orange Parade in the town. In addition, 23 seizures of alcohol had been made on the day, wherever the possession of alcohol contravened the appropriate byelaw in the designated town centre area. This roughly equated to the number of such seizures of the average weekend. However, the Police were unable to use their powers of seizure where the individuals concerned were located in pavement café licensed areas, where, he conceded, trouble was rare. He confirmed that any difficulties arising from the abuse of such licensed areas would be referred to the Council. In answer to a question about whether the Police would prefer a complete ban on the drinking of alcohol outside during the Orange Parade, Inspector Fairbrother stated that this hadn't been a particular problem for the Police locally, but the Area Commander might have a view on this.

Members of the public raised the following issues:

- Whether the Police undertook campaigns to deter motorists from 'illegally using mobile phones whilst driving vehicles'?

Inspector Jones confirmed that the Police organised such campaigns at regular intervals and that offenders were prosecuted.

- Whether the Police had any concerns about the proposed closure of Courts in Southport?

The Police representatives indicated that the Officers locally would have to adapt to whatever changes were introduced.

## 57. OPEN FORUM

During the Open forum, the following questions/comments/petitions were submitted:

- (a) Mr. R. Taylor submitted a question about the proposed 'all abilities highway' across the Birkdale SSSI.

It was agreed that the Traffic Services Manager be requested to forward a written response to Mr. Taylor.

- (b) Mr. J. Culshaw referred to Item No. 7 on the Committee's agenda (Objections to Proposed Hackney Carriage Stands – Coronation Walk and Lord Street, Southport) and asked if the proposal to employ taxi marshals on the Lord Street taxi rank was successful, whether there would be any positioned on Coronation Walk, and if

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so, until what time?

Ms R. Appleby, Committee Administrator indicated that the Head of Safer, Stronger Communities had been asked to forward a written response to Mr. Culshaw.

- (c) Mr. M. Nelson referred to a recent newspaper article in which a Councillor was quoted as claiming that the new plastic road through the dunes would reduce carbon emissions. Mr. Nelson believed that there was already a safe and direct north/south route alongside the Coast Road and there was also an east/west link via Selworthy Road to the Coast Road. Bearing in mind that this planned route would create a significant detour to a rider travelling north/south or vice versa and was therefore likely to discourage commuting by bike, (especially as the route would not apparently be suitable for a road bike, he asked if the claimed carbon reduction could be quantified and the methodology used to substantiate it explained, quoting the appropriate research. Mr. Nelson also asked when the outcome of the consultation on the proposal would be announced.

The Committee Administrator indicated that she would request the Traffic Services Manager to forward a written response to Mr. Nelson.

- (d) Mr. R. Bailey indicated that he had attended a recent consultation meeting at which he was given to understand that £110,000 had been spent widening the track on the Coast Road. He asked why this work had been completed and the money spent, (which residents had always been advised was for a new cycle path only), prior to any public consultation and even prior to planning permission being discussed for the dunes highway.

It was agreed that the Traffic Services manager be requested to forward a written response to Mr. Bailey.

## **58. WINTER SERVICE**

Further to Minute No. 132 of 3 February 2010, The Committee considered the report of the Environmental and Technical Services Director on the possibility of gritting roads and pavements on approaches to schools.

The report indicated that the Legal Department had advised that as the fundamental basis of the Winter Service Policy and Operational Plan related to clearly identified priorities for the whole Borough, consequently if the policy was to be revised to include specific additions then revisions should be consistently applied across the Borough.

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The Acting Assistant Director, Environmental and Technical Services presented the report and indicated that Officers had undertaken a detailed analysis of schools across the Borough, existing gritting routes, gritting vehicles, and the possible of addition of roads past schools which were currently not gritted. The report indicated that the inclusion of all schools on existing gritting routes would cost in the region of £220,000, including the purchase of 2 additional carriageway gritters and 4 footway gritters (approx. £150,000); the cost of salt (approx. £16,000) and additional costs to cover standby, call out, repairs, servicing and maintenance; and that due to these costs, and in the current financial climate, implementation of additional gritting for schools was presently unachievable.

Discussion took place and the following matters were raised:

- the possibility of grit bins being provided to schools
- that schools had previously been asked if they wished to have grit bins in July 2009, but that there had been no take up at that time
- the possibility of schools being approached again about the possibility of contributing toward the provision of grit bins
- that those Councillors who were also School Governors could perhaps take the matter up with appropriate Head Teachers
- a suggestion that allocations from Ward Budgets could fund the provision of school grit bins
- concern about the lack of financial information in the report
- that the Winter Service policy was reviewed annually
- a Severe Weather Working Group had been formed to consider adjustments to the policy according to weather conditions
- the Environmental and Technical Services Department continued to investigate alternative methods/products for de-icing roads and footways and the Council was presently monitoring the trials being undertaken by a company called 'Safethaw'
- the department also consulted and share 'best practice' with other Authorities

RESOLVED: That

- (1) the Acting Assistant Director, Environmental and Technical Services be requested to submit a further report providing a detailed breakdown of the cost of providing grit bins outside schools with a view to the consideration of funding from Ward budgets;
- (2) the Acting Assistant Director, Environmental and Technical Services be requested to investigate alternative methods of gritting roads leading to and around schools; and
- (3) the Acting Assistant Director, Environmental and Technical Services be requested to liaise with the Strategic Director, Children, Schools and Families to again offer to provide grit bins outside schools at the schools' expense.

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## **59. OBJECTIONS TO PROPOSED HACKNEY CARRIAGE STANDS - CORONATION WALK AND LORD STREET , SOUTHPORT**

Further to Minute No. 12 of 26 May 2010, the Committee considered the report of the Planning and Economic Development Director on the receipt of a number of objections to the proposed introduction of two new Hackney Carriage Stands in Coronation Walk and Lord Street, Southport.

The report indicated that following the statutory advertising of the Traffic Regulation Orders for the proposed hackney carriage stands, which had a closing date of 4 August 2010, a total of four objections had been received in respect of potential noise and anti-social behaviour and the possible disruption to the loading and parking requirements of a local shop owner. Copies of the objection letters were shown as Annexes B, C, D, and E of the report.

The report concluded that whilst the problems of noise and anti-social behaviour in the early hours of the morning were recognised, it was considered that the provision of feeder hackney ranks would allow these issues to be more easily addressed. Disruptive revellers would be transported home more easily and traffic congestion caused by large numbers of cabs trying to access their fares would be reduced.

The problems highlighted by the shop owner in relation to his loading requirements were accepted and it was recommended that the proposed reduction in length of the existing loading bay on the south west side of Coronation Walk should not take place. This would maintain a 25m loading bay which his suppliers could utilise.

The issue with staff of the shop in question not being able to park outside the premises was noted but it was felt that, given the increase in Pay and Display spaces in Coronation Walk, adequate parking facilities existed within an acceptable distance from the shop.

A plan showing the revised proposals was shown in Annex F of the report.

RESOLVED: That

- (1) the Traffic Regulation Orders referred to in paragraphs 3.2. and 3.3, and set out in the plan at Annex F of the report be approved for implementation as soon as possible; and
- (2) the objectors be advised of the Committee's decision accordingly.

## **60. SOUTHPORT CYCLE TOWN, WENNINGTON ROAD PROPOSALS - RESULTS OF CONSULTATION**



Further to Minute No. 77 of 1 October 2008, the Committee considered the report of the Planning and Economic Development Director on the results of the consultation exercise undertaken and the proposed way forward in respect of the proposed cycle link along Wennington Road, Southport and the proposed 20 mph zone on Wennington Road and Bispham Road.

The report indicated that the main principle of the scheme was to extend the existing cycle route running from Kew along Wennington Road to Bispham Road, which would link the area to the north of the town to the existing cycle network around Kew. To extend this route further, it was 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.

An example of one of the consultation documents was shown in Annex B of the report and the consultation was also available on the Council's website: [www.sefton.gov.uk](http://www.sefton.gov.uk). The results of the consultation were detailed in paragraph 4.0 of the report and summarised in the table at paragraph 4.4.

The report indicated that the majority of comments made had been in relation to the proposed closure to traffic of Wennington Road; 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; and
- the closure would cause extra delay at the Roe Lane/ Norwood Road lights.

The report indicated that in the light of opposition to the proposed road closure on Wennington Road, it was proposed to omit this element from the proposed scheme. An alternative arrangement was proposed with a slight narrowing of Wennington Road to accommodate a Zebra crossing on Roe Lane between the junctions of Wennington Road and Hesketh Drive, which would allow pedestrians and cyclists to cross Roe Lane at this location more safely, whilst maintaining all the existing turning movements at this junction. A plan of this revised layout was attached as Annex D, and the report indicated that a further local consultation with those residents directly affected would be reported back to the next Area Committee meeting.

Discussion took place and the following concerns were raised:

- the 'limited' consultation undertaken and the feeling that consultation regarding busy traffic routes should incorporate people from a wider area;

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- the proposed position of the Zebra crossing and the potential for increased accidents; and
- the lack of any financial information in the report

RESOLVED: That

- (1) the scheme be approved in principle, pending a site visit by the Councillors for Cambridge, Meols and Norwood Wards in respect of the proposed siting of the Zebra crossing on Roe Lane and possible further refinements; and
- (2) all Officers be requested to ensure that all future reports submitted which involve capital expenditure, also include details of the appropriate revenue consequences.

## **61. SOUTHPORT INDOOR MARKET - TRAFFIC REGULATION ORDERS RELATING TO PUBLIC REALM WORKS**

Further to Minute No. 14 of 26 May 2010, the Committee considered the report of the Planning and Economic Development Director setting out a number of changes to Traffic Regulation Orders which were required as a result of the public realm works being undertaken as part of the refurbishment of the Southport Indoor Market. The report outlined the outcome of the consultation on the refurbishment proposals and indicated that the proposed removal of 12 pay and display spaces on Market Street would lead to a potential reduction in parking revenue of £20,000 per year.

RESOLVED: That

- (1) the fact that the £3m Southport Market redevelopment was approved by the Labour/Conservative majority on the Cabinet at its meeting on 5 August 2010, despite opposition from Liberal Democrat Members, be noted;
- (2) this Committee considers that the loss of another 12 town centre parking spaces is likely to adversely affect Southport's retail trade;
- (3) this Committee is concerned that the estimated financial loss of £20,000 per annum arising from the loss of those 12 parking spaces does not appear to have been allowed for in the financial projections for the Market redevelopment project;
- (4) this Committee believes that it is placed in a difficult position in the light of the majority decision referred to in (1) above; and
- (5) accordingly, with reluctance, the Traffic Regulation Orders as set out on the plan in Annex C and as detailed in the report, be approved and the necessary legal procedures, including those of

public consultation and advertising the Council's intention to implement the Orders, be approved.

## **62. PROPOSED AREA COMMITTEE CHANGES**

The Committee considered the report of the Assistant Director – Neighbourhoods on the proposed changes to Area Committees as part of the Council's area management agenda.

The report indicated that, following 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 had drafted proposals to change the Area Committee structure to include more of an area management focus. Consultation with Area Committee Chairs had recently taken place and a meeting of Party Leaders and Area Committee Chairs had taken place on 15 July 2010 and although feedback had been positive, it had been clear that whilst Area Committees could adopt a similar approach, some variations would be needed to cater for the needs of individual Area Committees (for example the differing start time for Police Issues and Open Forum questions for Southport Area Committee).

Mr. Steve Honess, the Southport Area Co-ordinator, presented the report and answered questions thereon.

Feedback was given in respect of the optimum number of meetings to be held this year, and in future, and the holding of pre-meetings prior to the Area Committee and Members indicated that they would like to leave the number of meetings as already scheduled for this year and for the foreseeable future; and that the calling of pre-meetings should be left at the discretion of the political groups as was currently the case. It was also suggested that consideration might be given to a requirement for Open Forum questions being submitted at least 2 days in advance to enable consultation with relevant Officers prior to the Area Committee meeting.

### **RESOLVED:**

That the Assistant Director – Neighbourhoods be informed that this Committee wishes to retain existing custom and practice in respect of the number of meetings held per year and the holding of pre-meetings, namely that:

- (1) the number of Area Committee meetings to be held per year should remain the same for this year and for the foreseeable future; and
- (2) the holding of pre-meetings should be left to the discretion of the

# Agenda Item 9b

SOUTHPORT AREA COMMITTEE- WEDNESDAY 1ST SEPTEMBER, 2010

political groups.

## 63. BUDGET MONITORING

Further to Minute No. 35 of 28 July 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	12,325.83
Birkdale	19,551.98
Cambridge	8,602.08
Dukes	19,678.53
Kew	9,404.54
Meols	10,716.50
Norwood	24,568.09
Town-wide	15,088.75
<b>Total</b>	<b>119,936.30</b>

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

There had been no requests for funding from Ward budgets since the previous meeting.

RESOLVED: That

- (1) the remaining balance of £119,936.30 of the budget available for further allocation for the rest of the year be noted; and
- (2) allocations from the 2010/11 Ward budgets agreed to date and indicated in paragraph 2.1 of the report, be noted.

