

Report to:	Cabinet Member Locality Services	Date of Issue:	10 th January 2022
		Date of Decision:	18 th January 2022
Subject:	Southport Walking and Cycling Consultation and Active Travel Tranche 2		
Report of:	Head of Highways and Public Protection	Wards Affected:	Dukes, Norwood, Cambridge, Kew, Birkdale, Meols
Cabinet Portfolio:	Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt Confidential Report:	/ No		

Summary:

This report provides the results of the consultation recently completed on the Southport Cycling and Walking proposals for which funding had been secured from the Active Travel Fund Tranche 2. The report also provides an update on recent discussions with the Liverpool City Region Combined Authority and the Department for Transport over the funding and proposed next steps.

Recommendation(s):

- (1) The outcome of the consultation on Southport Cycling and Walking consultation exercises be noted.
- (2) The recommendations from the Overview and Scrutiny Committee (Regeneration and Skills) meeting on 9 November 2021 be noted and that “continuous dialogue be held with appropriate Ward Councillors on the progression of proposals being developed using Active Travel tranche 2 funds”.
- (3) The proposals consulted upon are not progressed at this time, because the requirement of the funding for “broad support”, following consultation with all key local stakeholders, has not been demonstrated.
- (4) That options for the implementation of improvements, facilitating Active Travel in Southport. including those suggested by residents through the consultation process, be further explored in the context of developing plans under the Southport Town fund and the development of the proposed Low Carbon Transport Strategy and Active Travel Strategy for Sefton.

- (5) That Recent discussions with the representatives from the Department for Transport (DfT) and Liverpool City Region Combined Authority (LCRCA) regarding the outcome of the consultation and proposals for the alternative use of Active Travel funding be noted.
- (6) That, subject to approval from the LCRCA and DfT, proposals for improvements to the cycle facilities along the A565 Formby By-Pass, to the immediate south of the junction with the Coastal Road, be further developed and consulted upon, with a view to delivering an alternative scheme with the Active Travel tranche 2 funding,.
- (7) Discussions to be held with the Council's Consultation and Engagement Panel, to inform the nature of future consultations, where fully representative response and broad consensus are required,

Reasons for the Recommendation(s):

The Council has received a formal funding offer from the LCRCA to deliver Tranche 2 of proposals within the Active Travel Fund. These proposals show an extension of the implemented Tranche 1 proposals to both the north and south of the existing scheme thus providing a north- south cycle route through the centre of Southport. Unlike tranche 1 of the proposals, which were delivered without consultation to meet the funding deadlines, the tranche 2 funding is dependant upon consultation having been completed. This report provides the outcome of the consultation and proposed next steps.

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

The option of implementing elements of the North-South cycle route identified in the proposals was considered, However, it is considered that the requirement within the funding offer to demonstrate 'broad support' across all stakeholders could not be met based on the Your Sefton Your Say results and other correspondence. It is also noted that the consultation undertaken, resulted in an under-representation of some stakeholders (e.g. young people) and this issue will be reviewed for future similar consultation exercises..

The option of declining the funding, if the proposed scheme is not progressed, was considered, but as there is a demonstrable need to improve cycling infrastructure across the borough, officers have commenced discussions with the funders to seek agreement for the development of a possible alternative scheme.

What will it cost and how will it be financed?

(A) Revenue Costs

The Active Travel Tranche 2 funding contains revenue support to fund any appropriate costs.

(B) Capital Costs

Any Capital costs incurred during the consultation process and in the development and implementation of an alternative proposals will be funded from the Active Travel tranche 2 funding referenced within the approved Transport Capital Programme.

Implications of the Proposals:

<p>Resource Implications (Financial, IT, Staffing and Assets): All costs will be funded from the LCRCA grant funding.</p>									
<p>Legal Implications: Any legal implications are incorporated in the report</p>									
<p>Equality Implications: The proposals on which the consultation has been based have been subject to an Equalities Impact assessment, the details of which are contained within the report.</p>									
<p>Climate Emergency Implications:</p> <p>The recommendations within this report will</p> <table border="1"> <tr> <td>Have a positive impact</td> <td>Y/N</td> </tr> <tr> <td>Have a neutral impact</td> <td>Y/N</td> </tr> <tr> <td>Have a negative impact</td> <td>Y/N</td> </tr> <tr> <td>The Author has undertaken the Climate Emergency training for report authors</td> <td>Y/N</td> </tr> </table> <p>The Active Travel funding is intended to fund schemes aimed at creating safe and attractive infrastructure to encourage walking and cycling rather than the car particularly for shorter journeys.</p>		Have a positive impact	Y/N	Have a neutral impact	Y/N	Have a negative impact	Y/N	The Author has undertaken the Climate Emergency training for report authors	Y/N
Have a positive impact	Y/N								
Have a neutral impact	Y/N								
Have a negative impact	Y/N								
The Author has undertaken the Climate Emergency training for report authors	Y/N								

Contribution to the Council's Core Purpose:

<p>Protect the most vulnerable:</p> <p>The proposals consulted on are intended to help provide a safer route for people walking and cycling including those who choose to travel in this way and those without access to private cars. This is particularly important for more vulnerable individuals. The Consultation sought to understand the views of vulnerable people on the proposals</p>
<p>Facilitate confident and resilient communities:</p> <p>The proposals improve cycling conditions. The Consultation sought to understand the views of effected communities on the proposals</p>
<p>Commission, broker and provide core services:</p> <p>The provision of a safe and efficient highway network is a core function of the Council. The consultation sought to engage with our communities on proposed changes to facilitate increased and safer walking and cycling</p>
<p>Place – leadership and influencer:</p>

The proposals consulted upon seek to enhance the environment by promoting alternative modes of travel.
<p>Drivers of change and reform:</p> <p>Sefton Council has committed to addressing the Climate Change Emergency. This requires rapid and unprecedented changes to many aspects of life, supporting the use of alternative, low-Carbon, means of transport. The proposals consulted on seek to improve active travel infrastructure, to reduce reliance upon motor vehicles and the use of fossil fuels.</p>
<p>Facilitate sustainable economic prosperity:</p> <p>The proposals are designed to enhance the highway network in the short term thus facilitating more access to employment, particularly for people discouraged from using public transport, without access to a private car or choosing to use a more active means of travel.</p>
<p>Greater income for social investment:</p> <p>Not applicable</p>
<p>Cleaner Greener:</p> <p>The proposals will encourage a short-term shift to cycling with a view to the proposals being further developed to provide more permanent facilities to contribute to a greater network of cycle routes through the borough.</p>

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD 6654/21) and the Chief Legal and Democratic Officer (LD4855/21) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

The proposals have been subject to an extensive consultation exercise.

Implementation Date for the Decision

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

Contact Officer:	Andrew Dunsmore
Telephone Number:	0151-934-2766

Email Address:	Andrew.Dunsmore@sefton.gov.uk
----------------	-------------------------------

Appendices:

Appendix A – Consultation and Engagement Proposals

Appendix B – Your Sefton Your Say Responses

Appendix C – Age Profile Comparison between Southport Population and Responders to the YSYS consultation.

Appendix D – Minutes from the Overview and Scrutiny Committee (Regeneration and Skills) 9 November 2021

Background Papers:

Report to the Overview and Scrutiny Committee (Regeneration and Skills) 9 November 2021

1. Introduction/Background

- 1.1 To support COVID-19 recovery, a £250 million national fund was announced in May 2020 by the Department for Transport (DfT) to support walking and cycling and the repurposing of places. The DfT were keen to ensure that schemes were installed quickly in response to the pandemic and to allow people 'to get around whilst maintaining social distancing and this having an essential role in helping reduce overcrowding on public transport systems'.
- 1.2 LCRCA invited the local authorities to bid for funding from the Active Travel Fund by submitting details of potential schemes to be assessed and prioritised by the LCRCA against a set of criteria. These included consideration of the proximity of the route to shops, businesses and schools and therefore the likelihood that they would encourage people to consider walking and cycling rather than using the car for short journeys.
- 1.3 Following completion of the appraisal process the LCRA confirmed that the two Sefton priority schemes in Bootle and Southport town centres would be included on the list of schemes presented to the DfT. It should be noted that the aspiration to introduce a north-south cycle lane through the town centre to provide a safe facility linking serving residential areas, shops, schools and businesses appears within the Liverpool City Region Local Cycling and Walking Infrastructure Plan (LCWIP) as an aspirational corridor improvement.
- 1.4 In June 2020 the LCRCA confirmed receipt from the DfT of an allocation of funding throughout the City Region. The letters confirmed that The Council has 4 weeks to demonstrate that works have started and 8 weeks to have fully implemented the proposed measures. The DfT confirmed that their expectation is that the measures are then made permanent with any necessary adjustments being undertaken and that the schemes should be monitored and evaluated, and measures undertaken to improve the schemes.
- 1.5 The measures were then implemented, and included the installation of cycle defenders and modal filters. Sensors have been installed in two locations to measure the usage of the scheme for consideration in the monitoring process.
- 1.6 The measures did attract some opposition; the principle concerns being that measures were introduced without consultation, that there is a direct loss of some parking and that the 'No entry signs' were being ignored by a number of motorists. Some measures, described later in the report, are being introduced to reinforce the scheme.
- 1.7 In November 2020 DfT announced that a further tranche of funding from the Active Travel Fund, was available for local authorities to bid for and an indicative allocation was made available to the LCRCA. Rather than go through a further assessment of possible routes throughout the City Region, the LCRCA reviewed the list of possible measures identified in the earlier exercise. They chose proposals which fulfilled the developed criteria and were most likely to attract use, particularly by people who may otherwise have chosen to drive.

From this exercise, an extension to the tranche 1 scheme in Southport was identified as the proposal within Sefton to be submitted to the DfT on the list of projects to be funded from this second tranche.

- 1.8 LCRCA received an allocation of funding, for which the contribution to the scheme in Southport was identified at £700k. The offer of funding was based on the Council fulfilling a number of conditions, one of which included the requirement for consultation. The consultation proposals were required to be published on the LCRCA's website by December 2020.
- 1.9 It was recognised that the funding allocated within tranche 2 would be insufficient to create the whole of the north-south route through Southport even if it was enhanced with any remaining funds from the AT1 allocation following implementation. However, the provision of the whole route was a long-term aspiration so it was considered appropriate to consult on the whole route from the Plough roundabout in the north of the town to Waterloo Road in Birkdale to the south, albeit seeking feedback and comments on each stretch separately. This was to try and determine whether there was broad acceptance for any of the proposals and whether there were specific concerns which could be taken into the detailed design process.

2.0 Active Travel Tranche 2 - Funding Requirements

- 2.1 The DfT confirmed in their letter to the LCRCA, sent in November 2020, that consultation plans needed to be published on the LCRCA website by 11th December. There was insufficient time for the proposals to be considered by the Council's Consultation and Engagement Panel, but proposals were developed with the Council's Engagement Officer.
- 2.2 The Grant Funding offer subsequently received from the LCRCA, in April 2021, included specific requirements related to funding. This included the following;

"The Funding provided by the Department for Transport is contingent on appropriate consultation being undertaken by the Recipient in relation to the Project. Consultation must be in accordance with the previously agreed and published consultation plans, displayed on the website of the LCRCA; consultations must be proportionate to the financial cost and level of public interest in the schemes comprising the Project.

Prior to construction commencing, the Council Leader or Director of Transport (or equivalent) of the Recipient shall sign and provide to the LCRCA a declaration, in the following form;

"To the best of my knowledge and belief, and having carried out appropriate investigation to ensure the veracity of this statement, in my opinion Sefton Metropolitan Borough Council have consulted all key local stakeholders, obtained broad support for our schemes submitted under the Emergency Active Travel Fund, implemented a clear communications plan to deal with any

dissenting views from local opinion surveys and discussed these schemes with local MPs, the responses of said MPs are attached to this correspondence”.

- 2.3 There have been subsequent discussions with officers from the LCRCA and DfT over what can be determined to be ‘broad support’ in this context as this is key to the decision making process. No specific definition has been received, but it is understood that the DfT expect any survey work to be as wide ranging as possible, to capture a cross section of the community, and that responses received to any proposals should be broadly positive, accepting that any reallocation of road space will attract criticism.
- 2.4 It should also be noted that the DfT conditioned that the funding should be expended by March 2022. This created a challenge for the Council, in that to achieve the deadline, proposals needed to be consulted upon, refined, the scope agreed and approved and the approved scheme designed, procured and constructed within this timeframe.