## 64. PREVIOUS QUESTIONS RAISED IN THE OPEN FORUM

The Committee considered correspondence relating to the above.

RESOLVED:

That the correspondence be noted.

## 65. FUTURE AGENDA ITEMS

No future agenda items were submitted.

SOUTHPORT AREA COMMITTEE- WEDNESDAY 1ST SEPTEMBER,  
2010

## **66. 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, 6 October 2010, at the Town Hall, Southport, commencing at 6.30 p.m.**

# Agenda Item 9b

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**THE "CALL-IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON THURSDAY, 23 SEPTEMBER 2010. MINUTE NOS. 37 TO 40 ARE NOT SUBJECT TO "CALL-IN"**

## CROSBY AREA COMMITTEE

**MEETING HELD AT THE SING PLUS, CAMBRIDGE ROAD, SEAFORTH  
ON WEDNESDAY, 8 SEPTEMBER 2010**

**PRESENT:** Councillor Hough (in the Chair)  
Councillor Veidman (Vice-Chair)  
Councillors Barber, Cummins, Dorgan, Gibson, Hill,  
McGinnity, Papworth, Parry, Tonkiss and Webster  
Parish Councillors B. Draper and K. Hounsell

**ALSO PRESENT:** Inspector N. Turner and Inspector D. Prosser,  
Merseyside Police  
16 Members of the Public

### **33. APOLOGIES FOR ABSENCE**

An apology for absence was received from Parish Councillor West.

### **34. DECLARATIONS OF INTEREST**

No declarations of interest were received.

### **35. MINUTES**

**RESOLVED:**

That the Minutes of the meeting held on 7 July 2010 be confirmed as a correct record.

### **36. POLICE ISSUES**

Inspector Turner indicated that this was the last Area Committee meeting he would be attending and he introduced his successor, Neighbourhood Inspector Diane Prosser. He also thanked the Members of the Committee and the public for the support he had received during his time as Neighbourhood Inspector.

Inspector Turner reported on crime statistics for August, 2010, comparing them with the statistics for the same period in 2008 and 2009, as follows:-

	August 2008	August 2009	August 2010
All Crime	232	211	197
Violent Crime	36	23	32
Robbery	2	2	3
Burglary Dwelling	12	22	22
Unauthorised Theft/Taking of a Motor Vehicle	9	3	4

# Agenda Item 9c

CROSBY AREA COMMITTEE- WEDNESDAY 8TH SEPTEMBER, 2010

	August 2008	August 2009	August 2010
Theft from a Motor Vehicle	9	14	10
Criminal Damage	58	33	41

Inspector Turner referred to other recent Police activity, including a number of people who had been charged with burglary; Anti-Social Behaviour Orders which had been approved; a forthcoming crime prevention initiative involving an “interactive house” display in South Road, Waterloo; three arrest warrants which had been successfully executed at a “problem address” in Church Ward in relation to illegal drugs and anti-social behaviour; the cessation of Operation Beachsafe on 5 September which resulted in the seizure of alcohol and vehicles which were being driven in an anti-social manner; and plans to increase operations to counteract burglaries, especially in view of the impending darker nights and bonfire period.

RESOLVED: That

- (1) the Area Committee’s appreciation of Inspector Turner’s contribution to policing in the Crosby area be recorded; and
- (2) Inspector Prosser be welcomed to the area and congratulated on her new role.

## **37. OPEN FORUM**

The following matters were raised during the Open Forum:

- (a) Mr. D. Wallworth referred to a report in the “Champion” newspaper dated 18 August 2010 which stated that the “Iron Men” cost Sefton taxpayers £50,000 a year to maintain and asked if this was true, bearing in mind an email he had received on 30 March 2007 from the Planning and Economic Development Director. This email had indicated that it was intended that no Council resources would be required for the acquisition of the iron men or for their further maintenance. However, the email had indicated that the Council had considered a range of service improvements to the management and supervision of the beach to satisfy the concerns of the Merseyside Coastguard and Natural England.

Mrs. J. Maxwell, the Neighbourhood Engagement Co-ordinator, explained that she had consulted the appropriate departments about Mr. Wallworth’s question and when their detailed comments were received, she would arrange for a written response to be sent to him.

- (b) Ms. A. Peters asked if there were any proposals for traffic calming or even measuring the volume of traffic passing through Moorside Road, Crosby. She added that this road was used as a “rat run” for vehicles trying to avoid Moor Lane at busy times. She stated that



vehicles often travelled up and down the road at over 30 mph which was not acceptable in this sort of residential road. The problem had now worsened in the last few weeks since the traffic calming measures had been put in Brownmoor Lane. She had previously been told that there needed to be some sort of accident before any traffic calming could be considered. She felt that it was only a matter of time before there was a serious accident as there have been a few near misses. She asked if there was any possibility of some sort of traffic count.

Mr. J. Dwyer of the Traffic Management Section had forwarded a written response to Ms. Peters. This explained that residential roads such as Moorside Road, Crosby were identified for potential traffic calming measures through the Urban Safety Management (USM) Review. Under the USM Review, residential areas were divided into 'cells' bounded by main roads or other boundaries such as canals/fields/motorways/railways etc. Cell 13 which included Moorside Road and was bounded by Chesterfield Road/The Northern Road/Moor Lane and Brownmoor Lane was included in the USM Review that was carried out in 2009. At present the Council was only prioritising areas (cells) where there have been seven or more recorded injury accidents in the last three years. At the time of the last review there were less than seven accidents in cell 13, so the area was not included in any of the USM programmes. The latest three year study period revealed just two minor injury accidents within the cell and, therefore, it was unlikely that the area would be prioritised if the accident record stays as it is when future reviews are carried out. However, the formal USM Review would be carried out later this financial year and if by that time the accident record had deteriorated to such an extent that there were seven or more accidents in the cell, then the area would be included in future programmes. In the meantime, Mr. Dwyer would arrange for an automatic traffic count to assess speed and volume of vehicles using Moorside Road because of Ms. Peters's concerns of 'rat-running' and excessive speed. He had offered to write to her again once he had the findings of the traffic count, but this may take up to six weeks due to the time it took to process the data.

- (c) Mr. D. McLean indicated that the recent planning report stated that the new Sainsbury's, if accepted, would provide an anchor for the east of the centre and the sub-divided units providing complementary retail offer to the west and as such this should give rise to a vibrant centre. He stated that this was a sentiment echoed by others and asked what enquiries and checks had Members made to assure themselves that should this development go ahead as proposed, this would be the case given that Sainsbury's representatives had openly stated that they have no other interested parties to enter Crosby Village. He also indicated that he had visited the allegedly comparable store in Urmston and 9 of the

# Agenda Item 9c

CROSBY AREA COMMITTEE- WEDNESDAY 8TH SEPTEMBER, 2010

14 retail units were vacant, so he could not see how the Crosby store was going to be sustainable.

Mr. J. Alford, the Assistant Director of Planning and Economic Development, commented that the Planning Committee's role now was to consider the planning application submitted by Sainsbury's. Government advice in Planning Policy Statements was that issues of need were matters for the applicant. The Council was not in a position to require evidence of future occupation. The application sets out how the development proposals could be implemented in a phased manner. It would not be in Sainsbury's interest to retain vacant accommodation. The Planning and Economic Development Director had been advised that potential interested parties were unlikely to come forward until the planning position on the new store was clear. He could not comment on the Urmston store because he had not visited it.

- (d) Ms. B. Mason asked if anyone could explain how Sainsbury's plans were going to be for the good of Crosby residents, when half the village would be demolished. She also asked if anyone in the Council realised that Maghull Developments hardly actually developed anything at all. She stated that this company sold on the land/buildings etc. that they acquired after they had fallen into disrepair. This then became ideal for someone like Sainsbury's to walk in and buy up the land. She added that the survey conducted on the weekend of 4 September 2010, clearly showed that not only residents, but also visitors to Crosby Village were against the plans in the current form. Many visitors also said that they came into Crosby because they like the atmosphere and that if Sainsbury's built this huge store, then for their day out they would continue on into Formby. She asked if this was what was wanted.

Mr. Alford commented that the Planning Committee had an obligation to consider the planning application submitted by Sainsbury's. The viability and vitality of District centres was one of the key policies in the Council's Development Plan. Sainsbury's was a major retailer in the centre and a major landowner. Food shopping in supermarkets was a feature of most of our towns and cities. The Planning Committee had to consider a wide range of planning issues and representations in relation to the application and make its judgement.

- (e) Parish Councillor West referred to a series of complaints from a resident who resided adjacent to the Children's Playground situated near Thornbeck Avenue, Hightown regarding the height of some trees which prevented him from receiving adequate television transmission for his Sky channel. He asked if a site meeting could be arranged so that the possibility of pruning the trees referred to could be discussed.

Mrs. Maxwell indicated that a site meeting had already been held and it had been decided that the trees in question would be trimmed back within the next three months. She agreed to confirm this information in a written response to Parish Councillor West.

- (f) Ms. N. Farrell asked, regardless of current planning proposals by Sainsbury's, if the Council would consider restricting parking or access at the Little Crosby Road end of De Villiers Avenue to alleviate congestion and prevent its use as a "rat run".

Mr. Alford indicated that Sainsbury's proposed to implement a staff travel plan which would ensure that staff consider and take up alternative modes of transport to and from the store. The travel plan would be monitored and updated in accordance with a schedule to be agreed and set out in the plan. De Villiers Avenue had been specifically identified (and scheduled) within a planning condition covering the potential to implement a residents Privileged Parking Scheme subject to a pre- and post-evaluation/impact process. The Council would consider such a proposal at that time.

A number of Members referred to their understanding of Sainsbury's proposals in relation to parking. Mr. Alford agreed to request Mr. B. Mason of the Highways Development Control Section to inform Councillor McGinnity of Sainsbury's proposals for parking.

The Chair indicated that he would seek clarification from Sainsbury's about whether parking for residents of De Villiers Avenue was proposed for implementation immediately if the development was approved and he agreed to notify Ms. Farrell of the outcome of his enquiries.

- (g) Mr. T. Whittaker stated that since Sainsbury's proposed to employ more staff, more would therefore come to work by car and park in nearby streets. He felt that "residents only" parking would merely push the problem elsewhere. He asked if Sainsbury's would pay for staff parking in the proposed new car parks.

Mr. Alford indicated that Sainsbury's had prepared a full highways assessment on traffic flows and safety, but the question of paying for staff parking was a matter for them.

- (h) Mr. K. Downes indicated that paragraph 10.79 of the Planning report submitted by the Planning and Economic Development Director on the Sainsbury's application stated "In my view the Council will have fulfilled its obligation to existing traders as far as possible by requesting that the applicant provides complete evidence that they have asked existing traders exactly what they required, in a prescribed form, and for the combined answers to dictate the level of temporary occupation constructed". Mr. Downes asked if Councillors elected to represent the Wards that include

many traders who both live and work in the affected area, were satisfied that Sainsbury's have asked traders what they required and, if so, why.

Mr. Alford commented that paragraphs 10.76 - 10.86 of the report explained the background to a proposal to provide temporary accommodation on an adjoining site in the District Centre. The matter had been raised with Sainsbury's who were bringing forward a possible solution which had sufficient flexibility to meet a range of needs. Neither the Council nor Sainsbury's were in a position to know how many, if any, of the existing traders wished to take up this opportunity.

A number of members of the public and Councillors raised doubts about whether Sainsbury's had properly consulted with existing traders. Mr. Alford agreed to draw this to the attention of the agents acting for Sainsbury's and Mrs. Maxwell agreed to request her colleague, Ms. Nicky Owen, who was the Crosby and Waterloo Business Village Manager, to pursue this issue.

## **38. PROPOSED A565 ROUTE MANAGEMENT STRATEGY AND ACTION PLAN**

Further to Minute No. 86 of 5 November 2008 and Minute No. 142 of the Cabinet Member - Technical Services meeting of 24 February 2010, the Committee considered the report of the Planning and Economic Development Director inviting the Committee to comment on and endorse the final proposals for the above Strategy and Action Plan.

RESOLVED: That

- (1) the Strategy and Action Plan set out in the report be noted; and
- (2) the Planning and Economic Development Director be requested to re-examine the proposals for the College Road junction set out as item B5 on the proposed Action Plan annexed to the report.

## **39. MISCHIEF/BONFIRE NIGHTS PERIOD 2010 - REQUEST FOR FUNDING**

The Committee considered the report of the Assistant Director, Safer, Stronger Communities requesting funding for firework displays on Friday, 5 November 2010, including one at the Crosby Lakeside Adventure Centre. The report set out detailed statistical information which demonstrated the positive effect of such diversionary activities in reducing the incidence of criminal damage and anti-social behaviour in previous years. The report also indicated that the total cost of the proposed display at the Adventure Centre was £6,800 and a contribution of £3,800 was requested from the Area Committee's delegated budget to add to the combined Merseyside Police and Safer, Stronger Communities budget contribution of £3,000.

RESOLVED: That

- (1) subject to the appropriate officers investigating other potential sources of funding, including sponsorship and any fundraising surplus realised on the night, the sum of £666, representing the Crosby-wide element of the current delegated budget, be allocated to offset the shortfall in the cost of staging the Crosby firework display;
- (2) a further £783.50, representing a quarter of the remaining funding shortfall, be allocated from the Church Ward element of the delegated budget and the Blundellsands, Manor and Victoria Ward Members be requested to consider allocating a similar amount from their shares of the delegated budget; and
- (3) the dissent of Councillor Tonkiss from resolutions (1) and (2) above, be recorded.

#### **40. BUDGET MONITORING**

Further to Minute No. 28 of the meeting held on 7 July 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 £42,620.66 and setting out details of the progress of schemes for which funding had previously been approved.

RESOLVED: That

- (1) the Ward budgets for 2010/11 be noted;
- (2) the ongoing schemes for which funding was provided in 2009/10 be noted; and
- (3) the Leisure Director be requested to inform all Members of the Committee of which roads in Crosby were visited by the judges as part of the recent Britain in Bloom competition.

#### **41. PREVIOUS QUESTIONS RAISED IN THE OPEN FORUM**

Copies of responses to issues raised at previous meetings of the Committee were submitted for information.

RESOLVED:

That the correspondence be noted.

# Agenda Item 9c

CROSBY AREA COMMITTEE- WEDNESDAY 8TH SEPTEMBER, 2010

## **42. DATE OF NEXT MEETING**

RESOLVED:

**That the next meeting be held at 6.30 p.m. on Wednesday, 6 October 2010, at the Pavilion, Waterloo Rugby Club, St. Anthony's Road, Blundellsands.**

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON TUESDAY 18 SEPTEMBER, 2007. MINUTE NOS 29 AND 30 ARE NOT SUBJECT TO "CALL IN"

## SEFTON EAST PARISHES AREA COMMITTEE

MEETING HELD AT THE MAGHULL TOWN HALL, HALL LANE,  
MAGHULL  
ON THURSDAY 9TH SEPTEMBER, 2010

PRESENT: Councillor Howe (in the Chair)  
Councillors Blackburn, Byrne, Carr, Hubbard,  
C. Mainey, S. Mainey and Robertson  
Parish Councillors Baker, Baldwin, Courtney and Todd  
Town Councillor Walker;  
1 Member of the Public  
1 Member of Merseyside Police

### 25. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Fenton.

### 26. DECLARATIONS OF INTEREST

The following declarations of interest were received:

Member	Item	Interest	Action
Councillor Carr	30 – Budget Monitoring	Personal – Is a Member of Melling Parish Council	Stayed in the room, took part in the discussion and voted thereon

### 27. MINUTES

RESOLVED:

That the Minutes of the meeting held on 15 July 2010, be confirmed as a correct record.

### 28. POLICE ISSUES

Inspector Booth reported on the up to date crime statistics for the area. He also reported on a number of actions which had taken place and on arrests made in the area since the last meeting of the Committee.

He commented that insecure properties continued to be a cause for concern and initiatives to remind residents to lock their doors and windows, improving home security and encouraging general good housekeeping in the area had been carried out. In addition a number of arrests had been made in relation to robbery from premises.

# Agenda Item 9d

SEFTON EAST PARISHES AREA COMMITTEE - THURSDAY 9TH  
SEPTEMBER, 2010

A Member referred to recent works carried out on Lambshear Lane, Lydiate and requested that the Police give some attention to the area as enforcement would assist in ensuring the works had the desired effect on traffic. Inspector Booth reported on Police action which had already taken place in the area.

RESOLVED:

That Inspector Booth be thanked for his presentation.

## **29. OPEN FORUM**

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

- (a) Mr. G. Harris, Clerk to Aintree Village Parish Council, asked the Committee to:
  - (i) Note that static advertising Vehicles have been parked along Ormskirk Road, Aintree Village for some time; and
  - (ii) Request a report from the Legal Director detailing how Gateshead Council successfully prosecuted a company for offences under the Town and Country Planning Act 1990 relating to signs written on vehicles and left on the public highway, and how their approach might be used by Sefton Council.

Mr. I. Aylward-Barton, clerk to the Committee, advised that the Legal Director had responded to Mr Harris giving details of the successful prosecutions carried out by Gateshead Council. Also, in respect of the vehicles parked in the lay-by in Ormskirk Road, following action by the Council's Planning Enforcement Department these had been removed. The Planning Department had requested further information from the directors of the companies concerned, to enable further action to be taken against them should the vehicles be returned to the lay-by.

- (b) At the previous meeting held on 15 July 2010 (Minute No. 18 refers) Mr. G. Harris, Clerk to Aintree Village Parish Council had asked a question regarding parked cars in Wango Lane obstructing the sight line of drivers exiting Felsted Drive and requesting yellow lines to be placed at the junction of Wango Lane / Felsted Drive.

Mr. I. Aylward-Barton, clerk to the Committee, advised that a further letter had been received from Mr. Harris and evidence in the form of a photograph had been submitted, however, Mr. Johnston, Team Leader – Planning and Economic Development Department, had responded that the car in question was parked 15 metres away from the junction. Normal junction protection (Double Yellow Lines) only extended 15m from the junction, therefore the implementation



of a Traffic Regulation Order at the junction would not prevent the owner of the vehicle from park at the location shown in the photograph. Furthermore, in his opinion, the vehicle concerned was not parked in an obstructive manner.

The representative of Aintree Village Parish Council reported that they remained of the view that parked vehicles at this junction did cause problems for vehicles and it was suggested that a site visit be arranged to look at the issues.

RESOLVED:

That a site visit be arranged at the junction of Wango Lane / Felsted Drive involving the Planning and Economic Development Director, the Neighbourhoods and Investment Programmes Director, Aintree Village Parish Council, and local Ward Councillors.

### 30. BUDGET MONITORING

Further to Minute No. 20 of the meeting held on 15 July 2010, the Committee considered the report of Neighbourhoods and Investment Programmes Director that indicated that the balance available for the allocation of 2010/11 budget was as follows.

	Balance b/f	2010/11 Budget	2010/11 Litterbins	2010/11 Street Signs	2010/11 Available	2010/11 Commitments	Balance Available
	£	£	£	£	£	£	£

SEPAC-wide by Ward							
<a href="#">Molyneux</a>	93.33	1,767.00	-	-	1,860.33	0	1,860.33
<a href="#">Park</a>	720.33	1,767.00	-	-	2,487.33	0	2,487.33
<a href="#">Sudell</a>	200.34	1,766.00	-	-	1,966.34	0	1,966.34

Parish/Town Councils							
<a href="#">Aintree</a>	-	3,860.00	-	-	3,860.00	3,860.00	0
<a href="#">Lydiate</a>	7,220.00	3,610.00	-	-	10,830.00	0	10,830.00
<a href="#">Maghull</a>	12,035.00	12,035.00	-	-	24,070.00	17,870.00	6,200.00
<a href="#">Melling</a>	20.00	1,520.00	-	-	1,540.00	0	1,540.00
<a href="#">Sefton</a>	350.00	175.00	-	-	525.00	0	525.00

Litterbins by Ward							
<a href="#">Molyneux</a>	-	-	557.00	-	557.00	430.00	127.00
<a href="#">Park</a>	-	-	557.00	-	557.00	380.00	177.00
<a href="#">Sudell</a>	246.00	-	557.00	-	803.00	0	803.00

Street Signs by Ward							
<a href="#">Molyneux</a>	-	-	-	1,000.00	1,000.00	0	1,000.00
<a href="#">Park</a>	-	-	-	1,000.00	1,000.00	0	1,000.00
<a href="#">Sudell</a>	-	-	-	1,000.00	1,000.00	0	1,000.00

# Agenda Item 9d

SEFTON EAST PARISHES AREA COMMITTEE - THURSDAY 9TH  
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Ward Total							
<a href="#">Molyneux</a>						430.00	<b>2,987.33</b>
<a href="#">Park</a>						380.00	<b>3,664.33</b>
<a href="#">Sudell</a>						0	<b>3,769.34</b>

<b>Total</b>	<b>20,885.00</b>	<b>26,500.00</b>	<b>1,671.00</b>	<b>3,000.00</b>	<b>52,056.00</b>	<b>22,540.00</b>	<b>29,516.00</b>
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RESOLVED: That

- (1) the current financial position and the progress to date on items previously agreed be noted;
- (2) the requests for under £1,000 set out in Appendix A be approved;
- (3) agree the request from Aintree Parish Council for £3,860 that was discussed at the Area Committee meeting in May 2010;
- (4) an allocation of £820 from the Molyneux Ward Budget for replacement street signs at Sandy Lane (nursery end), Melling Lane (at junction with Weavers Lane), Rock Lane (at junction with Weavers Lane), Angers Lane (at junction with Prescott Road), 2 x Melling Road, Spencers Lane leading to Brewery Lane, Brewery Lane (where Spencers Lane finishes) be approved;
- (3) an allocation of £350 from the Park Ward Budget for replacement Street Signs (Sign on wall - Malborough Avenue. Signs on legs - Green Link, 2 x Hall Lane) be approved;
- (4) an allocation of £360 from the Sudell Ward Budget for the replacement of 2 Missing nameplates on Hall Lane and 2 missing nameplate on Sussex Road at the junction of Grosvenor Road be approved;
- (5) an allocation of £30 from the Molyneux Ward Budget for graffiti removal in Moorland Road, Maghull be approved;
- (6) an allocation of £50 from the Molyneux Ward Budget for a concrete plinth for a bin on Waddicar Lane which has been resited be approved; and
- (7) an allocation of £380 from the Molyneux Ward Budget for the installation of a metal litterbin on Brewery Lane Melling near to Canal entrance be approved.

## **31. MISCHIEF/BONFIRE PERIOD 2010 REQUEST FOR FUNDING FROM AREA COMMITTEE**

The Committee considered the report of the Assistant Chief Executive (Safer Stronger Communities) request Members to funding for

diversionary activity to reduce Anti social Behaviour and crime during the Bonfire night/Mischief night period in 2010.

During 2009 a 21% reduction in Rowdy and Inconsiderate Behaviour and a 39% reduction in deliberate and secondary fires had been achieved and it was hoped to build on these achievements in 2010 by repeating many of the activities that had been provided in 2009 and to complement these further in 2010.

Funding for the previous two displays had been found through the Community Safety Division's Area Based Grant allocation. However due to reductions in the Area Based Grant for the Division during the current financial year total funding could not be met for 2010.

In order for the displays to be carried out during 2010 Members were requested to consider allocating Leisure Services to receive £3,800 from the Area Committee's budget, similar requests would also be considered by the following Area Committees:

- (i) Crosby;
- (ii) Linacre and Derby; and
- (iii) St. Oswald, Netherton and Orrell.

RESOLVED:

- (1) the request to part-fund the 2010 Mischief/Bonfire Firework displays at a cost of £3,800 be approved;
- (2) funding be allocated from the area Committee's budget as follows:-

Molynuex	£700
Park	£700
Sudell	£700

- (3) Maghull Town Council be requested to consider a contribution of £1,700 to part-fund the 2010 Mischief/Bonfire Firework displays.

## **32. UPDATE ON WADDICARR LANE HOUSING DEVELOPMENT ISSUES**

Further to Minute No. 10 of the meeting held on 27 May 2010, it was reported that the Assistant Director – Neighbourhoods and Investment Programmes would forward a written update to Members with regard to progress on the issues surrounding Waddciarr Lane and the Satinwood Estate.

RESOLVED: That

- (1) the offer of a written update be accepted; and
- (2) the request that this item remain a standing agenda item until identified issues were resolved be approved.

# Agenda Item 9d

SEFTON EAST PARISHES AREA COMMITTEE - THURSDAY 9TH  
SEPTEMBER, 2010

## **33. DATE OF NEXT MEETING.**

In accordance with the agreed schedule of meetings for this Area Committee, the next meeting will be held on Thursday 4 November, 2010, Melling Primary School, Wheeler Drive, Melling, L31 1DA, commencing at 6.30 p.m.

**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON MONDAY 18 OCTOBER 2010. MINUTE NOS 32, 34, 35, 36, 37, 38, 39 AND 40 ARE NOT SUBJECT TO "CALL-IN"**

## FORMBY AREA COMMITTEE

### MEETING HELD AT THE FORMBY PROFESSIONAL DEVELOPMENT CENTRE, PARK ROAD, FORMBY ON THURSDAY 30TH SEPTEMBER, 2010

**PRESENT:** Councillor Cuthbertson (in the Chair).

Councillors Doran, Dutton, Griffiths, Ibbs and McIvor and Parish Councillor Cawley.

**ALSO PRESENT:** 6 members of the public and Inspector Jim Atherton and Constable Mike Holmes, Merseyside Police.

#### **29. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Parish Councillors Jenkins and Starkey and Mr. Thornton (Advisory Group Member).

Apologies were also received from Hannah Chellaswamy, Acting Director, Public Health, NHS Sefton and Janette Maxwell, Area Co-ordinator, Neighbourhoods and Investment Programmes.