3.0 Consultation details.

- 3.1 The deadline for consultation proposals to be published was 11th December 2020. The proposals were developed in conjunction with the Council’s Consultation and Engagement Lead. They are set out in Appendix A.
- 3.2 The initial plan was for the proposals to be reported retrospectively to the Consultation and Engagement Panel in January 2020 to enable them to them to inform and shape the proposals. However, any papers presented to the Panel are automatically available to the Press and as such it was considered inappropriate at the time to share these until the proposals themselves were further developed.
- 3.3 The LCRCA and DfT also agreed that delaying the consultation exercise until after election purdah seemed sensible, despite an earlier assertion that the process should commence before March 2021.
- 3.4 The agreement in principle to carry out the consultation after the May election did present some pressure on the programme remaining for delivery. As such the consultation period was initially set at 4 weeks with the hope that this would enable as many interested parties to respond as possible.
- 3.5 A leaflet was developed with the Council’s Communication team with the aim of making the proposals as easy to understand as possible. This was distributed to properties within 500m of the proposals with a separate stakeholder letter forwarded to key business, schools, churches etc . The distribution company produced a report confirming the properties targeted.
- 3.6 In order to highlight the consultation, posters were erected on community notice boards and leaflets distributed to Atkinson, Formby Library and Dunes Splashworld. A number of organisations within the voluntary and community

sector were contacted and focus groups were undertaken with three high schools; Greenbank High School, Birkdale High School and Stanley High School

- 3.7 The Your Sefton Your Say platform included plans and details and provided a number of questions that could be responded to on-line. Three separate surveys were included;
- Walking and Cycling (in general)
 - Proposals for the northern section (Hesketh Park to the Plough)
 - Proposals for the southern section (Birkdale to Ainsdale)
- 3.8 Whilst it was clear that many responses had been received within the 4 weeks, particularly to the on line survey, it was clear that some of the stakeholder groups, particularly the schools, hadn't within this period been able to respond. As such it was agreed to extend the consultation period by a further 4 weeks to try and ensure that as many people and groups were able to respond.
- 3.9 To encourage responses, the Communications team produced two videos using aerial footage to highlight the routes with the hope that these would further help people understand the proposals.
- 3.10 In addition to the responses received through the YSYS platform a number of e-mails were sent to the transport planning e-mail address, phone calls were made to the Councils' contact centre and a small number of letters were received.
- 3.11 Whilst every effort had been made to make the proposals as easy to understand as possible, it was clear that there was still some misunderstanding. This was particularly borne out in Birkdale where a number of people assumed road space would be allocated to cycle lanes through Birkdale village, something that wasn't part of the proposals.
- 3.12 In addition to the specific consultation exercise set out above, it should be noted that there have been a number of other exercises seeking to determine the view of people regarding walking and cycling throughout the borough.
- Bikelife, a report commissioned by the LCRCA, to examine people's attitudes to bike use, carried out in 2019, found out that nearly half of people interviewed were concerned about cycling safety and 63% of people think more cycling would make their area a better place to live and work.
 - The Council's Highways Annual Survey, completed in 2019, asked people who regularly cycle how satisfied they were with the number of cycle routes and lanes provided, 71% stated they were fairly or very dissatisfied. All respondents were asked about the number of cycle

routes and lanes provided, only 10% said there were far too many and a little too many and 56% said there were a little too few and far too few.

- The Southport Liveable Streets (Common Place) exercise encouraged people to comment on their own neighbourhoods, identifying any issues and providing opinions on what needed to change. This was with the intention of helping shape proposals going forward. The results of this survey will be shared in a separate report, but it identified that more than 50% of respondents felt their roads were not cycle friendly and just under 50% considered their neighbourhoods not to be pedestrian friendly.

4.0 Consultation responses.

4.1 Responses were received from a number of different media.

As a broad summary, within the consultation period, the following responses were sent to the three consultations on the 'Your Sefton Your Say platform;

798 Your Roads Your Streets
1517 'Hesketh Park to the Plough'
1510 'Birkdale to Ainsdale'

In addition correspondence was received by e-mail and letter

252 e-mails were sent to the transport planning e-mail address
8 letters were received.

4.2 The questions asked within the Your Roads Your Streets survey were aimed at determining general opinions related to Local Neighbourhoods. The results of the YSYS surveys are provided in Appendix B.

The most popular response to the following questions were '**agree**' or '**strongly agree**'

Should Sefton Council act in local neighbourhoods to;

- Improve air quality / reduce pollution from vehicles
- Reduce traffic noise
- Reduce traffic congestion / traffic jams
- Improve the safety of the roads

Do you agree or disagree with the need to reduce traffic in Towns and Villages in Sefton and in your local area / neighbourhood ?

- reduce traffic - Towns and villages across Sefton
- reduce traffic - In your local area / neighbourhood

The most popular response to the following questions were '**disagree**' or '**strongly disagree**'

Do you agree or disagree with changing roads and paths to give more space to people walking and cycling

- Changing of road space - In Sefton generally
- Changing of road space - In your local area / neighbourhood

Other questions aimed at determining what people regarded as problems. Responses varied.

The issues to which the popular response identified as a '**serious problem**' were ;

- Vehicles going too fast on 'your streets'
- Not enough parking spaces on the high street
- Lots of traffic on the high street.

4.3 The two other surveys asked for specific comments on the proposals for the scheme with different surveys for the north end and south end of the town.

The 'Hesketh Park to the Plough' consultation asked people to confirm how they felt about the proposals for the various sections of the scheme including plans for family friendly cycle lanes, new crossing points for pedestrians and junction improvements.

The most popular response to all the 'questions asked' was in the category '**Not happy at all**'. The detailed responses to all the questions are included within Appendix B.

The 'Birkdale to Ainsdale' consultation asked people to confirm how they felt about the proposals for the various sections of the scheme including plans for quiet streets, family friendly cycle lanes, easier crossing points for pedestrians and junction improvements.

The most popular response to all the 'questions asked' was in the category 'Not happy at all'. The detailed responses to all the questions are included within Appendix B.

- 4.4 The results of the YSYS survey have been analysed by the Council's Data Intelligence team. This revealed that there have been a number of respondents that have answered 'strongly disagree' to all the questions raised, including ones asking whether the consultees would favour improved crossing points for pedestrians. Furthermore subsequent analysis of the results identified that some responses had been input from same IP address. In one case, 19 separate responses, all negative to every question, had been submitted from the same IP address. As this analysis wasn't available for the early recorded results, there is no way to be sure of the amount of multiple responses. This does however raise some questions about the extent to which the on-line survey results are an accurate representation of opinion.
- 4.5 The analysis work also examined the age range of the respondents and background. It was noted that the majority of responders (70%) who gave their age were over 50 years of age.. This highlights the challenge of ensuring that responses to any engagement and consultation session capture the views of the full range of age groups, especially younger people.
- 4.6 In order to determine the age profile of the responders against the age profile of the general population, an assessment was completed by the Commissioning Support & Business Intelligence Service. The report is appended, in Appendix C.
- 4.7 The e-mails and correspondence received were largely negative in response to the proposals. Common concerns included the following;
- Congestion at traffic lights, particularly on Preston New Road.
 - The loss of on street parking for some residents (on the northern section)
 - Loss of parking impacting on the businesses.
 - The impact of the modal filters on delivery vehicles and refuse collection vans
 - Increased journey times for residents in Birkdale.
 - Impact of people driving to rugby tournaments and school events having to park further away.
- 4.8 It should be noted that whilst the schools identified have set up focus groups to discuss the proposals, the pressures of Covid, lockdown and exams have limited the ability of the schools to respond collectively to the consultation exercise. Further engagement is planned as part of the School Streets project, which is currently being developed.
- 4.9 Amongst the responders, a number of people have voiced their desire to improve walking and cycling routes in Southport but have voiced concern about

the proposals as presented. One group of residents have identified potential alternative north- south proposals using Fleetwood's Lane.

- 4.10 Correspondence has been received from the Southport MP identifying objection to the proposal. He has been asked whether he wishes to provide a letter for sharing with the DfT as part of the formal feedback.

5.0 Consideration by the Overview and Scrutiny Committee

- 5.1 A report was compiled and presented to the Overview and Scrutiny Committee (Regeneration and Skills) meeting on 9 November 2021. This report is within the background papers.
- 5.2 The Head of Highways and Public Protection presented the report. The Minutes are set out in Appendix D.
- 5.3 The comments made by Members have been noted and considered. Understandably they relate mainly to details of the proposals set out in the consultation. There is a specific recommendation for the Cabinet Member to discuss any proposals taken forward to implementation with relevant Ward Members.

6.0 Lessons Learned

- 6.1 It is clear from further discussions with the DfT that the intention behind the consultation exercise has been to secure a broad support from the general public to the proposals, largely as a response to criticism received when the tranche 1 scheme was implemented without the time available for consultation. However the DfT recognise that to implement the policy enshrined in Gear Change, to reallocate road space for cyclists and pedestrians and to give cars less priority is by its nature likely to attract criticism. It is understood therefore that offers of further funding are likely to include different conditions without the need to demonstrate the 'broad support'. These conditions will be reviewed carefully when determining further consultation exercises.
- 6.2 In recent correspondence, the DfT have suggested that a Polling approach may be more successful in securing wide ranging opinions on proposals rather than traditional consultation techniques which generally attract strong supporters or objections to proposals. These techniques will be further discussed with the Engagement and Consultation Panel, the LCRCA and DfT.
- 6.3 It is also clear that this exercise has failed to secure responses from a younger population, so an important demographic group is largely missing from the responses. It may be appropriate therefore, for further exercises, to engage some external support to complete targeted engagement as it's recognised that this process is labour intensive and difficult to complete effectively with current resources.

7.0 Discussions with DfT over the use of the AT2

7.1 It is clear that Government expects local authorities to embrace the policy enshrined in Gear Change and to give active travel a priority in its transport planning. Further discussions are currently ongoing with local authorities about how best to achieve that.

7.2 The 'Gear Change – One Year On' report highlights the following;

The Government will;

- Increase spending on walking and cycling
- Deliver more cycle lanes, Low Traffic Neighbourhoods and School Streets
- Discourage the weakening or removal of schemes without proper evidence
- Reduce funding to councils which do not take active travel seriously – Performance will help determine the wider funding allocations it receives not just on active travel.
- Consult Metro Mayors on new powers on major roads

7.3 The implications of the above are that the Council will risk a reduction in future settlements under the current City Region Sustainable Transport Settlement if it doesn't take Active Travel seriously and deliver proposals which contribute to the Government's Policy. This is a serious consideration for the Council particularly as settlements for Highway Maintenance funding and schemes previously funded from the Integrated Transport block could be impacted.

7.4 Bearing in mind the generally negative response to the consultation, even with the reservations over whether they provide a representative response, The LCRC and DfT are willing to consider alternative proposals for the use of the tranche 2 of the Active Travel funding. This is providing that any proposals are;

- Ambitious
- Part of a wider plan (i.e. contribute to LCWIP)
- Compliant with the new design guide LTN 1/20

7.5 The DfT are also willing to consider an extension to the funding timeframe, recognising the challenge of developing and consulting on alternative plans. However, the Council will need to develop and adhere to a strict programme to demonstrate early spend.

7.6 The recent submissions for further schemes for funding from further tranches of Active Travel funding (tranche 3) have included an upgrade to the North-South route through the borough including the upgrade of the cycle route

alongside the Formby By Pass. It is proposed that this scheme be submitted for consideration as an alternative using the tranche 2 allocation.

8.0 Proposals for the development of Active Travel measures on the A565.

- 8.1 In 2021, WSP were commissioned by the Council to review North- South cycle routes through the borough. This included examination of options of the section through Ince Woods, where available highway space is constrained, and took into account developments highlighted within the Local Plan, some of which are under construction. The principal driver was to ensure that the cycle network was as comprehensive as could be and that appropriate treatments were identified for the junctions, where cycling is currently perceived as difficult. It is intended that this work can inform the proposed Active Travel strategy for the borough.
- 8.2 The opportunity to bid for further active travel funding, initially through the Capability Fund, enabled some further development work to be competed in the northern section of the A565 including the Woodvale junction. It is recognised that any proposals will need to be developed in accordance with LTN 1/20
- 8.3 Much of these proposals are contained within the highway boundary and don't involve the same degree of the reallocation of road space identified in the initial proposal on which the consultation was based. As such, it may be easier to demonstrate the degree of 'broad support' that the DfT have demanded as a condition of funding.
- 8.4 Subject to approval of the recommendations within this report and further discussions with the DfT and LCRCA it is proposed to submit a further report detailing the alternative proposals, timeframe for implementation and consultation proposals.

9.0 Tranche 1

- 9.1 The tranche 1 measures were implemented in a relatively short timeframe in order to meet the spending requirements. Some of the materials identified for implementation were not available during the construction period.
- 9.2 A review of the scheme has been completed by consultants and a number of proposals identified to make the temporary scheme more effective. This review has taken on board comments received from residents and businesses.
- 9.3 The proposals included an amendment to road markings, mainly around junctions, such as the enhancement of the advanced stop lines and the highlighting of the cycle route across the junctions. Other measures included the removal of a centre line and amendments to the cycle lane width where space permits.

- 9.4 Further measures included the replacement of the temporary wands separating the cycle lane and carriageway with more robust cycle lane defenders and the implementation of some additional signage which, amongst other things, better highlights the 'No Entry' points on Queens Road to improve compliance.
- 9.5 These modifications were undertaken in the last week of September 2021, with some signage to follow. All the measures will remain under review and a further report will be compiled which will include monitoring information and feedback. This will help determine whether the measures become permanent, are removed or are modified.

10.0 Active Travel in Southport

- 10.1 In response to the Council's Climate Change Emergency Declaration and Action Plan, there is an aspiration to develop a Low Carbon Transport Strategy for the borough. Whilst this strategy is under development and not yet adopted, a key theme will be looking at measures to encourage active travel within the borough and to develop an Active Travel Strategy to sit under the Low Carbon Transport Strategy. The various reports referred to within this report have shown a general approval for active travel in principle and the need to provide safe routes, particularly to schools, is recognised. Furthermore, the Propensity for Walking and Cycling tool, which provides an evidence base to inform cycling investment, identifies Southport, in particular, as having strong potential for cycling.
- 10.2 Recognising the importance which the Government places on the need to develop Active Travel and the desire to develop and consult on an Active Travel Strategy it is proposed, to hold further discussions with Ward Members and ultimately with the wider public and other stakeholders over walking and cycling provision within Southport. This will be within the context for the proposed review of the Liverpool City Region Cycling and Walking Infrastructure Plan. It will also take on board emerging proposals for the Southport Town Fund, the active travel proposals within the Southport Eastern Access scheme, the developing low traffic neighbourhood scheme and works with a number of schools in developing school streets initiatives.