#### **30. DECLARATIONS OF INTEREST**

The following declarations of interest were received:

<b>Member</b>	<b>Minute No(s).</b>	<b>Interest</b>	<b>Action</b>
Councillor Griffiths	7 – Sefton Strategy for Older Citizens	Personal – was Cabinet Member – Health and Social Care when the Strategy was submitted.	Remained in the room but took no part in consideration of the item.
	8 – Public Consultation on the Third Local Transport plan	Personal – Member of the Merseyside Integrated Transport Authority	Remained in the room but took no part in consideration of the item.
	9 – Objection to Proposed Traffic Regulation Order, Park	Member of the Management Committee for Formby	Remained in the room but took no part in consideration of

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	Road Formby	Professional Development Centre, Park Road, Formby, referred to in the report.	the item.
Councillor Dutton	40 – Application by Formby Parish Council for funding towards Chapel Street improvements	Personal - Member of Formby Parish Council	Remained in the room, but took no part in consideration of the item and did not vote thereon.

## 31. MINUTES OF PREVIOUS MEETING

RESOLVED:

That the Minutes of the meeting held on 15 July 2010 be confirmed as a correct record.

## 32. PUBLIC FORUM

The following questions/requests were received for consideration during the Public Forum:

- (a) A question had been submitted from Mrs Fletcher from Manchester, who had visited Formby Beach in June and was 'appalled by the amount of litter left on the beach.....everything from cigarette butts and cans, to discarded disposable barbeques and broken glass....all of which are potentially dangerous items, especially to young children'. She concluded the letter by stating that 'something should be set in place to change this mentality, such as imposing litter fines and pre-warning people to dispose of their litter'.

The Committee Clerk indicated that an interim letter had been sent to Mrs Fletcher whose letter had been received on 20 July 2010, shortly after the previous Area Committee meeting on 15 July 2010. The letter had advised that the problems at Formby Beach, which included crime and disorder, were being looked at as part of the Beach Safe operation and that the Police, the Council's Environment Section, Natural England and Formby Councillors, together with the local community were taking steps to address the problem.

Members indicated that a number of initiatives had been put into place as part of Operation Beach Safe. Namely:

- Sefton Coast and Countryside Rangers could now issue tickets for littering.
- Environmental Services and the rangers, supported by the Police, had undertaken a joint operation on the beach in August, with an emphasis on educating people not to leave their litter. (Unsurprisingly, no tickets were issued on those days, as everyone cleaned up after themselves)!
- The message was being reinforced with signs discouraging people from leaving litter.
- The education process was being continued with visits to schools and leaflets being circulated around the village.
- In addition, the Environmental Services Department had organised beach clear-ups using Community Payback workers and supported by local volunteers.
- Similar joint initiatives would be undertaken during Operation Beach Safe 2011.

RESOLVED:

That a written response be sent to Ms Fletcher advising her of action being taken in respect of litter on Formby Beach.

- (b) The Committee considered a letter submitted by Mrs Diamond-Morrison commending the local Police on their proposals to organise a trip to Rampworx, Aintree, 'which is an excellent facility for skateboards and BMX's', but expressing concern that there was no such facility (i.e. ramps) in Formby and disappointment that 'the wrong decision' had been made not to have ramps in Deansgate Lane some years ago. She stated that young people who were interested in BMX-ing and skateboarding generally kept out of trouble – the activity required a high level of physical fitness and did not promote drugs or graffiti. The youngsters needed safe ramps to practice on in a safe environment, away from derelict buildings and away from car parks, in a well lit environment. She concluded by requesting that the Area Committee resurrect the proposal to install a BMX/skateboard facility in Deansgate Lane 3 years ago.

Councillor Doran indicated that he had been involved in the initiative to install a BMX/skateboard park in Deansgate Lane, for which £60,000 had been made available by the Cabinet Member for Leisure Services. However, the level of vehemence against the project encountered from local residents had led to the initiative being abandoned. Following this set-back, Council Officers had investigated alternative sites in Formby but each location had attracted strong objection. The only area which

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had not encountered any objection was the Alt Industrial Estate, which was somewhat remote and would have involved local children having to cross the Formby By-pass. The installation of a bridge over the by-pass was subsequently investigated, but the huge cost of this had been too prohibitive.

After a long, drawn out process, trying to find a location which would be agreeable to all parties, the Cabinet Member – Leisure and Tourism had taken the decision to withdraw the monies for the Skateboard/BMX park for funding other unopposed projects in the Borough.

The Committee concluded by indicating that notwithstanding future opposition to a BMX/skateboard facility in Formby, in the present economic climate, monies were no longer available to fund such a project.

RESOLVED:

That Mrs Diamond-Morrison be informed in writing of the Area Committee's response to her question.

- (d) A letter had been submitted on the night of the meeting from Mr. Knight, Chairman of the Formby Dickensian Society, requesting a contribution from the Area Committee towards the cost of putting on the 2010 Dickensian Society event in December.

RESOLVED:

That as the letter had only been submitted immediately prior to the meeting, the Committee did not feel that they had had sufficient notice to give full consideration to the request and it was agreed that the funding application be considered by the Councillors at a separate meeting in consultation with the Area Co-ordinator.

### 33. POLICE ISSUES

Referring to the crime statistics provided with the agenda, Inspector Jim Atherton updated on crime and policing in the Formby area during August and September 2010 compared with the same months in the previous two years (2008 and 2009).



	<b>Aug 2008</b>	<b>Aug 2009</b>	<b>Aug 2010</b>	<b>Sept 2008</b>	<b>Sept 2009</b>	<b>Sept 2010</b>
All crime	67	66	47	76	48	37
Violent crime	3	7	2	14	4	2
Robbery	0	1	2	0	1	0
Burglary dwelling	4	5	0	2	1	2
Theft of motor vehicle	2	2	0	2	1	0
Theft from motor vehicle	9	9	1	3	9	2
Criminal damage	17	13	8	19	8	3

Inspector Atherton reported on the following matters and answered questions thereon:

Crime incidents and successes

- A male from Utting Avenue, Liverpool, had been sentenced to one year in prison following conviction for burglary in July. He had knocked himself out whilst trying to escape the crime scene.
- There had been no dwelling house burglaries in August.
- Following a burglary in Formby, the offender had been caught by the car owner trying to steal his car, having taken the keys. The car had been driven off with a male accomplice, but was stopped on the Formby by-pass with the offender later being charged and the car seized.
- Four burglaries took place in September, during the daytime. One burglary resulted in detection and the offender was charged..
- A number of the violent crime statistics had involved child on child robberies; however, following a recent robbery from a youngster in Formby, the youngster had subsequently started senior school and had recognised and identified the offenders.
- A speeding operation around Duke Street Park had resulted in 28 tickets being issued in four weeks and the seizing of one car with no insurance.
- A bid for a cycle marking kit was being submitted to Formby Parish Council as part of a Christmas crime prevention initiative.

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- Incidents of anti-social behaviour had been reported, whereby children were knocking on doors of peoples' homes and running away.

## Operation Beach Safe

- Thanks were extended to the Area Committee for funding Beach Safe tri-signs discouraging visitors from littering and anti-social behaviour. The tri-signs had received positive feedback from the public.
- The operation had resulted in a significant reduction in crime and anti-social behaviour calls. There had been 823 alcohol seizures.
- A 'rave' was prevented from taking place in July.
- Partnership working with other agencies had proven extremely helpful and effective.

## Crime Prevention

- Crime prevention messages had been circulated urging local residents to ensure their houses, sheds and cars were locked and to be vigilant now the dark nights were setting in.
- A Crime Prevention Day was to be held at the Flu Clinic on Wednesday 13 October 2010 featuring an 'interactive house' with information about crime prevention measures/advice
- 'Have Your Say' meetings were held at Formby Pool every last Thursday in the month.
- The Community Engagement Pod enabling local residents to 'have their say' had been very well received.

Arising from discussion, the Committee commended Inspector Atherton on his work since joining the Formby Neighbourhood Community Police. A number of positive initiatives and a general improvement in attitude had been evident since he had taken on the role of Neighbourhood Inspector for the area.

RESOLVED: That

Inspector Atherton be thanked for his attendance at the meeting, for his feedback on work undertaken by the Neighbourhood Team during August and September 2010; and on the good work, positive initiatives and improvement in attitude which had appeared to have filtered through to the rest of the team since he had joined the Formby Neighbourhood Community Police as Neighbourhood Inspector.

## **34. AREA MANAGEMENT UPDATE**

The Committee received a brief update on Area Management issues from Steve Honess, Neighbourhoods and Investment Programmes, on behalf of Janette Maxwell, the Area Co-ordinator, who was unable to attend the meeting.

RESOLVED:

That the area management update be noted.

## **35. SEFTON'S STRATEGY FOR OLDER CITIZENS**

The Committee received a presentation by Mr. Roger Pontefract, Chair of the Sefton Partnership for Older Citizens (SPOC) on Sefton's Strategy for Older Citizens and considered the report of the Director of Equalities thereon.

Mr. Pontefract's presentation raised the following points:

- The population of Sefton had a significantly large proportion of older people (approximately 50% of its citizens) presenting challenges in respect of the services provided, cost of care, leisure activities, housing, transport, employment and so on.
- The SPOC, which had prepared the Sefton Strategy for Older Citizens, was a multi-agency partnership, the membership of which included a number of older citizens (people aged 50 plus), and had been formed for the support of older people, to enable them to be part of the planning of services.
- The Strategy challenged stereotypes of older people and set out how SPOC was responding to the opportunities and challenges of an ageing population, whilst recognising the constraints upon public expenditure during the next 3-5 years.
- The key points underpinning the strategy were:
  - ❖ Improving Communications between partners and between them and their communities
  - ❖ Raising standards in the delivery of front-line services and in 'age-proofing' them
  - ❖ Strengthening networks and collaboration by increasing social interaction and linking public services more effectively
- The Strategy was striving to achieve the following outcomes for older people:
  - (i) Financial security in respect of an adequate income, work opportunity and the availability of financial information, advice and support;

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- (ii) high quality services that were local and accessible, planned to take the needs of older people into account and with public transport in Sefton meeting the needs of older people using public services;
- (iii) health and wellbeing services for older people were joined up and effective, in terms of physical, mental and emotional health, access to a range of activities and green spaces and a sustainable environment;
- (iv) personal safety and social connectivity with older people and their carers receiving suitable support, feeling safe at home and in the community and having suitable and decent accommodation;
- (v) being well informed and able to make a positive contribution to community life, building links with younger people and playing an active part in decision making; and
- (vi) agencies value the contribution which older people make, and that older people are free from discrimination.

Mr. Pontefract concluded by indicating that Sefton's population was changing and getting older and for a minority this would mean increased dependence, poor health and frailty. However, for most, this meant leading full, active and healthy lives for longer; playing a key role in the local community through continued employment or voluntary work, enjoying sport, social and leisure activities; and using computers and other forms of technology to stay in touch with family and friends and to shop and find information.

The SPOC wanted Sefton to be a place where old age was enjoyed rather than endured and had therefore prepared a Strategy which responded to the challenge of meeting the varied needs and expectations of Sefton's older people together with an Action Plan with a whole series of steps on how it hoped to deliver.

Mr Pontefract responded to a number of questions and points raised by Committee Members and members of the public in respect of transport links, the accessibility of shops and services – in particular, health services and hospitals; and the importance of suitable leisure services/provision in helping older persons remain physically and emotionally healthy and thereby helping to lessen the burden on the health services.

RESOLVED: That

- (1) Mr. Pontefract be thanked for attending the meeting and for his interesting and informative presentation;
- (2) the prioritisation of older people as a cross-cutting theme be supported; and

- (3) the provision of suitable leisure facilities for older persons in the Borough be endorsed as a key outcome in the Strategy.

## **36. PUBLIC CONSULTATION ON THE THIRD MERSEYSIDE LOCAL TRANSPORT PLAN**

The Committee considered the report of the Planning and Economic Development Director on the Preferred Strategy for the third Merseyside Local Transport Plan (LTP)

Steve Honess, Neighbourhoods and Investment Programmes provided a presentation on the Strategy and Members were requested to answer a series of questions seeking their views on the priorities for the next LTP in respect of the Formby area. A copy of the Preferred Strategy was available on the Local Transport Plan website:

[www.TransportMerseyside.org](http://www.TransportMerseyside.org).

RESOLVED:

That the Councillors convene a separate meeting to enable close scrutiny of the third Merseyside Local Transport Plan (Preferred Strategy) and to provide a full and measured response, for feeding into the response being prepared by the Planning and Economic Development Director.

## **37. OBJECTION TO PROPOSED TRAFFIC REGULATION ORDER - PARK ROAD, FORMBY**

Further to Minute No. 10 of 27 May 2010, the Committee considered the report of the Planning and Economic Development Director on an objection to the proposed 'Waiting at Any Time' parking restrictions at the junction of Park Road/Windsor Road, Formby and continuing across the access point into Formby Professional Development Centre.

The report indicated that the objector was a car owner and had ample off-street parking but pointed out that several of the residents were not so fortunate and the 'At Any Time' parking restrictions would have a detrimental affect on these residents. The objector had also pointed out that the parking problems occurred Monday to Friday during working hours when students were attending the Development Centre.

The report continued that the Traffic Services Unit and also the Traffic Management Liaison Group agreed with the view of the objector and recommended that the proposed 'At Any Time' restrictions be reduced to make it less restrictive for residents. It was therefore proposed that the restriction should prevent parking Monday to Friday 9 am to 5 pm with just a limited amount of 'At Any Time' restrictions at the junction.

The Committee discussed the report and indicated that they would prefer the parking restriction to be enforced from 8 am to 6 pm in line with other

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parts of Formby and because some people using the Development Centre were likely to arrive before 9 am and leave later than 5 pm.

RESOLVED: That

- (1) the Traffic Regulation Order, as set out in Annex A and detailed in the schedule in Annex B be amended so that the 'At Any Time' parking restrictions be effective Monday to Friday 8 am to 6 pm.; 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.

## **38. REQUEST FOR TRAFFIC REGULATION ORDER - PAGE COURT, FORMBY**

The Committee considered the report of the Planning and Economic Development Director seeking approval for a Traffic Regulation Order, the effect of which would introduce 10 metres of 'At Any Time' restrictions on the north side of Page Court at its junction with Halsall Lane, extend the existing 'At Any Time' restrictions on the south side of Page Court by 8 metres into the turning head of the cul-de-sac and to introduce an '8am-6pm, 2 hours in any 3 hours' daytime limited waiting bay on the north side of Page Court.

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

RESOLVED: That

- (1) the Traffic Regulation Order shown on the Plan in Annex A and set out in the Schedule in Annex B 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 Orders.

## **39. PROPOSED TRAFFIC REGULATION ORDER -FOUNTAINS WAY / ABBEY CLOSE, FORMBY**

The Committee considered the report of the Planning and Economic Development Director seeking approval for a Traffic Regulation Order, the effect of which would be to introduce 'No Waiting At Any Time' parking restrictions at the junction of Fountains Way/Abbey Close, Formby.

It was proposed to introduce individual orders for the roads incorporating all existing restrictions.

RESOLVED: That

- (1) the Traffic Regulation Order shown on the Plan in Annex A and set out in the Schedule in Annex B 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 Orders.

#### 40. BUDGET MONITORING

Further to Minute No. 26 of 15 July 2010, the Committee considered the report of the Neighbourhoods and Investment Programmes Director advising that the balance of its budget available for allocation during 2010/2011, including amounts set aside for litterbins and street signs was £21,192.92.

The following budget requests had been received since the last meeting:

- (i) Further to Minute No. 20 (b) of 15 July 2010, further information had been submitted by Formby Parish Council in respect of their request for funding towards Chapel Street improvements;
- (ii) a request from Formby Neighbourhood Police attached as Item 12(a) to the report for £1,200 funding for local young people to visit Rampworx in Aintree, on Monday 25 October and Monday 20 December, linking in with the school holidays as part of a diversionary activity operated by the Police. Constable Mike Holmes, addressed the Committee about the application, emphasising the benefits of the scheme. He stressed that the youngsters involved in the scheme were not 'bad'. Furthermore, the goal of working towards winning a trip to Rampworx enabled the police to engage with and get to know local youths and prevented them from 'hanging around' and becoming involved in anti-social behaviour; and
- (iii) a request for a further £1,600 in addition to the £5,000 already committed towards the Alt Road Recreational Ground Play Improvements.

RESOLVED: That

- (1) the balance of the Area Committee's budget, £21,192.92 available for allocation during 2010/2011 be noted;

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- (2) a decision on the request by Formby Parish Council be deferred and the Area Co-ordinator be requested to write to the Parish Council Clerk specifying the Area Committee's requirements in an application for Area Committee funding;
- (3) the Police request for funding of £1,200 to enable local youths to visit Rampworx, Aintree, be approved; and
- (4) a request for a further £1,600 in addition to the £5,000 already committed towards the Alt Road Recreational Ground Play Improvements be approved.

## **41. DATE OF NEXT MEETING**

RESOLVED:

That the next meeting of Formby Area Committee be held at 7.00 pm on **Thursday 6 January 2011, at the Formby Professional Development Centre, Park Road, Formby.**

**N.B. Since the meeting, it has been agreed that an additional Special meeting of Formby Area Committee will be held at 7.00 pm on Thursday 18 November, 2010, at the Formby Professional Development Centre, to receive a presentation on and consider the Council's Greenbelt Strategy in relation to the Formby area.**



THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON TUESDAY 19 OCTOBER 2010. MINUTE NO. 40 IS NOT SUBJECT TO "CALL-IN".

## ST. OSWALD AND NETHERTON AND ORRELL AREA COMMITTEE

### MEETING HELD AT THE NETHERTON PARK NEIGHBOURHOOD CENTRE, CHESTER AVENUE ON THURSDAY 30TH SEPTEMBER, 2010

PRESENT: Councillor Mahon (in the Chair)  
Councillors Bradshaw, Brennan and Maher  
Local Advisory Group Members: Mrs.M.Elson  
2 representatives from Merseyside Police  
1 Member of the public

#### 36. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors M.Dowd and P.Dowd.

#### 37. DECLARATIONS OF INTEREST

No declarations of Interest were received.

#### 38. MINUTES OF PREVIOUS MEETING

RESOLVED:

That the Minutes of the meeting of the Area Committee held on 26 August 2010 be confirmed as a correct record.

#### 39. PUBLIC FORUM

During the Open Forum the following matter was raised:-

- (a) Advisory Group Member Mrs. M.Elson asked if "Bag it and Bin it" Dog signs could be installed on the tarmac'd pavements both sides of the road along Copy Lane from the bus interchange up to Dunnings Bridge Road and also along the footpath behind Dooley Drive leading to Asda, She indicated that these are the preferred routes for dog walkers and whilst most owners cleaned up after their dogs others left it all over the pavements, this issue needed to be dealt with as matter urgency and asked if more litter/ dog wardens could be made available.

Members suggested that contact could be made with Community Payback to see if they could help with the cleansing of the area.

Mr Martin Kilpatrick, Area Co-ordinator indicated that he would deal with the request from Ward Members and Mrs Elson regarding the installation

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of the "Bag it and Bin it" Dog signs. Miss L.Roberts, Committee Administrator also indicated that this had been sent the Operational Services Director asking him to contact Mrs. Elson with a response in writing.

## 40. POLICE ISSUES

Constable Kolokotroni reported on the following issues:

- Reduction in the number of crimes reported.
- "Bogus officials" related burglaries. Officers were undertaking house-to-house enquiries, circulating advice via police newsletters and press releases and visiting elderly residents to raise awareness
- Leaflet drop in the Fleetwoods Lane area advising Residents not leave vehicles unlocked due to a spate of car thefts, Officers had also undertaken a property marking exercise at Asda marking SatNav's etc.
- Anti Social Behaviour had seen a decrease, Operation Hatfield had seen 54 arrests and the seizure of alcohol and mini motorbikes.
- Diversionary activities during the run up and on Mischief Night/Bonfire Night to be undertaken as part of Operation Banger to include; football tournaments, trips to Splashworld, the Bowling Alley, Quasar and activities at Litherland Sports Park to include a mobile climbing wall.

Members raised concern regarding the recent incidents that had occurred in the St Oswald area and indicated that although the crime figures had shown a reduction, resident's perception was that crime was on the increase. Constable Kolokotroni indicated that he was aware of the incidents referred to, enquiries were ongoing and arrests had been made. Patrols had also been stepped up in the area especially in Marion Square around cash delivery times and store managers had been asked to contact Officers prior to cash deliveries to ensure police attendance.

In response to Members request, Constable Kolokotroni agreed to circulate information with regard to mobile police stations and the proposed diversionary activities in the run up to Mischief Night and Bonfire Night.

In relation to anti-social behaviour reported in Alexander Drive, it was reported that Officers were currently undertaking house-to-house enquiries to try and identify individuals responsible.

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Constable Kolokotroni agreed to follow up enquiries regarding a number of burglaries in Harris Drive which had been raised by Members at a previous meeting.

RESOLVED:

That Constable Kolokotroni and the local Police representative be thanked for their attendance at the meeting.

#### **41. OFF SITE IMPROVEMENTS - PEERLESS SITE HEYSHAM ROAD/DUNNINGS BRIDGE ROAD**

The Committee considered the report of the Director of Planning and Economic Development advising of the extent of the off-site highway improvement works associated with recent planning application S/2010/0431 – development of part of the Peerless site at Heysham Road/Dunnings Bridge Road.

The report indicated that planning consent was granted on the 14<sup>th</sup> June 2010 for the construction of a single storey building and use classes B1(c), B2 and B8 involving associated car parking, service yard, new access from Heysham Road and landscaping on part of the former Peerless site, Dunningsbridge Road (south-east corner of the site).

As part of the requisite consultation and subsequent assessment of the application, the Highways Development Control Team identified certain improvements which would ensure the proposed development would be accessible by all modes and essentially, did not have an adverse impact upon the existing highway network, in accordance with Policy AD2 of the Council's own Local Development Framework and Supplementary Guidance Document (SPD), "Ensuring Choice of Travel."

RESOLVED: That

- (1) the report advising of the extent of the off-site highway improvement works associated with recent planning application S/2010/0431 – development of part of the Peerless site at Heysham Road/Dunnings Bridge Road be noted; and
- (2) the Area Co-ordinator be requested to write to the Cabinet Member for Technical Services for an update on the action taken in relation to Dunnings Bridge Road.

#### **42. BUDGET MONITORING**

Further to Minute No. 362 of the meeting held on 26 August 2010, the Committee considered the report of the Neighbourhoods and Investment Director that provided information on available resources for the Committee and progress on those items approved at previous meetings.

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ST. OSWALD AND NETHERTON AND ORRELL AREA COMMITTEE-  
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Members thanked Mr Kilpatrick for the litter bin which had been installed in Harris Drive.

RESOLVED; That

- (a) the Ward budgets for 2010/11 and the progress to date on items agreed in this year; and
- (b) the on-going issues from 2009/10 be noted.

## **43. DATE OF NEXT MEETING**

RESOLVED:

That in accordance with the agreed programme of meetings for this Area Committee, the next meeting will be held on **Thursday 28 October 2010 at 6.30p.m at Bootle Day Centre, Linacre Lane, Bootle.**

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY, 20 OCTOBER 2010. MINUTE NOS. 71, 76, 77, 78, 79, 87, 88 AND 89 ARE NOT SUBJECT TO "CALL IN"

## SOUTHPORT AREA COMMITTEE

### MEETING HELD AT THE TOWN HALL, LORD STREET, SOUTHPORT ON WEDNESDAY 6TH OCTOBER, 2010

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

ALSO PRESENT: Inspector Fairbrother and Sergeant Riding,  
Merseyside Police  
72 Members of the public in attendance

#### 67. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Brodie-Browne, Dodd, Preston, Sumner and Tattersall and Local Advisory Group Member Mrs. M. Pointon.

#### 68. DECLARATIONS OF INTEREST

The following declarations of interest were received:

Member	Minute No.	Interest	Action
Councillor Hands	70 - Presentation by the Southport YMCA	Personal – a family member is employed at the Southport YMCA	Stayed in the room, took part in the consideration of the item and voted thereon
Councillor Booth	80 - Update on the former Southport Sandwinning site, Marine Drive, Southport	Personal - he is a member of the RSPB	Stayed in the room, took part in the consideration of the item and voted thereon

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SOUTHPORT AREA COMMITTEE- WEDNESDAY 6TH OCTOBER, 2010

## **69. MINUTES OF THE PREVIOUS MEETING**

RESOLVED:

That the Minutes of the meeting held on 1 September 2010 be confirmed as a correct record.

## **70. PRESENTATION - SOUTHPORT YMCA**

The Committee received a presentation from members of the Southport YMCA Youth Department on the activities delivered by the group and the positive benefits to the Southport community.

Some of the activities undertaken by the Youth Department were as follows:

- musical theatre group
- street dance classes and the performance of shows and displays for charity
- cheerleading
- climbing group
- youth club
- skating in the gym
- money raising activities for charity
- community activities such as litter picking in Hesketh Park and Southport Beach and helping out at Queenscourt Hospice

Youth Department members also detailed that helpful and friendly staff fostered an enjoyable atmosphere in the YMCA; that great friendships had been generated amongst Youth Department members; that members fitness levels had improved due to the many physical activities undertaken; and that they had received presentations on many topics including anti-smoking advice, disability awareness and homelessness.

Youth Department members concluded that they now had representatives on the YMCA board; that one of their main aims was to dispel the negative media view of the association of young people with anti-social behaviour; and finished their presentation with a rendition of the song 'Lean on Me'.

RESOLVED: That

- (1) the Southport YMCA Youth Department members be thanked for their excellent and entertaining presentation; and
- (2) media representatives in attendance at the meeting be requested to highlight the positive activities undertaken by the Southport YMCA Youth Department.