Appendix A - Sefton Communications Plan

Southport Walking and Cycling Route – Summary of Engagement

Our Engagement Mandate

We, Strategic Transport Planning and Investment Team need to understand the view of people living, studying, visiting, working and travelling along the Southport Walking and Cycling Route so that we can seek approval for the scheme to establish a safe walking and cycling route in line with our 2030 vision of a confident connected borough where people can enjoy the many cycle and walking friendly routes.

Our Target Audience

The target audience for this engagement are as follows;

- Property owners
- Residents
- Businesses
- Traveling public
- Interest groups including, walking and cycling groups, environmental campaign groups, accessibility & diversity support groups
- Local schools and places of education
- Emergency Services
- Attractors along the route such as sporting clubs, places of worship and community facilities

Our Engagement Methodology

The information will be shared in the following ways;

- Press release via My Sefton
- Information on sefton.gov.uk/SouthportWalkCycle
- Leaflet distributed to all properties along the route via GPS tracked delivery
- Engagement sessions/direct mail out with specific seldom heard groups such as young people and interest groups

Engagement Plan

COMMUNICATION CONTENT	AUDIENCE	METHOD	DATE
Outline of route and engagement plan	Cabinet Member	Briefing Note for Cabinet Member	December /January

Outline of route and engagement plan	Ward Councillors	Briefing Note for Ward Councillors	December /January
Outline of route and engagement plan	MP for Southport	Via letter	December /January
Route engagement	Residents, businesses, interest groups	<ul style="list-style-type: none"> · Press release · Social media campaign · Possible drop in workshop or may consider online workshop events. · GPS Tracked Leaflet drop to properties along the route · Walking and Cycling Chat online 	February
Route engagement	Emergency Services – in addition to any statutory consultation via the TRO process	Via email and or teams meeting	January / February
Route engagement	Businesses	On street marketers to talk to customers about their views and travel patterns (depends on situation with COVID)	January / February
Route engagement	Younger people	Via workshops through Sefton CVS	January / February
Reporting and feedback on the	Cabinet Member	Briefing note to Cabinet Member	January / February

outcome of the consultation and next steps			
Reporting and feedback on the consultation and next steps	Ward Councillors	Briefing note and possible round table briefing with Cabinet Member	March
Feedback to all respondents via email	Respondents and residents in the directly affected roads	Via email to all those responded and report posted online on Sefton Councils website	March

Our Key Messages

The Government recently published Gear Change which sets out the vision for walking and cycling. The Department of Transport via the Liverpool City Region Combined Authority has allocated money to Sefton to improve walking and cycling routes and to work with Schools.

Sefton Council have adopted their Climate Change Emergency Plan, which sets out how we will take steps to reduce our carbon emissions. Transforming the way we live and work is a big part of this plan. One thing we can do is to keep on walking and cycling. We will be supporting this by creating safe walking and cycling routes to Southport as part of this funding.

Our vision for Sefton is a confident and connected borough where people can enjoy the use of many cycle and walking friendly routes and we all work together to keep Sefton clean and green with a commitment to low pollution and better air quality. This investment from Government will help us to make a big improvement for local people so they can walk and cycle safely.

We have asked the people of Sefton through Sefton Liveable Streets, what problems they face when walking and cycling. You have told us the behavior of road users, speeding and volumes of traffic are problems and that you feel that the routes are dangerous not cycle or walking friendly. You have also told us you would like to slow down traffic, have more enforcement and that you would like more walking and cycling routes.

Many of our residents in North Sefton do not have access to a car and we want to help people to continue to walk and cycle to get out and about to places. We plan to help people by creating safe walking and cycling routes in Southport.

We have seen a dramatic increase in people walking and cycling in our Borough during lockdown, as our roads and streets get busier with traffic, we want to give people the opportunity to keep up with their healthy habits. We plan to do this by extending the walking and cycling route in Southport.

Bikelife, a report which looked at people's attitudes to bike use carried out in 2019, found out that nearly half of people interviewed are concerned about cycling safety and 63% of people think more cycling would make their area a better place to live and work.

In our Highways Annual Survey we ask people who **regularly cycle** how satisfied are you with the number of cycle route and lanes provided, 71% stated they were fairly or very dissatisfied. We also asked **all respondents** about the number of cycle routes and lanes provided, only 10% said there were far too many and a little too many and 56% said there were a little too and far too few.

In summary we will;

- Deliver a leaflet to properties along the route which tells people about the walking and cycling route in simple language. The leaflet will tell people how they can tell us their views and opinions
- We will offer the leaflet in alternative formats so everyone can understand what it means for them
- We will issue a press release so that people who are not on line or do not live directly along the route will get to know about the walking and cycling route and know how to tell us their views and opinions
- We will have a place where people can go on-line and tell us their thoughts, we will also have a telephone number people can call to tell us their thoughts too
- We will engage with business owners and big attractors and find out their thoughts
- We will engage with the Emergency Services on our plans before the statutory process
- We will engage with people who are not often represented in our consultations, via user groups and interest groups
- We will write a report which summarises the results and this will be available for all to see on our website once approved

Where to find out more;

When we have started our engagement you will find all the information here; www.sefton.gov.uk/Southportwalkcycle, you will also be able to email us on transport.planning@sefton.gov.uk. We will use the following twitter accounts – @SeftonCouncil and @ActiveTravelSefton

Appendix B – YSYS results

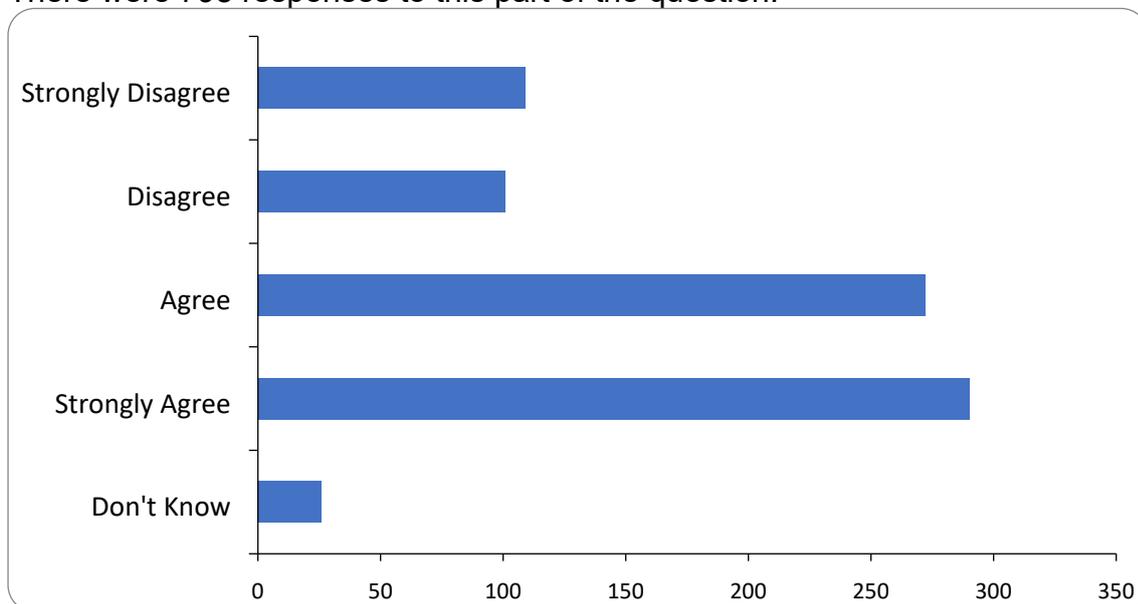
Your Roads and Streets

Responses to this survey: **798**

1: Do you agree or disagree that Sefton Council should act in local neighbourhoods to...

Should Sefton Council act in local neighbourhoods - Improve air quality / reduce pollution from vehicles

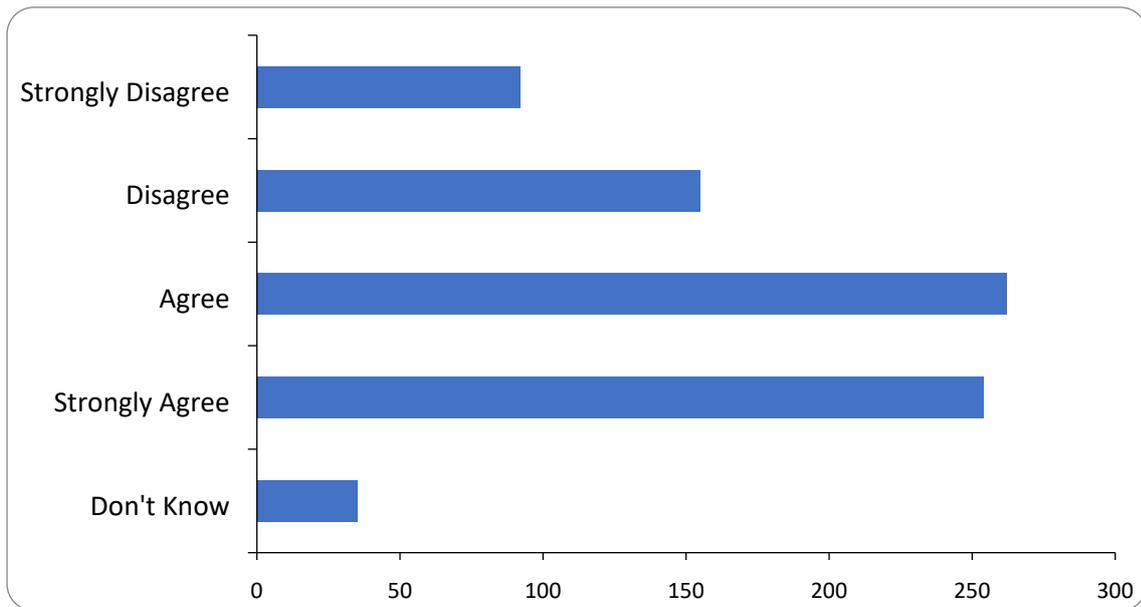
There were 798 responses to this part of the question.



Option	Total	Percent
Strongly Disagree	109	13.66%
Disagree	101	12.66%
Agree	272	34.09%
Strongly Agree	290	36.34%
Don't Know	26	3.26%
Not Answered	0	0.00%

Should Sefton Council act in local neighbourhoods - Reduce traffic noise

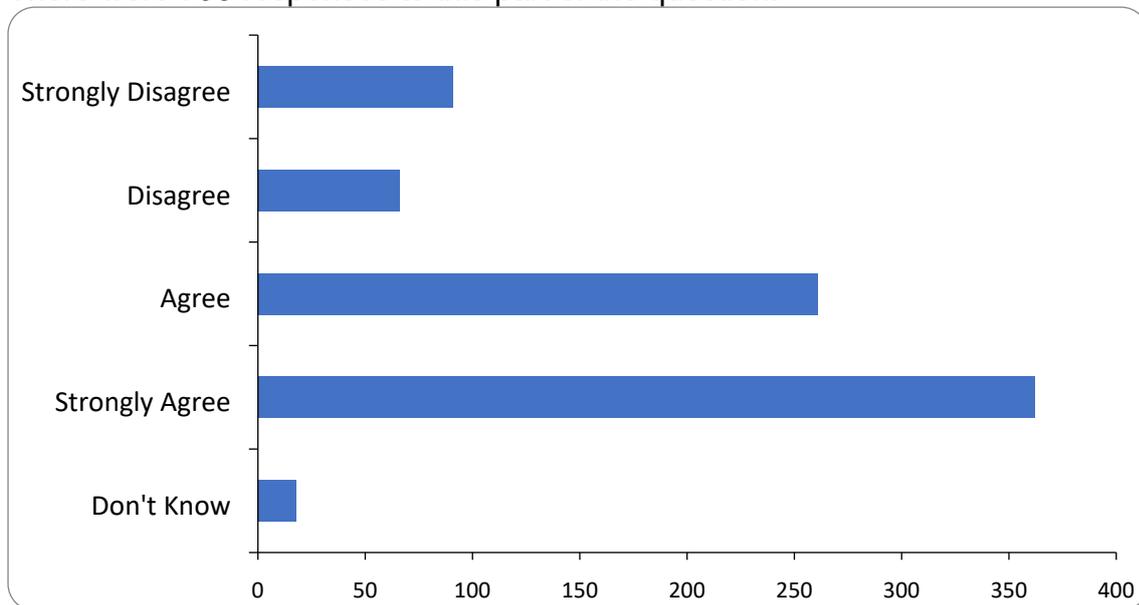
There were 798 responses to this part of the question.