**71. PUBLIC CONSULTATION ON THE THIRD MERSEYSIDE LOCAL TRANSPORT PLAN**

RESOLVED: That

- (1) consideration of the above matter be deferred until the next meeting of the Area Committee to be held on 17 November 2010; and
- (2) Members be urged to complete and return their copy of the public consultation document.

**72. BUDGET MONITORING**

Further to Minute No. 63 of 1 September 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	12,325.83
Birkdale	19,741.98
Cambridge	8,412.08
Dukes	19,678.53
Kew	9,404.54
Meols	10,716.50
Norwood	24,568.09
Town-wide	15,088.75
<b>Total</b>	<b>119,936.30</b>

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

Steve Honess, Area Co-ordinator, updated the Area Committee on schemes that had now been approved since the preparation of the report.

RESOLVED: That

- (1) the remaining balance of £119,936.30 of the budget available for further allocation for the rest of the year be noted;
- (2) allocations from the 2010/11 Ward budgets agreed to date and indicated in paragraph 2.1 of the report, be noted; and
- (3) the Leisure and Tourism Director be requested to submit a report to the Area Committee providing details of the football training sessions funded from the devolved budgets.

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## **73. SOUTHPORT TOWN CENTRE - DEEP CLEANSING AND REMOVAL OF CHEWING GUM FROM PAVEMENTS**

Further to Minute No. 135 of the meeting held on 3 February 2010, the Committee considered the report of the Planning and Economic Development Director on the deep cleansing and removal of chewing gum on pavements in Southport Town Centre.

The report provided details on the costs associated with the purchase of a hot washing machine to remove gum from pavements; the utilisation of litter bins equipped with "stubbers" to accommodate cigarette butts and chewing gum; and the views of town centre businesses to contribute towards deep cleansing operations.

The report concluded by requesting funding from the Committee's devolved budget as a contribution towards the deep cleansing and removal of chewing gum from Chapel Street, Corporation Street, Cambridge Arcade and part of Nevill Street in November 2010.

### **RESOLVED:**

That the cleansing and removal of chewing gum along Chapel Street, Cambridge Arcade, Corporation Street and part of Nevill Street in November 2010, at a cost of £4,910.10, be approved and the cost be allocated as follows:

Ward/Town-wide Provision	£
Town-wide	2910
Dukes	2000

## **74. DOG FOULING/LITTER ENFORCEMENT PROJECT**

The Committee considered the report of the Environmental and Technical Services Director seeking consideration of funding from the Area Committee's devolved budget, for enhanced targeted enforcement in key locations in Southport to more effectively tackle dog fouling/littering offenders outside normal hours of operation.

The report indicated that based on the success of projects undertaken elsewhere in Sefton and in order to have maximum impact, it was proposed to carry out four enforcement weekends centred around litter and dog fouling within the Southport Wards over a two month period. This could be arranged during the months of October and November 2010 should the Area Committee wish. This would involve direct engagement with the residents and target offenders.

The report detailed the objectives and scope of both "Operation Collar" and "Operation Litter"; and that the full four weekend enforcement



programme and signage as detailed in the report would cost approximately £6,000.

RESOLVED: That

- (1) individual Ward Members be requested to contact the Public Health Manager, Environmental and Technical Services, to ascertain further information on the operation of the enforcement project within their Wards; and
- (2) it be noted that both Birkdale and Norwood Wards had agreed to allocate £800 from each of their devolved budgets towards the dog fouling/litter enforcement project.

## **75. WINTER SERVICE**

Further to Minute No. 58 of the meeting held on 1 September 2010, the Committee considered the report of the Environmental and Technical Services Director responding to points raised at the previous meeting relating to winter service provision.

The report indicated that the initial cost for the provision and placement of a grit bin was £200 and that to refill a grit bin on an ad hoc basis would cost £100; that with regard to alternative gritting methods, investigations were currently ongoing with a solution being closely anticipated; that the Strategic Director, Children, Schools and Families had liaised with schools to offer to provide grit bins outside schools at the schools' expense; and that so far one request had been received.

Mr. J. McConkey, Assistant Director (Technical Services) advised that the Council was planning to trial a product called Safethaw (which was a de-icing liquid) on some footways which were currently included in the winter policy. This would be trialled over the coming winter and a report submitted to Cabinet Member - Technical Services. The results would determine whether it be recommended to revise the policy.

RESOLVED:

That the report on winter service provision be noted.

## **76. PRESTON NEW ROAD, SOUTHPORT - EFFECTIVENESS OF SPEED MANAGEMENT SCHEME**

Further to Minute No. 28(a) and (b) of the meeting held on 16 June 2010, the Committee considered the report of the Planning and Economic Development Director advising of the effectiveness of the speed management scheme, undertaken in 2008 on the A565 Preston New Road.

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The report indicated that in the three year study period prior to the introduction of the scheme, there had been a total of 17 recorded injury accidents between the Plough Roundabout and Balmoral Drive. Of the 17 accidents that occurred, two accidents resulted in serious injury whilst the remaining 15 accidents resulted in slight injury. A total of 24 recorded casualties were a result of the 17 accidents; that within the 18 month period since the introduction of the scheme, there had been a total of five recorded injury collisions resulting in seven slight injuries; and that this equated to a three year collision record of 10 collisions.

With regard to the speed of traffic on the road, automatic traffic counts had been undertaken that showed a reduction in the average 85% speed from 36.3 mph before introduction to 34.4 mph 18 months after the scheme was completed.

The report also responded to two questions raised at the meeting on 16 June 2010 from Ms. A. Owen and Mrs. M. Brown.

The report concluded that the main purpose of the scheme was to reduce the number of recorded injury collisions and to reduce vehicle speeds and that from the 'before' and 'after' data, it would appear that the desired outcomes had been achieved.

RESOLVED:

That the report on the effectiveness of the speed management scheme on Preston New Road, be noted.

## **77. CEMETERY ROAD / EASTBOURNE ROAD, SOUTHPORT - PROPOSED LOCAL SAFETY SCHEME - ACCIDENT AND SPEED REDUCTION - RESULTS OF CONSULTATION**

Further to Minute No. 44 of the meeting held on 28 July 2010, the Committee considered the report of the Planning and Economic Development Director advising of the results of the public consultation on traffic-calming proposals and extended waiting restrictions for Cemetery Road and Eastbourne Road, Southport; and recommending the way forward to progress the scheme.

The report indicated that it had previously been agreed to introduce traffic calming measures in the Cemetery Road/Eastbourne Road area in the form of road narrowing hatching, refuges, improved signs and road markings at junctions and improvements to existing zebra crossings; that the route was initially identified through the LTP Urban Safety Management, Local Safety, Speed Management and Pedestrian Crossing Review; and it was also agreed that as part of the proposals existing waiting restrictions would be extended at three junctions to improve visibility on the exit of the minor roads.

A total of 354 consultation packs were delivered to residents and 126 completed questionnaires were returned (33.6%); and that of the

respondents, 101 (80.2%) were in favour of the proposed schemes whilst 25 (19.80%) were not in favour.

The report also indicated that some of the proposals included the extension of 'no waiting at any time' restrictions by 10 metres on each leg of the junctions as shown on the plans in Annex A. These proposals had been advertised separately to the consultation on the traffic calming proposals; that the end of the 21 day objection period for the proposed restrictions was 17 September 2010; and that there had been no objections to the proposed extension of the 'no waiting at any time' restrictions.

RESOLVED: That

- (1) due to the positive response in favour of the proposals, the traffic calming measures proposed for Cemetery Road and Eastbourne Road as detailed in the report be approved; and
- (2) the extended waiting restrictions as detailed in the report be progressed.

## **78. LIVERPOOL ROAD BIRKDALE - PROPOSED AMENDMENT TO EXISTING TRAFFIC REGULATION ORDER**

The Committee considered the report of the Planning and Economic Development Director on a proposed Traffic Regulation Order, the effect of which would replace free parking with a daytime waiting restriction and 'At Any Time' waiting restrictions with limited waiting on Liverpool Road, Birkdale. The amendment to the Traffic Regulation Order would improve turnover of parking for local businesses on Liverpool Road.

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

RESOLVED: That

- (1) the Traffic Regulation Order as shown on the plan in Annex A and as 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 Orders.

## **79. VIRGINIA STREET/HODSON STREET/MILL STREET/HARGREAVES STREET SOUTHPORT - PROPOSED TRAFFIC REGULATION ORDERS**

The Committee considered the report of the Planning and Economic Development Director on a proposed Traffic Regulation Order, the effect of which would:

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- (i) amend the existing residents' privileged parking bay on the bend in Virginia Street and replace it with 'At Any Time' waiting restrictions; and
- (ii) introduce 'At Any Time' waiting restrictions on Hodson Street and Mill Street to prevent parking, thus maintaining emergency vehicular service access into these roads.

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

RESOLVED: That

- (1) the Traffic Regulation Orders as set out on the plans in Annex A and as 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 Orders.

## **80. UPDATE ON THE FORMER SOUTHPORT SANDWINNING SITE MARINE DRIVE, SOUTHPORT**

Further to Minute No. 149 of the meeting held on 31 March 2010, the Committee considered the report of the Planning and Economic Development Director on the current situation at the former Sandwinning compound, Marine Drive, Southport.

The report indicated that the Director considered that the lack of progress was frustrating but not surprising given the current economic climate; that the material removed thus far had been used on other projects in the borough and the surrounding area, which was the Council's preferred approach rather than material being deposited in landfill; and that the operator had shown his continued commitment to the site restoration by completing work on the 'Haul Road'.

The Chair advised the meeting that the Planning and Economic Development Director had provided him with the following updated information:

Discussions had been held with RSPB and Council departments about a new lease which would include the haul road and that it was hoped that the lease could be completed in the next couple of months.

RSPB also wished, with the Council's support, to be granted an extension to their lease to include the land which was occupied by the sandwinning plant once it had been cleared.

RESOLVED: That

- (1) the report be noted; and
- (2) the Planning and Economic Development Director be requested to submit a further progress report in six months time.

**81. FEEDBACK FROM THE ORANGE DAY PARADE IN SOUTHPORT - 12 JULY 2010**

Further to Minute No. 38(2) of the meeting held on 28 July 2010, the Committee considered the report of the Neighbourhoods and Investment Programmes Director that provided an overview of the policing and cleansing costs associated with the Orange Parade on 12 July 2010 and the views of local retailers on the impact of the Parade on their businesses.

The report indicated that the policing costs for the event was £3,600 and that this was a Merseyside-wide cost rather than specific to Southport; and that following contributions from the Orange Lodge, the net cost to the Council for toilet and skip provision and street cleansing for the event was £657.

RESOLVED: That

- (1) the report on the feedback on the Orange Parade be noted; and
- (2) the Neighbourhoods and Investment Programmes Director be requested to submit a further report to a future meeting of the Area Committee providing more detailed information on the views of local retailers on the impact of the Parade on their businesses.

**82. REVIEW OF DEADLINE FOR RECEIPT OF QUESTIONS FOR CONSIDERATION BY THE SOUTHPORT AREA COMMITTEE**

The Committee considered the report of the Neighbourhoods and Investment Programmes Director seeking determination of a proposal to bring forward the deadline for the submission of Public Forum questions from 15 minutes before the start of meetings (or 3.00 p.m. for fax or on-line submissions) to noon on the Tuesday on the day before the meeting.

The report indicated that the proposal would allow more time for officers to provide answers prior to the meeting to questions raised by members of the public.

RESOLVED: That

- (1) for a six month trial period, the deadline for the submission of Public Forum questions be brought forward to 12.00 noon on the Tuesday immediately prior to the day of the meeting on the Wednesday; and

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- (2) the Neighbourhoods and Investment Programmes Director be requested to submit a report on the outcomes of the revised arrangement.

## **83. AREA MANAGEMENT UPDATE**

The Committee considered the report of the Neighbourhoods and Investment Programmes Director on the area management activities that had taken place in Southport since the last meeting.

The report indicated that the Neighbourhoods Division provided a co-ordination role for dealing with area issues. Queries were forwarded to the Neighbourhoods Division in a number of ways, via a number of different sources; and that in order for Members to be aware of progress made on these issues the area management report had been compiled.

Partner Agencies would also be included in this report in the future to update Members as to how other agencies were working on area issues. The provision of this information would enable better co-ordination and would feed into future neighbourhood plans.

RESOLVED:

That the Area Management Update report be noted.

## **84. PREVIOUS QUESTIONS RAISED IN THE OPEN FORUM**

The Committee considered correspondence relating to the above.

RESOLVED:

That the correspondence be noted.

## **85. FUTURE AGENDA ITEMS**

RESOLVED: That

- (1) the Neighbourhoods and Investment Programmes Director be requested to submit a report on the future arrangements for Southport Town Centre management; and
- (2) further to Minute No. 26 (1)(ii) of 16 June 2010, the Planning and Economic Development Director submit reports on:
  - (a) parking issues in Hawkeshead Street, Southport, between Kestrel Court and Zetland Street; and
  - (b) 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 can cause problems for through traffic.

## 86. POLICE ISSUES

Members of the public/Councillors raised the following issues:

- how many arrests for arson had been made in the Southport area? Inspector Fairbrother indicated that he did not have this information available to him at the meeting
- did the Police make recommendations to the Council about street lighting blackspots and designing out crime? Inspector Fairbrother advised that he did and that the Police undertook environmental investigations to aid crime reduction
- what activity had been undertaken to target people driving their vehicles whilst using hand held mobile phones. Sergeant Riding advised of Operation Spotlight, an operation to combat driving offences that resulted in a number of fixed penalty notices being issued
- had any arrests been made relating to several burglaries that had occurred in the Dunbar Road / Ryder Crescent area? Inspector Fairbrother indicated that there had been a small increase in burglaries in defined areas and such areas had been targeted by the Police to highlight crime prevention measures that could be taken
- where do the people arrested at weekends in Southport Town Centre live? Inspector Fairbrother indicated that 80% of offenders arrested lived within a 5/6 mile radius of the Town Centre
- where any policing problems experienced in relation to the recent Flower Show, Air Show and Fireworks event in Southport? Inspector Fairbrother indicated that a de-brief to discuss this matter would take place shortly. However, he was aware of traffic congestion problems due to the events
- information was sought on the number of youths involved in crime. Inspector Fairbrother indicated that the number of young people involved in crimes in Southport was consistently low.
- did ASBO's work? Inspector Fairbrother advised that many interventions took place before an ASBO was introduced; that 96% of young people complied with such interventions and no further action was required; and therefore, that 4% of young people who came into contact with the Police were subject to the introduction of ASBO's. 40% of the ASBO's were breached and this resulted in

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approximately 98% of the interventions taken by the Police being successful.

RESOLVED:

That Inspector Fairbrother and Sergeant Riding be thanked for their attendance.

## **87. PUBLIC FORUM**

During the Public Forum, the following questions/comments/petitions were submitted:

Questions (a) to (p) all relate to the Southport Cycle Town Proposed Cycle Track - Birkdale to Ainsdale.

(a) Mr. R. Ayres indicated that it was with some considerable concern that he placed on record to the Area Committee the failings of the Applicant, Sefton Council, in the manner of progression of this project in its failure to comply with the Environmental Impact Assessment Regulations (England and Wales) 1999 and subsequent revisions. There was a statutory requirement for the applicant, or the Planning Department or the Secretary of State to assess the environmental impact of this project through the Ainsdale and Birkdale LNR via a formal Screening Opinion and for the Opinion to be within the Public domain as part of the planning process. Throughout the Borough, where the cyclepath had been developed within the area of the SSSI and the Sefton Coast Natura 2000 no Officer of the applicant's team or the LPA had been able to provide any evidence that the statutory requirement had been complied with. This was a fundamental breach of the officers duties. He noted that the impression given to Members in the report to the Area Committee failed to provide any indication of these failings on their part and that it was economic and biased with the information provided to Members. Our coastline and dune habitat was one of the most internationally important and recognised areas in Europe and Members failure to respect this would be challenged. The proposed development would by many learned persons and bodies have a significant impact on the natural environment and hence in any independent assessment of the proposed development it should be subject to the rigors of an Environmental Impact Assessment. If Members felt committed to permit this project to proceed would they direct the applicant and Officers to undertake a full Environmental Impact Assessment in accordance with the published guidelines of Natural England and the accepted survey methodology for completing the required habitat, environmental, wildlife and ecology surveys that would satisfy the requirements of the EIA Regs. In so doing they should allow the public to understand the financial commitment that this would place upon the Council, publish the availability of this funding which an independent 3rd party estimated would exceed that currently left as a balance from expenditure to date by the Cycle Team. Were Members truly able to commit and justify the need of this project taking account of the



requirements or did they wish to continue the previous practices of breaching their need to comply with the EIA Regs?

Mr. D. McAleavy, Head of Coast and Countryside Service, indicated that there were two parts to this in that the Council was the applicant and Local Planning Authority and an EIA was something that the Planning Authority would advise an applicant was required. As yet the application had not been submitted and the Planning Authority had not yet advised that an EIA was required. On this basis an EIA had not been undertaken.

(b) Mr. A. Blackburn asked could Councillors assure him that building would never, ever, be allowed on this last remaining area of natural sand hills within the coast road? This area was easily accessible to residents of Southport and Ainsdale on foot.

Councillor Weavers indicated that provided the site remained as a SSSI, then yes.

(c) Mrs. L. Hilton asked why had the officers gone against some of the key design features Cycling England recommended in their Toolkit for Cycle Towns? In this Technical Support document supplied to all cycle towns, it clearly stated that they should "consider last the conversion of footways/footpaths to shared-use for pedestrians and cyclists".

Mr. D. Marrin, Traffic Services Manager, advised that the guidance was aimed at urban routes, not leisure routes, as was the case in this instance. Such leisure routes were already used in Southport and had been designed in consultation with Cycling England.

(d) Mr. D. Phipps asked had the following technical and financial matters been adequately considered and if so, where may the resulting reports and information be found? (a) The process appeared to be driven by the availability of grant monies. However, the grant was for capital expenditure only. If there was any over-run on construction costs which budget had been identified to support such expenditure? (b) Given the natural instability of the sand substrate what were the estimated maintenance costs over a 5, 10 and 25 year period if the project went ahead? (c) it was suggested that Adpave25 might be suitable as a re-inforcing material. The information in Adpave's brochure did not seem to support this. What trials and/or consideration of previous long term use on similar ground conditions had been considered? (From Adpaves web site: Adpave25 would help provide protection to grassed surfaces from light traffic. However, it would not compensate for weak ground conditions where more structural solutions were necessary. To determine whether Adpave 25 might be appropriate for your application, try this simple test; Test To determine suitability: If you can drive a vehicle onto the area in test without significant rutting occurring after a period of heavy rain, then Adpave 25 should be suitable.

[http://www.adpsurfacesolutions.co.uk/adp\\_tech\\_litpdfs/adp16\\_25.pdf](http://www.adpsurfacesolutions.co.uk/adp_tech_litpdfs/adp16_25.pdf)

Accessed 05/10/2010 (d) What guarantee was given for the lifetime of the proposed (or similar) polymer net support. Particularly, what would be the rate of embrittlement which might lead to fracture and premature failure?

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Mr. D. Marrin, Traffic Services Manager, advised that maintenance costs had been factored into the proposal; and that guidance and information from other areas where such proposals had been introduced showed that maintenance costs were minimal.

Mr. Phipps asked a supplementary question that had a track been introduced elsewhere on exactly the same surface conditions as those in the Birkdale to Ainsdale sand dunes.

Mr. Marrin indicated that he was unaware of a track being introduced on exactly the same surface.

(e) Mrs. A. M. Willets asked with regard to the Birkdale to Ainsdale cycle track, how many consultation responses were from postcodes within the area sent consultation packs and how many outside? How many responses were made online and how many by post? How many of the online responses included the respondents name and address as well as the postcode, how many included postcode only? How many were from the same individual ip addresses and what precautions were put in place to prevent the corruption of the consultation process by a single respondent completing the online form multiple times?

Mr. D. Marrin, Traffic Services Manager, advised that names and addresses were used in the collation of responses.

(f) Dr. R. Hamilton asked when many hundreds of local people took the time and effort to become involved in Sefton Council consultation exercises, such as the Birkdale to Ainsdale Cycle Track, what assurances did local Councillors give to the people of Southport that the balance of voices of those participating in these consultation exercises would be acted upon.

The Chair indicated that Councillors would make their views known during the consideration of the report later in the meeting.

(g) Ms. H. Goadsby asked had Natural England given their formal assent to the scheme, and if so, what had they based their decision on, as there had been no recent comprehensive reports carried out on rare species such as sand lizards, natterjacks and great crested newts and she believed a bat survey had not been conducted either.

Mr. D. McAleavy, Head of Coast and Countryside Service advised that surveys and assessments had been carried out in respect of Natterjack Toad, Great Crested New and Sand Lizard and that advice on whether a bat survey should be carried out was sought. In this instance it was felt that the proposed path would not have an impact on bats and a survey was not carried out.

Ms. Goadsby asked as a supplementary question whether surveys were funded by Cycling England grant or the Council.

Mr. McAleavy indicated by both.

(h) Ms. M. Pope asked if wheelchair and mobility buggy users were to be provided with access to the proposed cyclepath, how would motorcycles be prevented from using the same access?

Mr. D. Marrin, Traffic Services Manager, advised that access controls would be incorporated into the scheme at both entrances/exits to the track.

(i) Mr. A. Percy stated that with regard to the proposed Cycle Track - Birkdale to Ainsdale, the proposed cycletrack cellular material was Adpave 25. The manufacturers said on their website that Adpave 25 would help provide protection to grassed surfaces from light traffic. However, it would not compensate for weak ground conditions where more structural solutions were necessary. They also recommended that a test should be carried out to determine suitability. Why was Adpave considered suitable, when the existing path surface was sand not grass and sand dunes were a weak ground condition, also was a test carried out on the dunes as recommended by the manufacturer?

Mr. D. Marrin, Traffic Services Manager, advised that site meetings had been held with the manufacturer and the ground conditions had been discussed.

Mr. Percy asked as a supplementary question whether long term testing had been undertaken.

Mr. Marrin responded that it had not.

(j) Mr. I. Thompson asked on what basis and criteria did the Council think Netpave 25 was suitable to be used and laid on to freshly disturbed sand?

Mr. D. Marrin, Traffic Services Manager, advised that site meetings had been held with the manufacturer and the ground conditions had been discussed.

(k) Ms. S. Brown stated that the initial discussions focused on a proposal to move the route a few metres into the dunes adjacent to the Coastal Road, to follow the line of the original Trans Pennine Trail footpath and to use a cellular paving material for the route.

Funding of £250,000 was subsequently confirmed by Cycling England.

Therefore, why had the Council stated that the money had to be used on this particular route through the heart of the dunes and why would the Council not go back to the original proposal?

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Mr. D. McAleavy, Head of Coast and Countryside Service, indicated that there would be no additional benefit by resorting to the original route; whilst the proposed route would provide access for all through the dunes.

(l) Mr. D. Irving stated that on the 22 February 2010 a meeting took place between Ocean Parcs Pontins Southport Holiday Park, Local Community/Business Representatives, and members of Sefton Council. A question was asked at this meeting if there were plans to incorporate cycling within the development.

Minutes were taken of this meeting and Paragraph 6 K of the minutes stated that JB (John Barnes of Fitton Estates acting on behalf of Ocean Parcs) responded to this question by stating that the cycle access was being addressed by Dave McAleavy of Sefton Council.

Mr. Irving stated that he presumed a meeting took place and his question was were there any minutes of this meeting between Dave McAleavy and Ocean Parcs and could he see them.

Mr. D. McAleavy, Head of Coast and Countryside Service, advised that he had attended numerous meetings with Ocean Parcs Pontins and that at no time was he asked about cycling issues. If he had been he would have referred it to his colleagues.

Mr. D. Irving asked as a supplementary question what Mr. D. McAleavy considered would constitute as inappropriate use of the dunes.

Mr. McAleavy indicated that inappropriate use would be motorcycling, camping and setting fires.

(m) Ms. Y. Irving asked if the proposed track was designed for Multi Use, what safety factors would be in place to protect walkers, toddlers and disabled people from those misusing the path? She had a personal reason for asking this and had first hand evidence of her own that put into question the remotest possibility of any form of safety measures working.

Mr D. Marrin, Traffic Services Manager, advised that no specific safety measures had been incorporated into the proposal.

Mr. Irving asked a supplementary question that as there was a law against cyclists sharing the pavement with pedestrians, why was this scheme proposed.

Mr. Marrin advised that the proposal was not a pavement and that there were many 'shared use' facilities in Southport.

(n) Ms. M. Horridge asked could the Council reassure her that Adpave pieces would not be turning up, in a protected site for decades ahead.

Mr. D. Marrin, Traffic Services Manager, advised that this technical matter had been discussed with the manufacturer and that the material was used elsewhere in the Country

Ms. Horridge stated as a supplementary comment that the track at Portland Street was breaking up.

Mr. Marrin advised that it was a very different material in use in Portland Street and that building contractors using heavy plant had been crossing the surface.

(o) Ms. I. Parry asked could the Council reassure her that there would be zero damage to the protected site?

Mr. D. McAleavy advised that the planning process would determine this matter following site assessments and surveys.

(p) Mr. R. Worden indicated that he would like the area to remain as it was. There were no houses in view and no traffic noise. Why should a lovely, serene place like this be opened to noise and thereby spoil the existing amenities.

(q) Mr. J. Baguley stated that earlier this year, there was a major pot hole repaired near to the level crossing at Aughton Road and Upper Aughton Road in Birkdale but, however, this appeared to have been a temporary fix and was now looking dangerous again. Mr. Baguley asked was the Council going to resurface the roads properly as they were main B roads, bus routes and had large volumes of traffic using them.

## RESOLVED:

That the Planning and Economic Development Director be requested to respond in writing to Mr. Baguley.