Option	Total	Percent
Strongly Disagree	92	11.53%
Disagree	155	19.42%
Agree	262	32.83%
Strongly Agree	254	31.83%
Don't Know	35	4.39%
Not Answered	0	0.00%

Should Sefton Council act in local neighbourhoods - Reduce traffic congestion / traffic jams

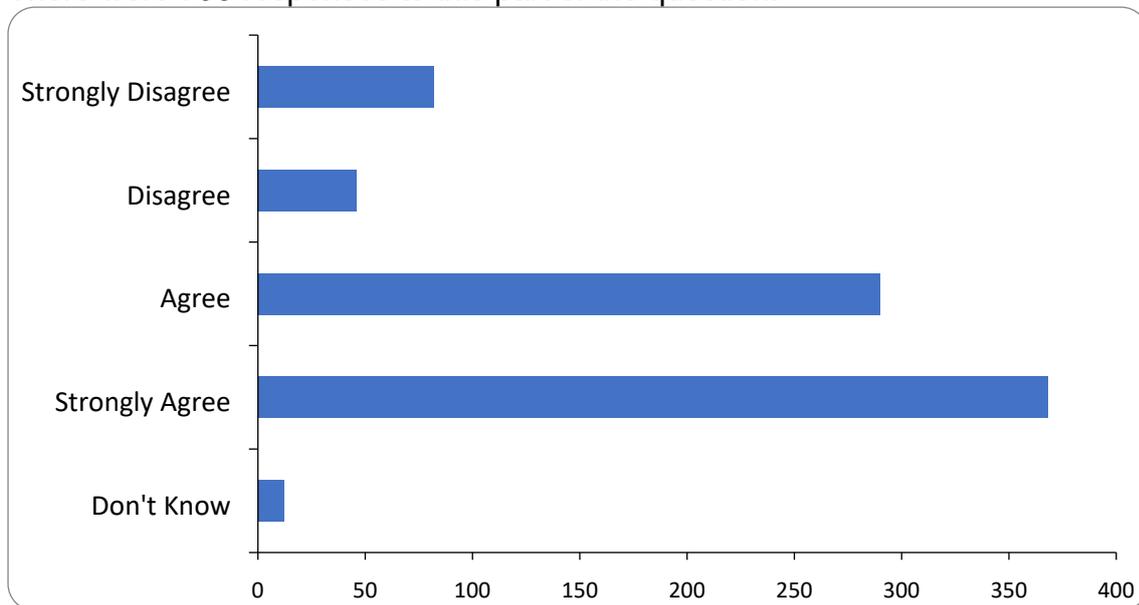
There were 798 responses to this part of the question.



Option	Total	Percent
Strongly Disagree	91	11.40%
Disagree	66	8.27%
Agree	261	32.71%
Strongly Agree	362	45.36%
Don't Know	18	2.26%
Not Answered	0	0.00%

Should Sefton Council act in local neighbourhoods - Improve the safety of the roads

There were 798 responses to this part of the question.

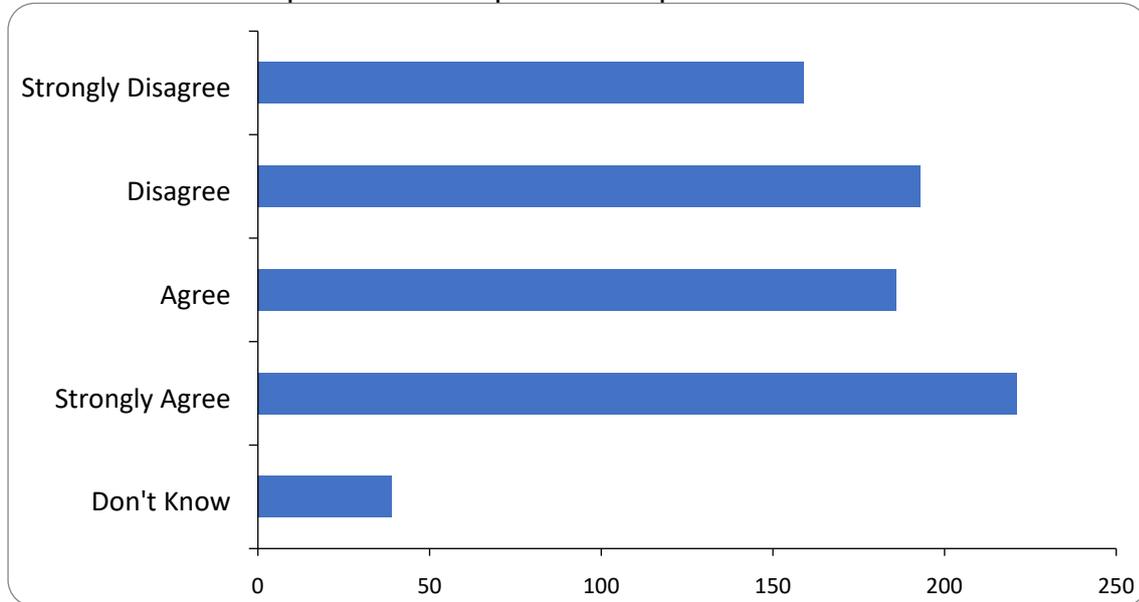


Option	Total	Percent
Strongly Disagree	82	10.28%
Disagree	46	5.76%
Agree	290	36.34%
Strongly Agree	368	46.12%
Don't Know	12	1.50%
Not Answered	0	0.00%

2: Do you agree or disagree with the need to reduce traffic in Towns and Villages in Sefton and in your local area / neighbourhood?

reduce traffic - Towns and villages across Sefton

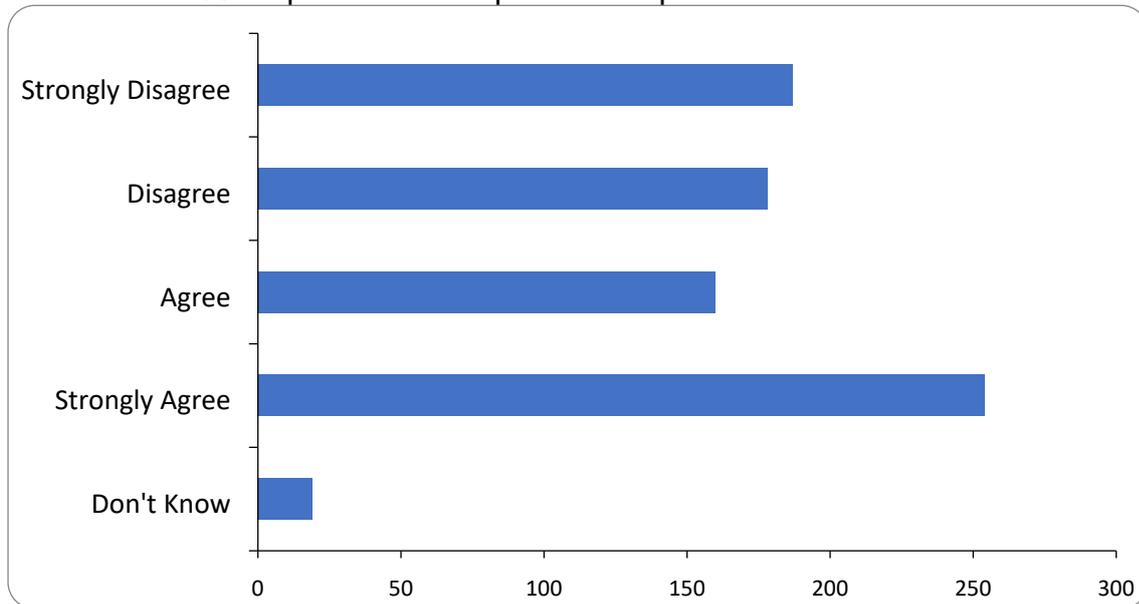
There were 798 responses to this part of the question.



Option	Total	Percent
Strongly Disagree	159	19.92%
Disagree	193	24.19%
Agree	186	23.31%
Strongly Agree	221	27.69%
Don't Know	39	4.89%
Not Answered	0	0.00%

reduce traffic - In your local area / neighbourhood

There were 798 responses to this part of the question.

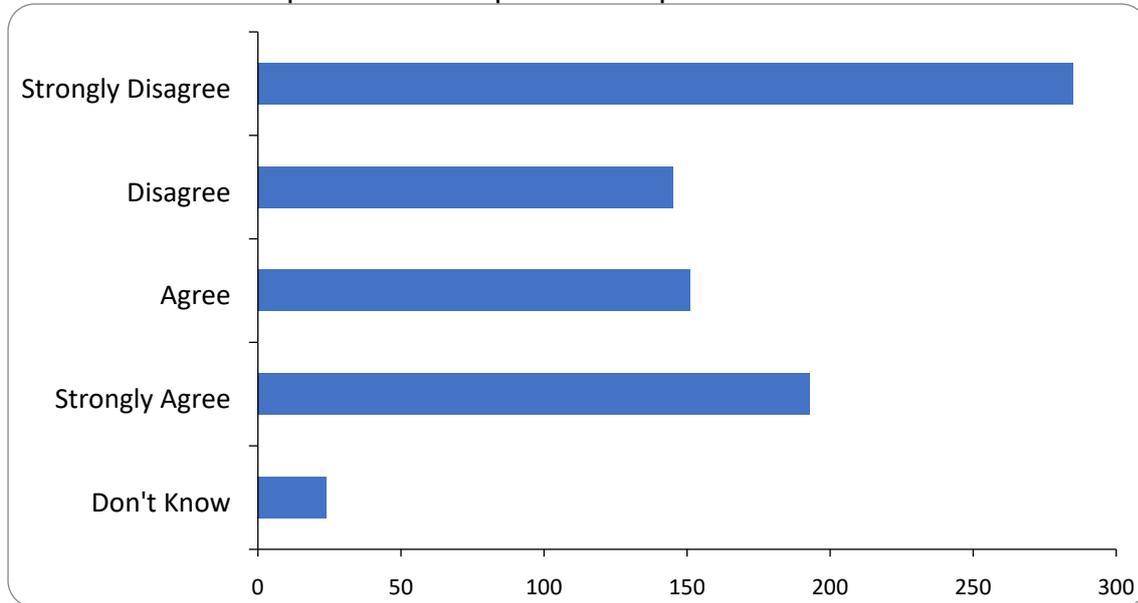


Option	Total	Percent
Strongly Disagree	187	23.43%
Disagree	178	22.31%
Agree	160	20.05%
Strongly Agree	254	31.83%
Don't Know	19	2.38%
Not Answered	0	0.00%

3: Do you agree or disagree with changing roads and paths to give more space to people walking and cycling

Changing of road space - In Sefton generally

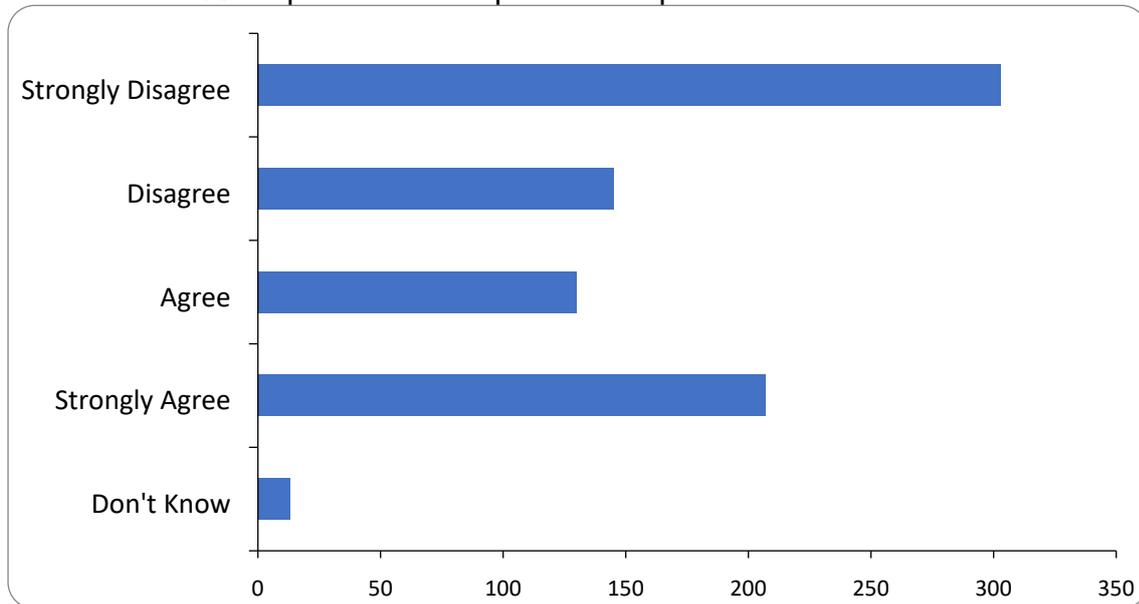
There were 798 responses to this part of the question.



Option	Total	Percent
Strongly Disagree	285	35.71%
Disagree	145	18.17%
Agree	151	18.92%
Strongly Agree	193	24.19%
Don't Know	24	3.01%
Not Answered	0	0.00%

Changing of road space - In your local area / neighbourhood

There were 798 responses to this part of the question.