(r) Councillor B. Rimmer, asked on behalf of S. Caunce, whether the Area Committee was aware of the disruption of traffic and parking that was occurring in Market Street during the present renovation process?

The businesses in Market Street were heavily dependant on passing trade, but because of the present restrictions they were suffering badly.

Numerous parking bays had already been removed to assist in the renovation and the demand for the remaining spaces had increased further both by contractors parking, personal traffic and extra traffic generation during Farmers Market and similar events.

Business indicators had been blocked to such an extent that visitors were not aware of the traders' existence.

Would the Area Committee support the following suggestions:

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- (1) that contractors/sub contractors be instructed to park their personal transport elsewhere during the renovation period;
- (2) that as a temporary measure, appropriate signs be erected to indicate the presence of existing businesses  
- Note: This was done during the closure of St. Lukes Road Bridge;  
and
- (3) that an officer of the Council be made available to co-ordinate between the contractors and existing business.

RESOLVED:

That the Planning and Economic Development Director be requested to respond in writing to S. Counce.

- (s) Ms. C. Edlin asked:
  - (1) what was the exact progress on cycle lanes and speed table plans for Wennington Road?
  - (2) what was the start date for any works;
  - (3) what was being done about the flooding outside her property, on the road, before any works commenced;
  - (4) a "Norwood Focus" leaflet stated ... "The rest of the scheme got the go-ahead from most residents". What constitutes "most" and when was the second round of consultation?
  - (5) when was the next meeting re: Wennington Road to be held as several residents, opposing speed table plans, wished to attend.
  - (6) If there was no structural damage potential to having a speed table outside her property then she assumed the Council would bear the cost of a full structural survey of her property before and after any speed tables were put in.

Ms. Edlin concluded that she was very unhappy about the flooding outside her home and the proposed speed tables.

RESOLVED:

That the Planning and Economic Development Director be requested to respond in writing to Ms. Edlin.

- (t) Ms. L. Keith stated that she understood that a major planning application by Sainsburys Ltd, in Crosby had recently been turned down for reasons that were not altogether clear and in opposition to the clear recommendation of the planning officer.

If the applicant appealed and was successful, she also understood that the costs of the appeal could well be awarded against the Council and might well be of the order of £150,000 to £200,000.

Ms. Keith concluded that if the Council were to lose, would the costs of the Appeal be borne by the individual Councillors who voted against the proposal or would they have to be paid, in part, by Southport Council Tax payers?

RESOLVED:

That the Interim Head of Corporate Legal Services be requested to respond in writing to Ms. Keith.

(u) Mr. T. Dawson asked whether the Councillors present could tell him roughly how many individual complaints they had received about the principles of the Alternate Weekly Collection system during the month of September and what they had they done as a result of those complaints?

All Members responded to Mr. Dawson and from the responses, one Member had received one complaint.

Mr. Dawson asked as a supplementary question that given that the last costing of the re-introduction of a weekly collection of 'grey' waste produced by the Director of Finance was approximately £7 million per annum, which vital services provided by the Council would the Councillors like to cut in order to re-introduce such a system - or would they prefer to clobber the Council Tax Payers instead?

## **88. SOUTHPORT CYCLE TOWN PROPOSED CYCLE TRACK - BIRKDALE TO AINSDALE**

Further to Minute No. 6 of the meeting held on 26 May 2010, the Committee considered the report of the Planning and Economic Development Director advising of the current position regarding the Southport Cycle Town Proposed Cycle Track - Birkdale to Ainsdale.

The report indicated that the consultation exercise on the cycle track had now been completed and that of the 956 responses received to the exercise, 604 (63%) were in favour of the proposal, whilst 352 (37%) were opposed. Annex C to the report provided details of the responses received.

The report concluded that the Cabinet Member - Technical Services had to resolve whether or not to proceed with the Planning Application for this proposal; that the many benefits of the scheme had been set out in the report, but the scale of local concerns raised was recognised; and hence the views of the Area Committee would inform the Cabinet Member in deciding a way forward.

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SOUTHPORT AREA COMMITTEE- WEDNESDAY 6TH OCTOBER, 2010

RESOLVED: That

- (1) the report on the proposed Southport Cycle Town - Birkdale to Ainsdale Cycle Track be noted;
- (2) the Cabinet Member - Technical Services be recommended to not proceed with the proposal.

(In accordance with Rule 18.5 of the Council and Committee Procedure Rules:

- (i) Councillors Glover, Hands, Jones, Pearson, Porter, Preece, B. Rimmer, D. Rimmer and Sir Ron Watson requested that their vote in support of the above resolution be recorded; and
- (ii) Councillors Booth, McGuire and Weavers requested that their vote opposing the above resolution be recorded.)

## **89. 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, 17 November 2010, at the Town Hall, Southport, commencing at 6.30 p.m.**



**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY 20 OCTOBER, 2010. MINUTE NO.31 IS NOT SUBJECT TO "CALL IN"**

**LITHERLAND AND FORD AREA COMMITTEE**

**MEETING HELD AT THE GODDARD HALL, STANLEY ROAD,  
LITHERLAND  
ON WEDNESDAY 6TH OCTOBER, 2010**

**PRESENT:** Councillor Hardy (in the Chair)  
Councillors Brady, K. Cluskey, Kelly and Tweed

**ALSO PRESENT:** Local Advisory Group Members: Mrs.Burnhill,  
Mr.McNeight, Mr.O'Brien and Mr.Walsh

1 member of the public

**24. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor Moncur.

**25. DECLARATIONS OF INTEREST**

No declarations of interest were received.

**26. MINUTES OF THE PREVIOUS MEETING**

**RESOLVED:**

That the Minutes of the meeting held on 7 July 2010 be confirmed as a correct record.

**27. PUBLIC FORUM**

During the Public Forum the following questions were submitted:

- (a) Mrs.MacFarlane asked for the installation of traffic calming measures including the erection of a bollard at the corner of Hatton Hill and Appleton Road to reduce the risk of more accidents in the area.

Mr.D.Marrin, Traffic Services Manager, replied in writing to Mrs.MacFarlane. Due to the narrow width of the carriageway, being only 6 metres, we are unable to provide a traffic island that would be required for the keep left bollard that you have requested. I have checked that latest three-year accident record for the whole length of Hatton Hill Road and there have been three recorded slight injury accidents, two occurring at the junction with Appleton Road. At

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LITHERLAND AND FORD AREA COMMITTEE- WEDNESDAY 6TH  
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present, we are only prioritising roads for the introduction of traffic calming measures where there have been seven or more accidents in the last three years; therefore Hatton Hill Road has not been included in any of our local safety scheme speed management programmes.

However, it is acknowledged that two accidents did occur at the junction with Appleton Road and this junction is on a fairly sharp bend. Therefore it is proposed to enhance the centre line hazard markings, making them 150mm wide instead of the standard 100mm wide, it is also proposed to provide slow road markings on red surfacing on each approach to the bend. These remedial measures should highlight the bend more effectively and therefore reduce the number of collisions. I will also request that the Police carry out some speed enforcement along the route; however whether this enforcement is carried out or not is a Police decision subject to available resource.

In the meantime Hatton Hill Road would be included in future road safety reviews.

- (b) Mr.C.Penny, following a road traffic accident that resulted to damage to his garden wall, asked for the installation of traffic calming measures at the corner of Hatton Hill and Appleton Road to reduce the risk of more accidents in the area.

Mr.D.Marrin, Traffic Services Manager, replied in writing to Mr.Penny. I am sorry to hear of the incident that resulted in damage to your property and I am glad to hear that no one was injured.

I have checked the latest three-year accident record for the whole length of Hatton Hill Road and there have been three recorded slight injury accidents, two occurring at the junction with Appleton Road. At present, we are only prioritising roads for the introduction of traffic calming measures where there have been seven or more accidents in the last three years; therefore Hatton Hill Road has not been included in any of our local safety scheme speed management programmes.

However it is acknowledged that two accidents have occurred at the junction with Appleton Road and this junction is on a fairly sharp bend. Therefore it is proposed to enhance the centre line hazard markings, making them 150mm wide instead of the standard 100mm wide, it is also proposed to provide slow road markings on red surfacing on each approach to the bend. These remedial measures should highlight the bend more effectively and therefore reduce the number of collisions. I will also request that the Police carry out some speed enforcement along the route; however whether this enforcement is carried out or not is a Police decision subject to available resource.

In the meantime Hatton Hill Road will be included in future road safety reviews.

- (c) Mr.G.McNeight, Advisory Group Member, asked for the installation of traffic calming measures at the corner of Hatton Hill and Appleton Road to reduce the risk of more accidents in the area.

RESOLVED:

That the Neighbourhoods and Investment Programmes Director be requested to investigate Mr.McNeight's concerns.

- (d) Mr.A.Downes asked for the installation of traffic calming measures at the corner of Hatton Hill and Appleton Road to reduce the risk of more accidents in the area.

RESOLVED:

That the Neighbourhoods and Investment Programmes Director be requested to investigate Mr.Downes's concerns.

- (e) Mr.J.Hazard asked for the installation of traffic calming measures at the corner of Hatton Hill and Appleton Road to reduce the risk of more accidents in the area.

RESOLVED: That

- (1) the Neighbourhoods and Investment Programmes Director be requested to investigate Mr.Hazard 's concerns;
- (2) the Neighbourhoods and Investment Programmes Director be requested to note the Area Committee's concern regarding road safety at the corner of Hatton Hill and Appleton Road; and
- (3) the Neighbourhoods and Investment Programmes Director be requested to investigate the installation of reflective chevrons at the corner of Hatton Hill and Appleton Road.

## **28. POLICE ISSUES**

No representative of Merseyside Police attended the meeting.

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LITHERLAND AND FORD AREA COMMITTEE- WEDNESDAY 6TH  
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## **29. AREA MANAGEMENT UPDATE**

The Committee considered the report of the Neighbourhoods and Investment Programmes Director that provided an update on area management activities that had taken place in Litherland and Ford wards since the last Area Committee meeting.

The Committee discussed the issues with access to the "Backy" off Daley Road and whether it would be appropriate to install an alley gate at the site.

RESOLVED: That

- (1) the update report be noted; and
- (2) the Neighbourhoods and Investment Programmes Director be requested to conduct a survey to ascertain the local community's support for the installation of an alley gate.

## **30. PUBLIC CONSULTATION ON THE THIRD MERSEYSIDE LOCAL TRANSPORT PLAN**

The Committee considered the report of the Planning and Economic Development Director advising of the consultation on the Preferred Strategy for the third Merseyside Local Transport Plan (LTP) and sought the views of the Committee on the priorities for the next LTP within its area.

The report indicated that the Merseyside LTP provided a long term transport strategy in accordance with the Government's requirements for transport planning; that two previous LTPs had been produced and consultation was now being undertaken on LTP3 that would set out the longer term transport strategy to 2024; and that the Area Committee was requested to provide a response to the following questions:

1. Does the Area Committee support the proposed 'vision' for LTP3, as set out in paragraph 2.2 of the report?
2. Does the Area Committee support the proposed 'goals' for LTP3, as set out in paragraph 2.3 of the report?
3. Does the Area Committee support the priorities for highway maintenance, road safety and freight movements that were identified by the Sefton workshop?
4. Does the Area Committee have any comments on the proposals in the public consultation document for LTP3?

5. Does the Area Committee have any specific issues that it considers are priorities for their area that should be addressed in the next LTP implementation programme?

Deborah Edwards, Neighbourhood Co-ordinator, made a brief presentation on the LTP3 Preferred Strategy.

RESOLVED: That

- (1) the consultation process on the Merseyside Local Transport Plan 3 be noted; and
- (2) the following responses be referred to the Cabinet Member - Technical Services for inclusion in the full response from Sefton Council:
  - (i) the Committee vehemently oppose any proposal to construct a road through the Rimrose Valley Country Park; and
  - (ii) the Committee vehemently oppose any proposed road widening scheme of the A5036 (Dunningsbridge Road / Church Road).

## **31. PROPOSED DISABLED PERSONS PARKING PLACES**

The Committee considered the report of the Planning and Economic Development Director that sought approval for the progression of Traffic Regulation Orders, the effect of which would provide disabled residents with a parking place directly outside their place of residency.

RESOLVED: That

- (1) the Traffic Regulation Orders and as detailed within the report and its annexe, be approved; and
- (2) the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order, be approved.

## **32. BUDGET MONITORING**

Further to Minute No.21 of the meeting held on 7 July 2010, the Committee considered the report of the Neighbourhoods and investment Programmes Director that provided information on available resources for the Committee and progress on those items approved at previous meetings.

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LITHERLAND AND FORD AREA COMMITTEE- WEDNESDAY 6TH  
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RESOLVED:

That the current financial position and progress to date on items previously agreed within the report be noted.

## **33. DATE OF NEXT MEETING**

In accordance with the agreed programme of meetings for this Area Committee, the next meeting of this Area Committee will be held on 17 November 2010, commencing at 18:30 at Goddard Hall, Stanley Road, Bootle.

By virtue of paragraph(s) 1, 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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