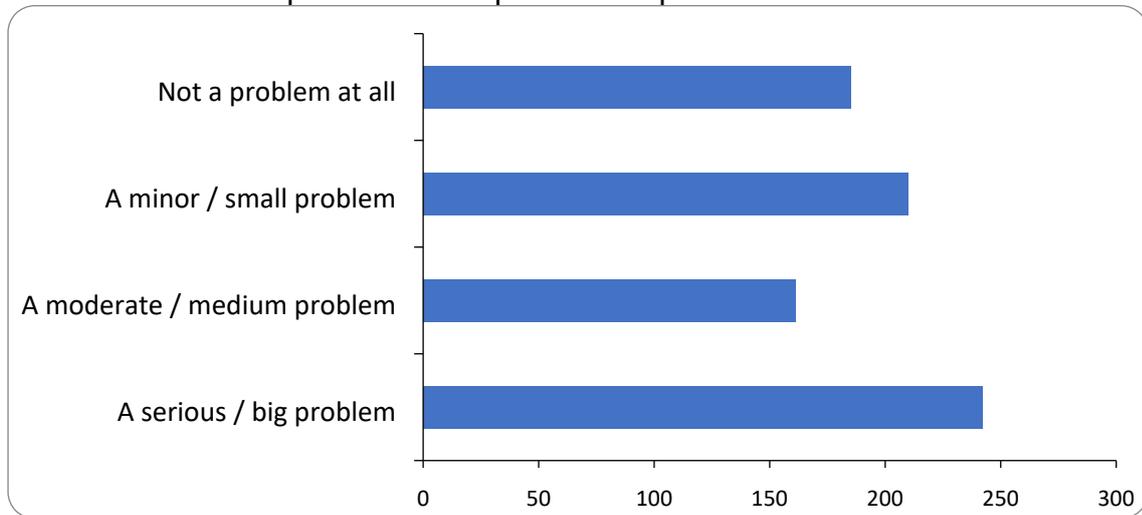


Option	Total	Percent
Strongly Disagree	303	37.97%
Disagree	145	18.17%
Agree	130	16.29%
Strongly Agree	207	25.94%
Don't Know	13	1.63%
Not Answered	0	0.00%

4: Do you think the following are a problem on your street?

Extent of problems on your street - Vehicles going too fast

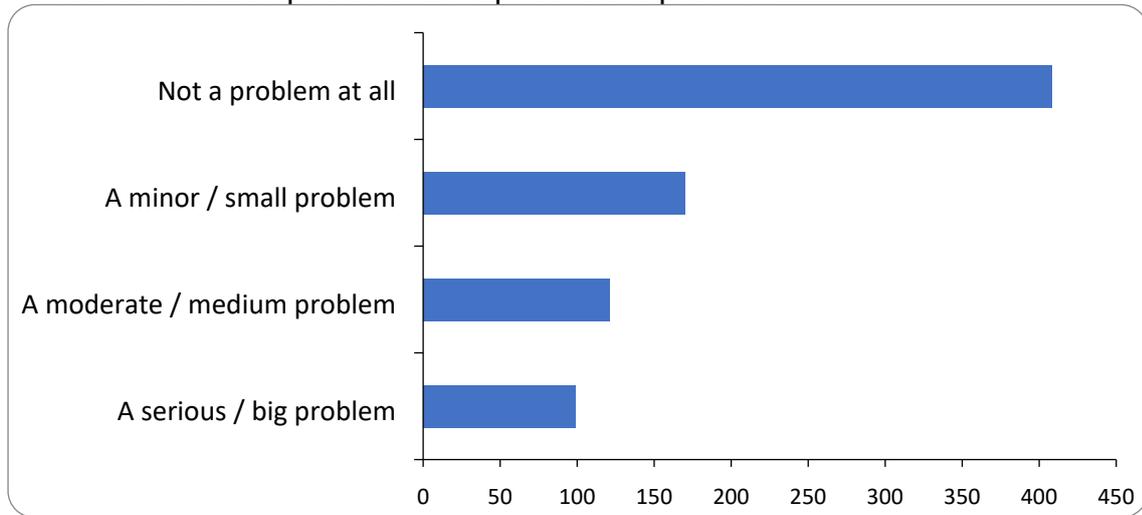
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	185	23.18%
A minor / small problem	210	26.32%
A moderate / medium problem	161	20.18%
A serious / big problem	242	30.33%
Not Answered	0	0.00%

Extent of problems on your street - A lot of lorries

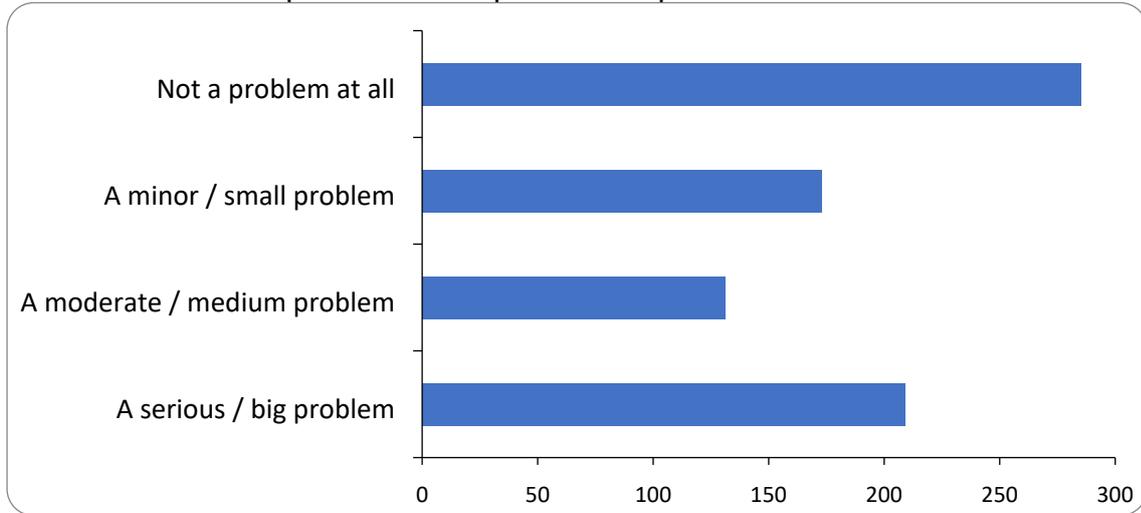
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	408	51.13%
A minor / small problem	170	21.30%
A moderate / medium problem	121	15.16%
A serious / big problem	99	12.41%
Not Answered	0	0.00%

Extent of problems on your street - Not enough car parking spaces

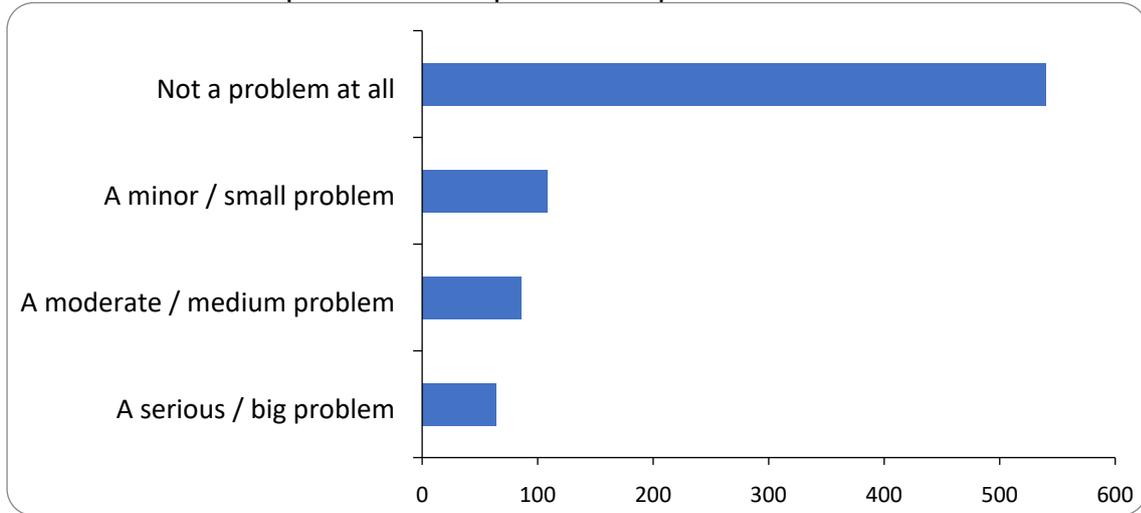
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	285	35.71%
A minor / small problem	173	21.68%
A moderate / medium problem	131	16.42%
A serious / big problem	209	26.19%
Not Answered	0	0.00%

Extent of problems on your street - Not enough cycle parking spaces

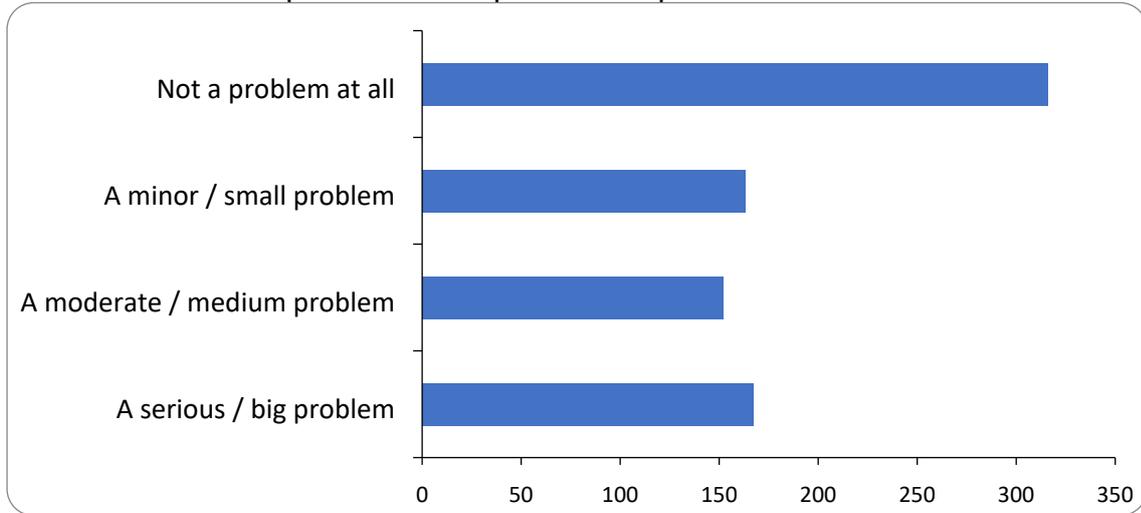
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	540	67.67%
A minor / small problem	108	13.53%
A moderate / medium problem	86	10.78%
A serious / big problem	64	8.02%
Not Answered	0	0.00%

Extent of problems on your street - Heavy / lots of traffic

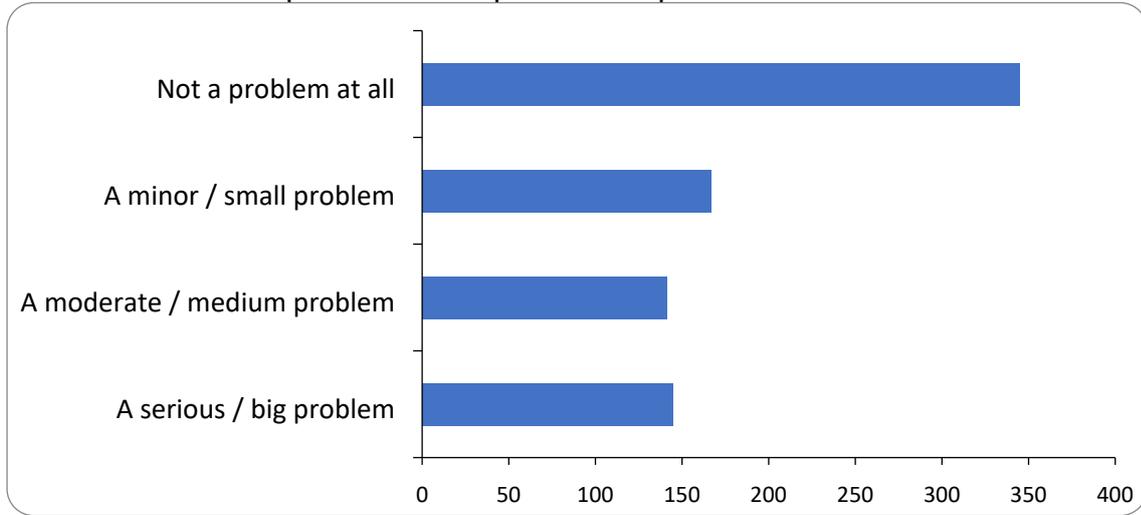
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	316	39.60%
A minor / small problem	163	20.43%
A moderate / medium problem	152	19.05%
A serious / big problem	167	20.93%
Not Answered	0	0.00%

Extent of problems on your street - Traffic fumes

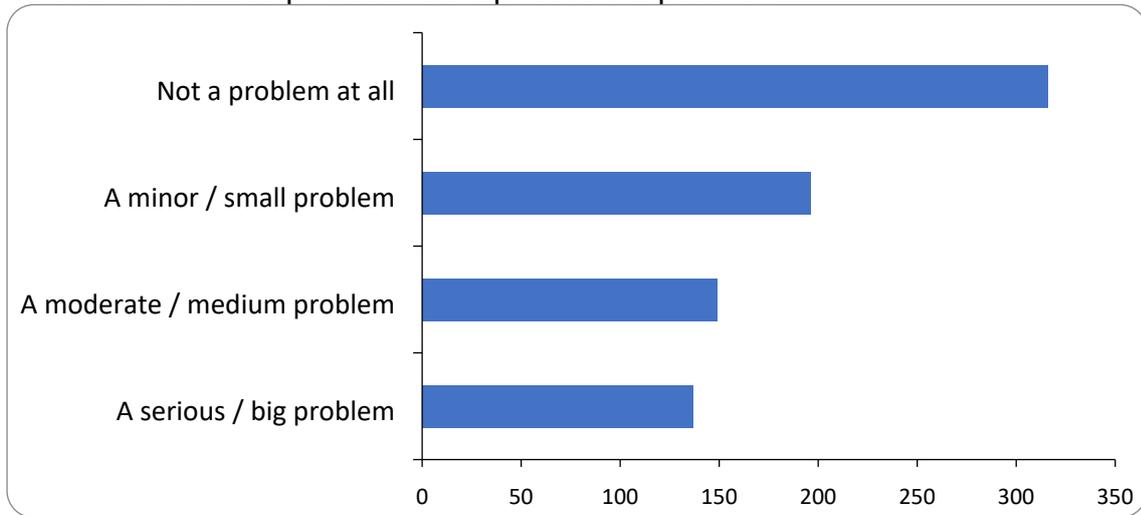
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	345	43.23%
A minor / small problem	167	20.93%
A moderate / medium problem	141	17.67%
A serious / big problem	145	18.17%
Not Answered	0	0.00%

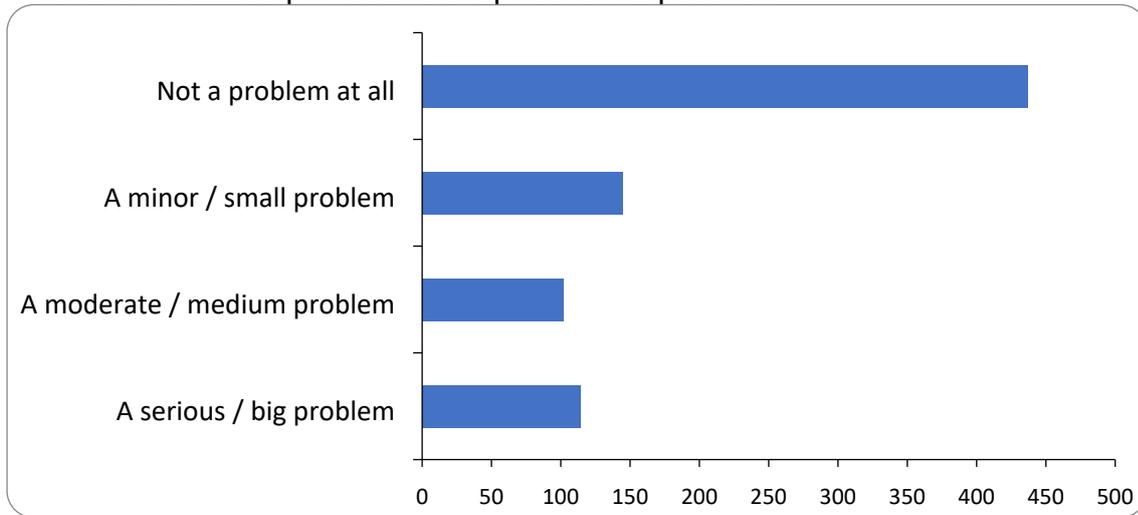
Extent of problems on your street - Traffic noise

There were 798 responses to this part of the question.



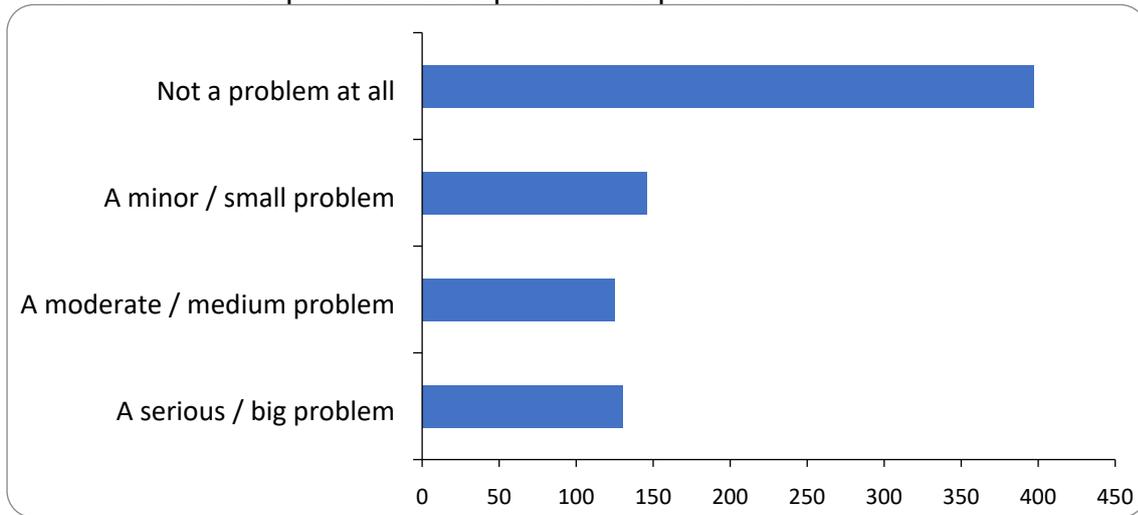
Option	Total	Percent
Not a problem at all	316	39.60%
A minor / small problem	196	24.56%
A moderate / medium problem	149	18.67%
A serious / big problem	137	17.17%
Not Answered	0	0.00%

Extent of problems on your street - Difficulty crossing the road when walking
 There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	437	54.76%
A minor / small problem	145	18.17%
A moderate / medium problem	102	12.78%
A serious / big problem	114	14.29%
Not Answered	0	0.00%

Extent of problems on your street - Lack of public space for children to play
 There were 798 responses to this part of the question.

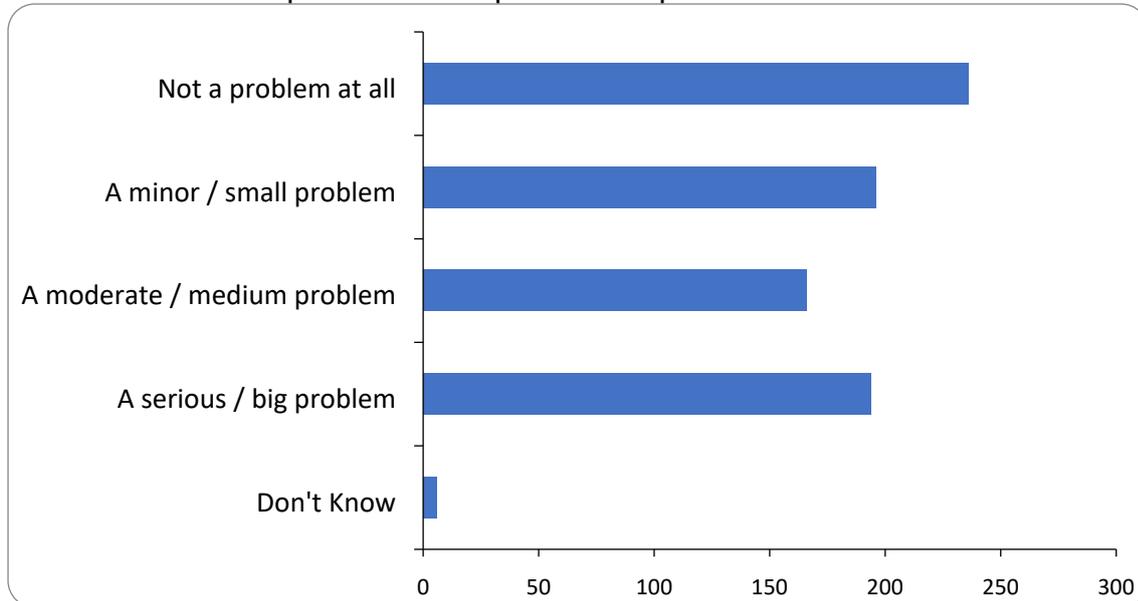


Option	Total	Percent
Not a problem at all	397	49.75%
A minor / small problem	146	18.30%
A moderate / medium problem	125	15.66%
A serious / big problem	130	16.29%
Not Answered	0	0.00%

5: Do you think that the following are a problem on your local high street?

Problems on high street - Vehicles going too fast

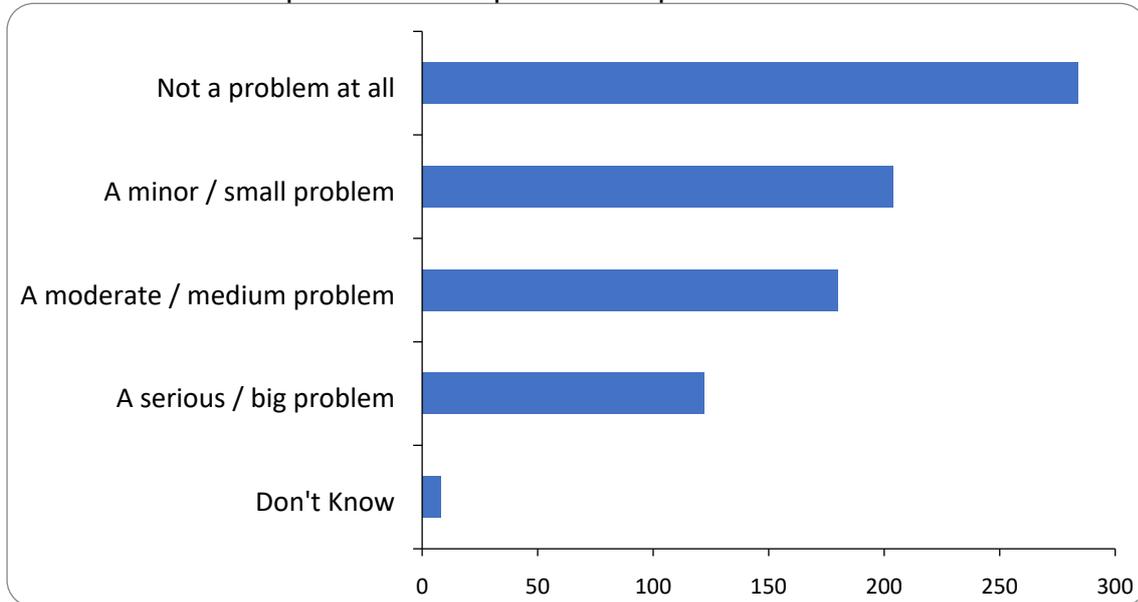
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	236	29.57%
A minor / small problem	196	24.56%
A moderate / medium problem	166	20.80%
A serious / big problem	194	24.31%
Don't Know	6	0.75%
Not Answered	0	0.00%

Problems on high street - A lot of lorries

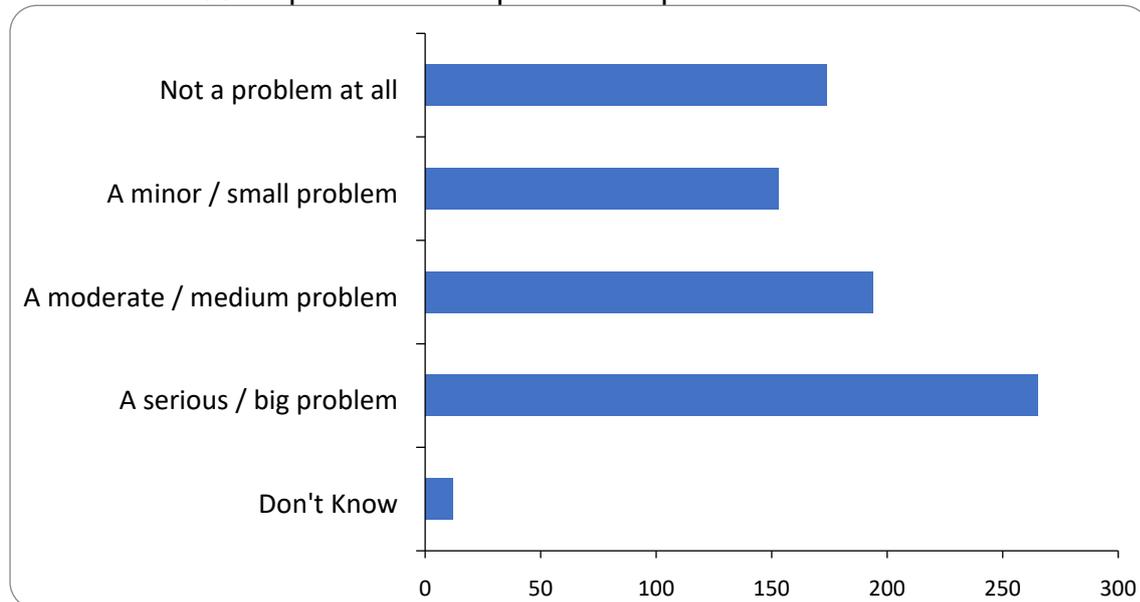
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	284	35.59%
A minor / small problem	204	25.56%
A moderate / medium problem	180	22.56%
A serious / big problem	122	15.29%
Don't Know	8	1.00%
Not Answered	0	0.00%

Problems on high street - Not enough car parking spaces

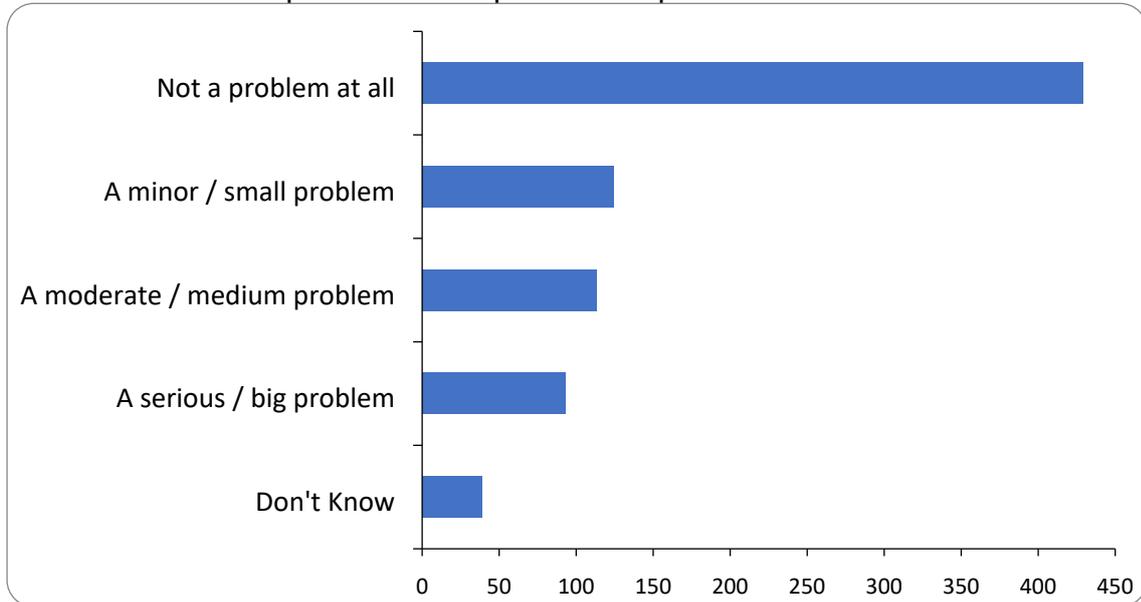
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	174	21.80%
A minor / small problem	153	19.17%
A moderate / medium problem	194	24.31%
A serious / big problem	265	33.21%
Don't Know	12	1.50%
Not Answered	0	0.00%

Problems on high street - Not enough cycle parking spaces

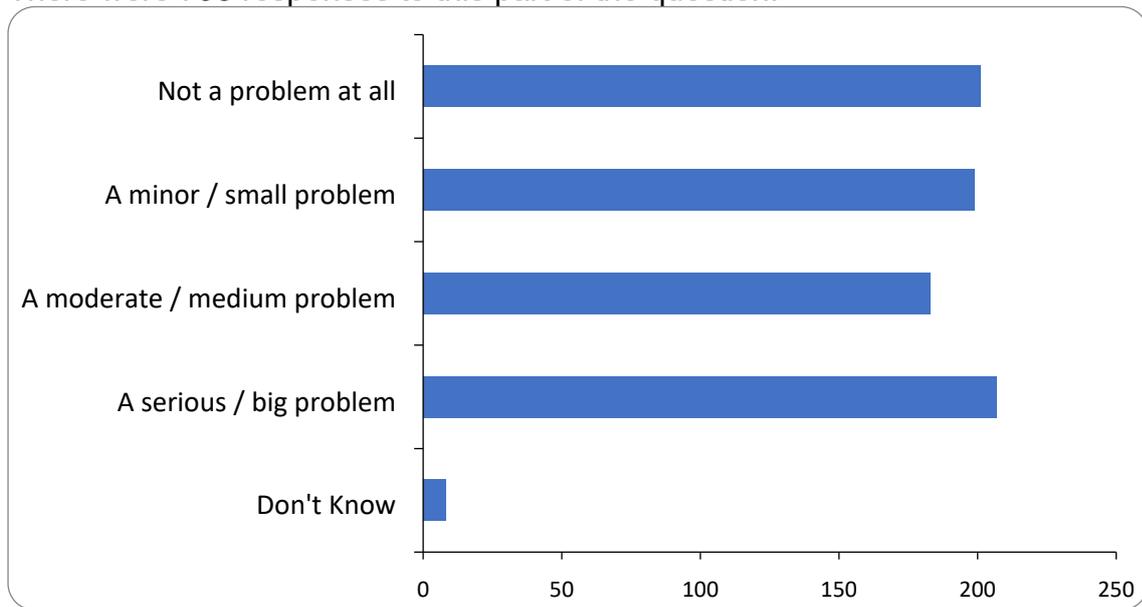
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	429	53.76%
A minor / small problem	124	15.54%
A moderate / medium problem	113	14.16%
A serious / big problem	93	11.65%
Don't Know	39	4.89%
Not Answered	0	0.00%

Problems on high street - Heavy / lots of traffic

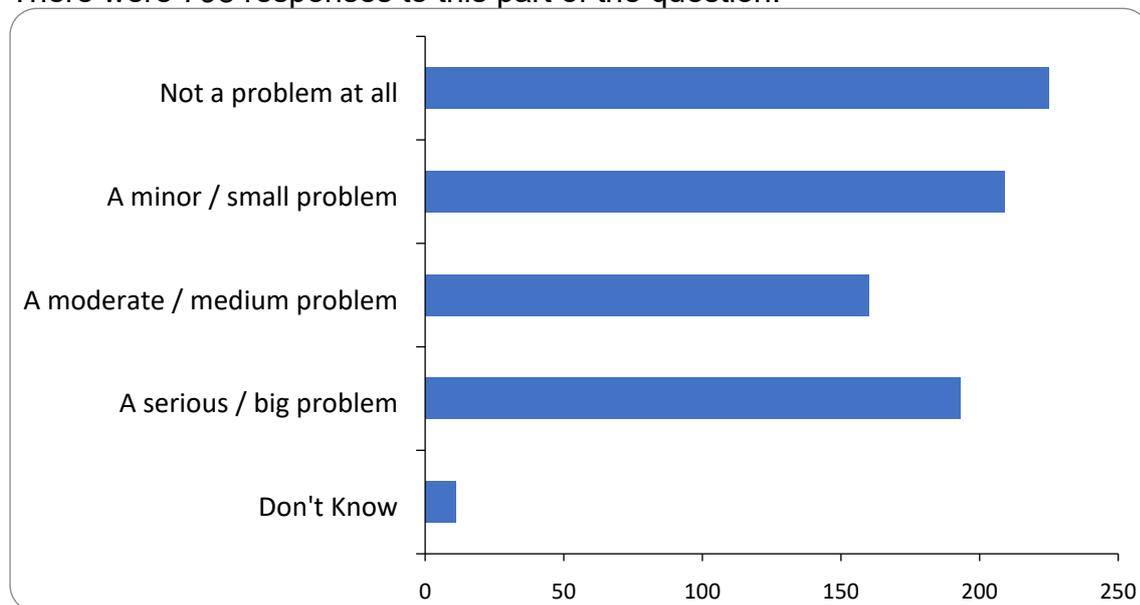
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	201	25.19%
A minor / small problem	199	24.94%
A moderate / medium problem	183	22.93%
A serious / big problem	207	25.94%
Don't Know	8	1.00%
Not Answered	0	0.00%

Problems on high street - Traffic fumes

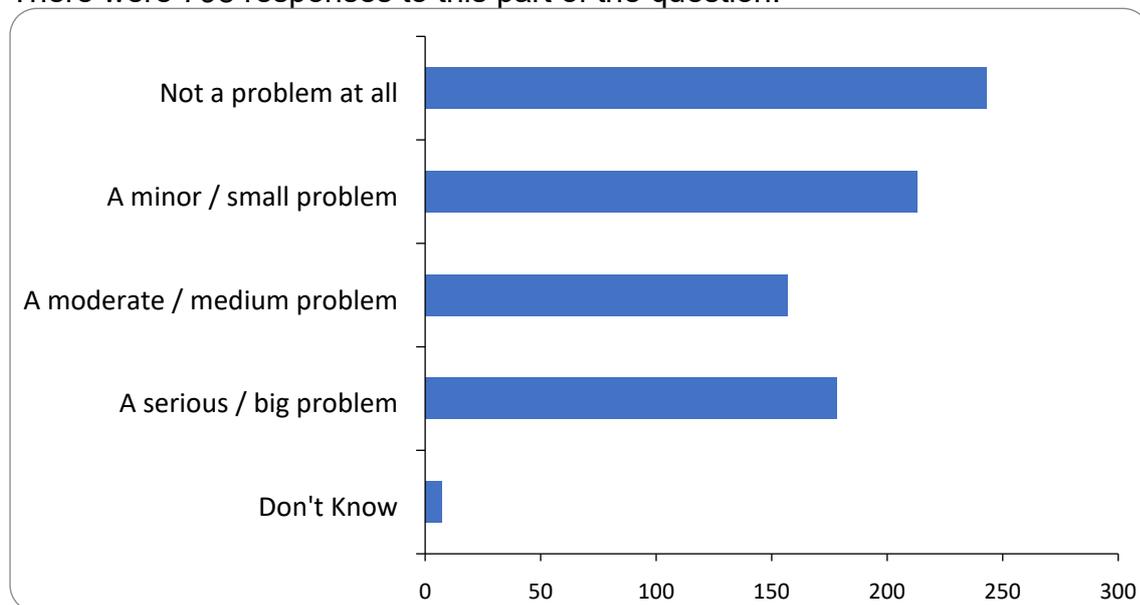
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	225	28.20%
A minor / small problem	209	26.19%
A moderate / medium problem	160	20.05%
A serious / big problem	193	24.19%
Don't Know	11	1.38%
Not Answered	0	0.00%

Problems on high street - Traffic noise

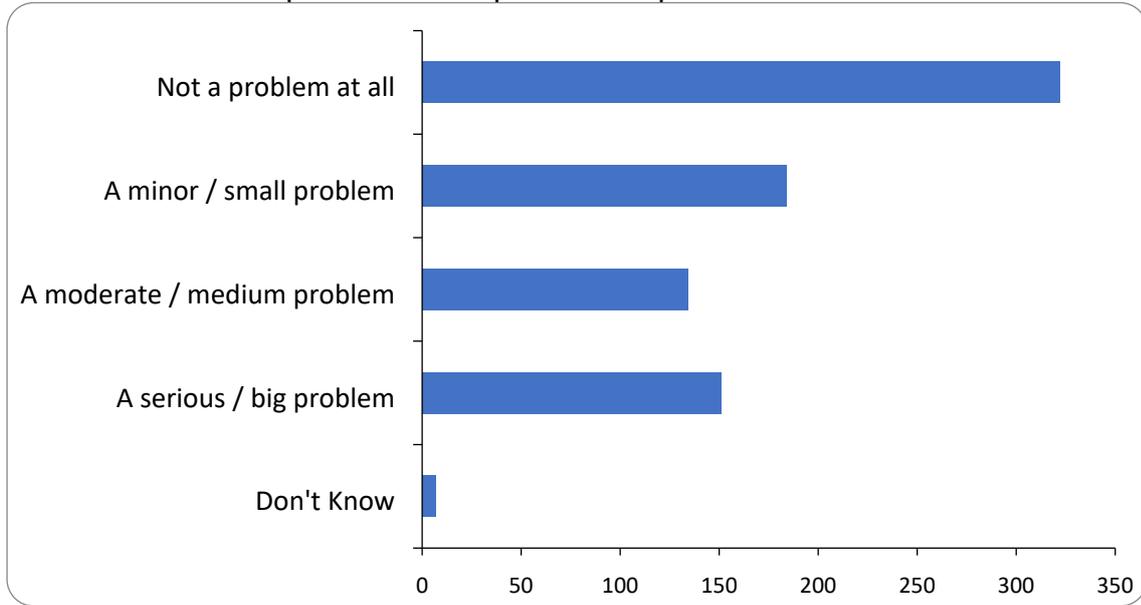
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	243	30.45%
A minor / small problem	213	26.69%
A moderate / medium problem	157	19.67%
A serious / big problem	178	22.31%
Don't Know	7	0.88%
Not Answered	0	0.00%

Problems on high street - Difficulty in crossing the road when walking

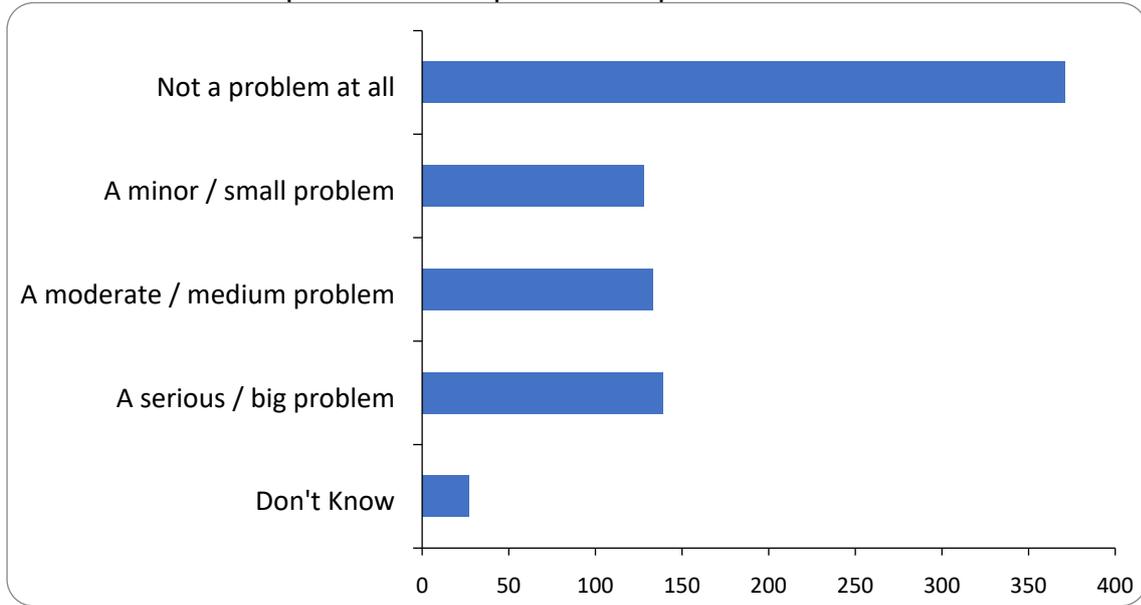
There were 798 responses to this part of the question.



Option	Total	Percent
Not a problem at all	322	40.35%
A minor / small problem	184	23.06%
A moderate / medium problem	134	16.79%
A serious / big problem	151	18.92%
Don't Know	7	0.88%
Not Answered	0	0.00%

Problems on high street - Lack of public space for children to play

There were 798 responses to this part of the question.

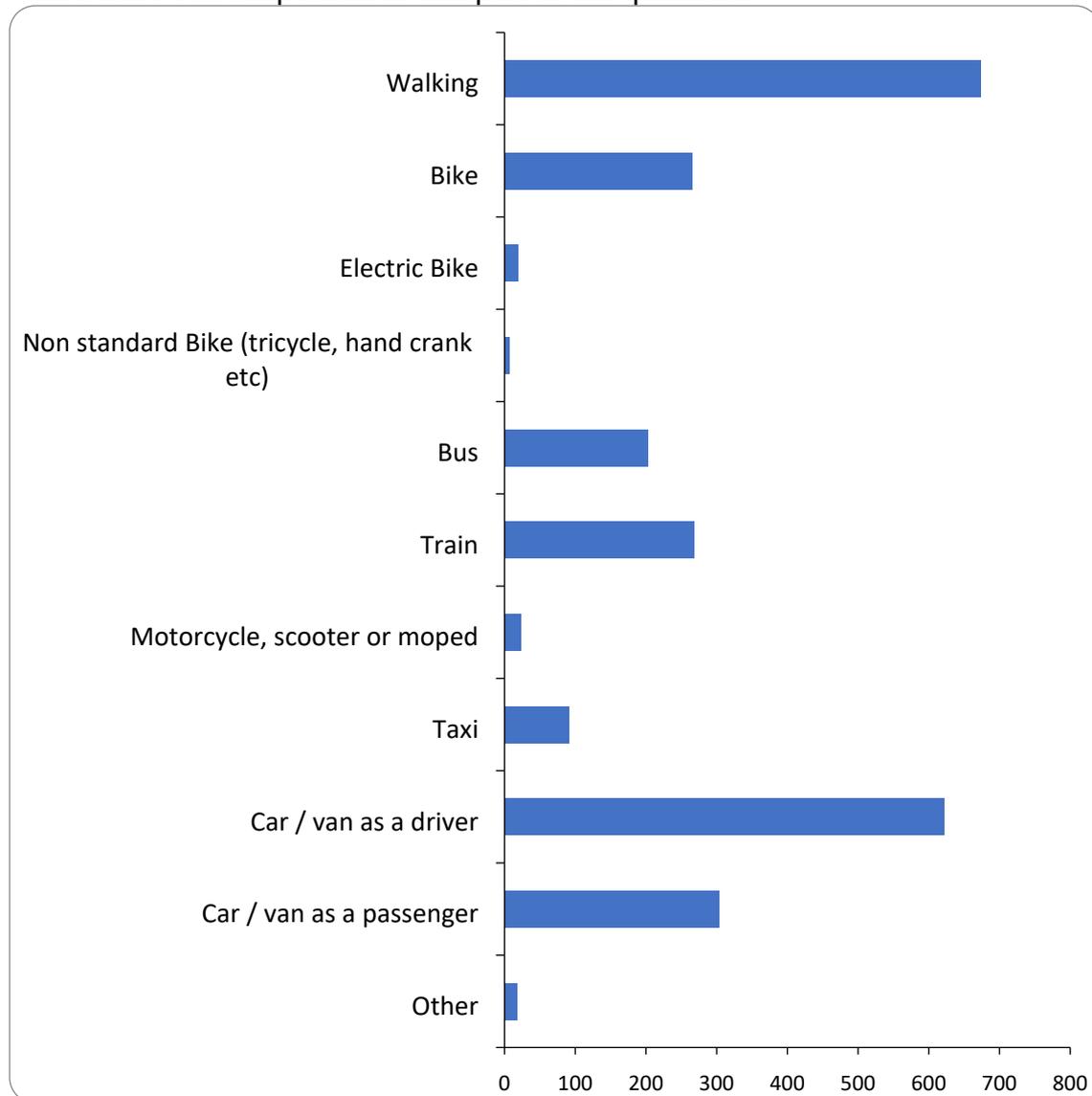


Option	Total	Percent
Not a problem at all	371	46.49%
A minor / small problem	128	16.04%
A moderate / medium problem	133	16.67%
A serious / big problem	139	17.42%
Don't Know	27	3.38%
Not Answered	0	0.00%

6: Which of the following do you use to travel in your local area / neighbourhood? Please tick all the ones you use regularly.

Modes of transport used

There were 798 responses to this part of the question.



Option	Total	Percent
Walking	674	84.46%
Bike	265	33.21%
Electric Bike	20	2.51%
Non standard Bike (tricycle, hand crank etc)	7	0.88%
Bus	203	25.44%
Train	268	33.58%
Motorcycle, scooter or moped	24	3.01%
Taxi	92	11.53%

Car / van as a driver	622	77.94%
Car / van as a passenger	304	38.10%
Other	18	2.26%
Not Answered	0	0.00%

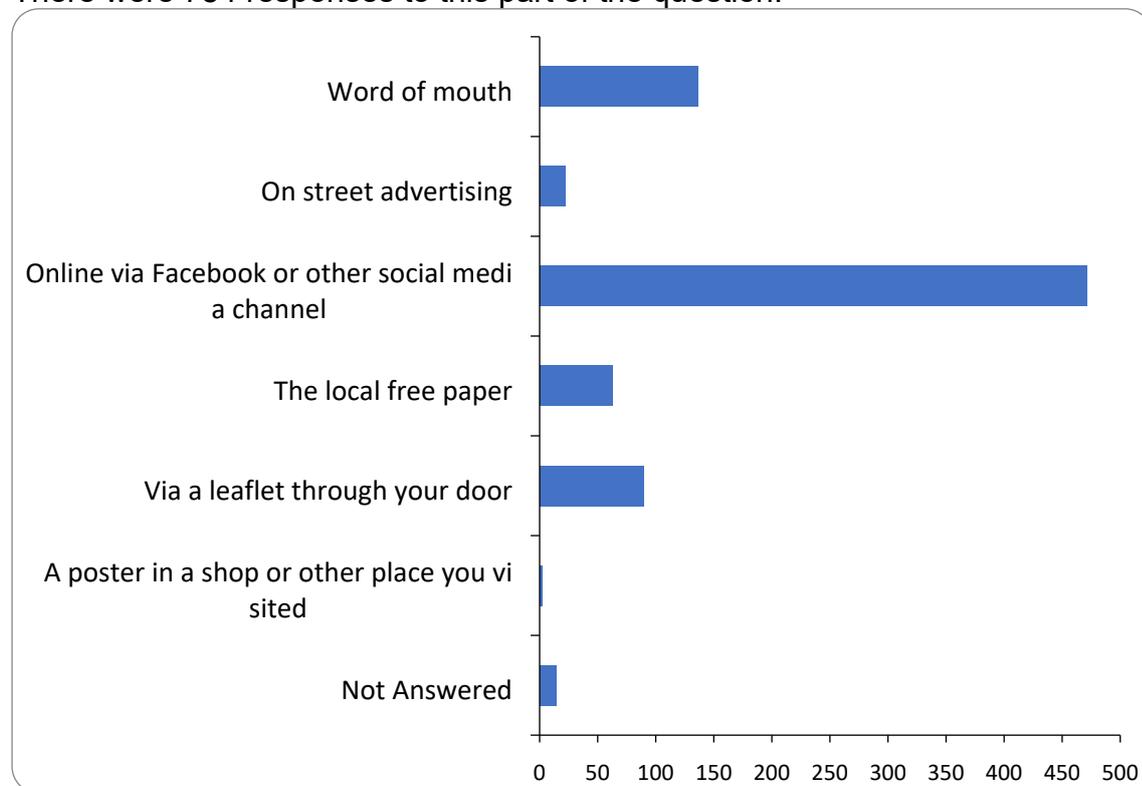
If other please state

There were 33 responses to this part of the question.

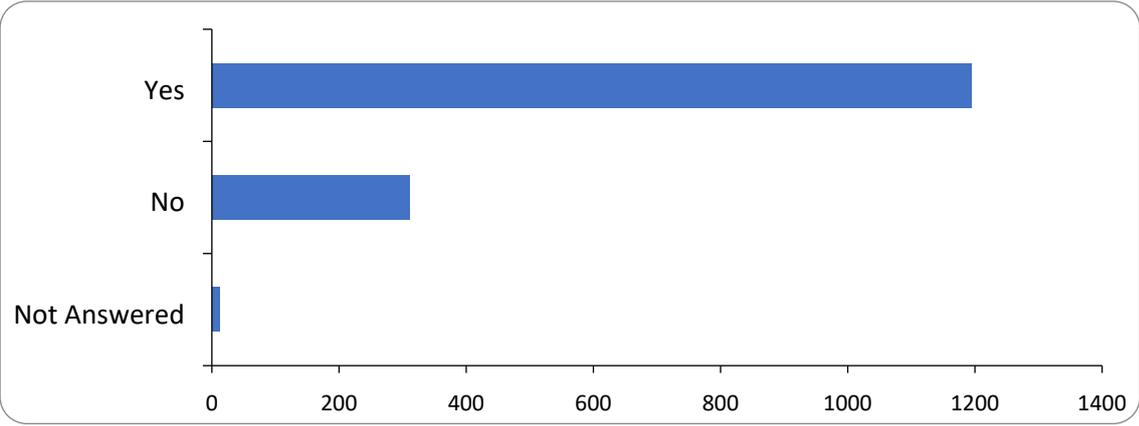
7: How did you find out about this consultation?

How did you find out

There were 784 responses to this part of the question.



Option	Total	Percent
Word of mouth	136	17.04%
On street advertising	22	2.76%
Online via Facebook or other social media channel	471	59.02%
The local free paper	63	7.89%
Via a leaflet through your door	90	11.28%
A poster in a shop or other place you visited	2	0.25%
Not Answered	14	1.75%



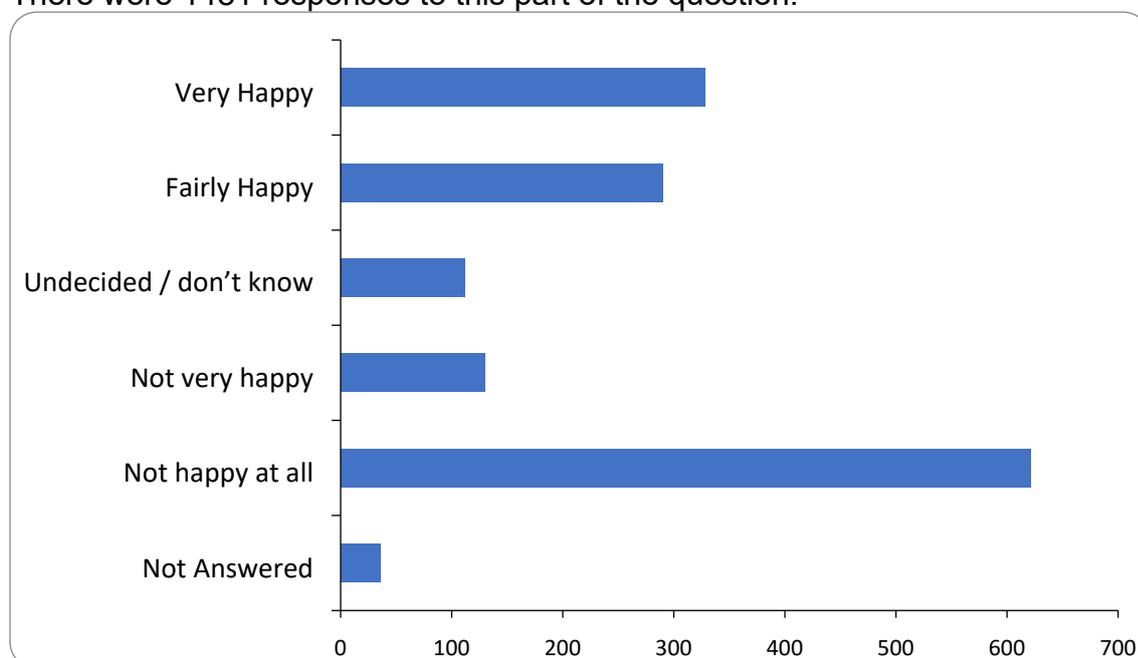
Southport Walking and Cycling Route - Hesketh Park to the Plough

The consultation ran from 21/05/2021 to 25/07/2021
Responses to this survey: **1517**

1: How do you feel about our plans and ideas for Park Crescent / Queens Road junction?

Please select which best describes your view - Creating safe crossing points for people walking to cross at the junction

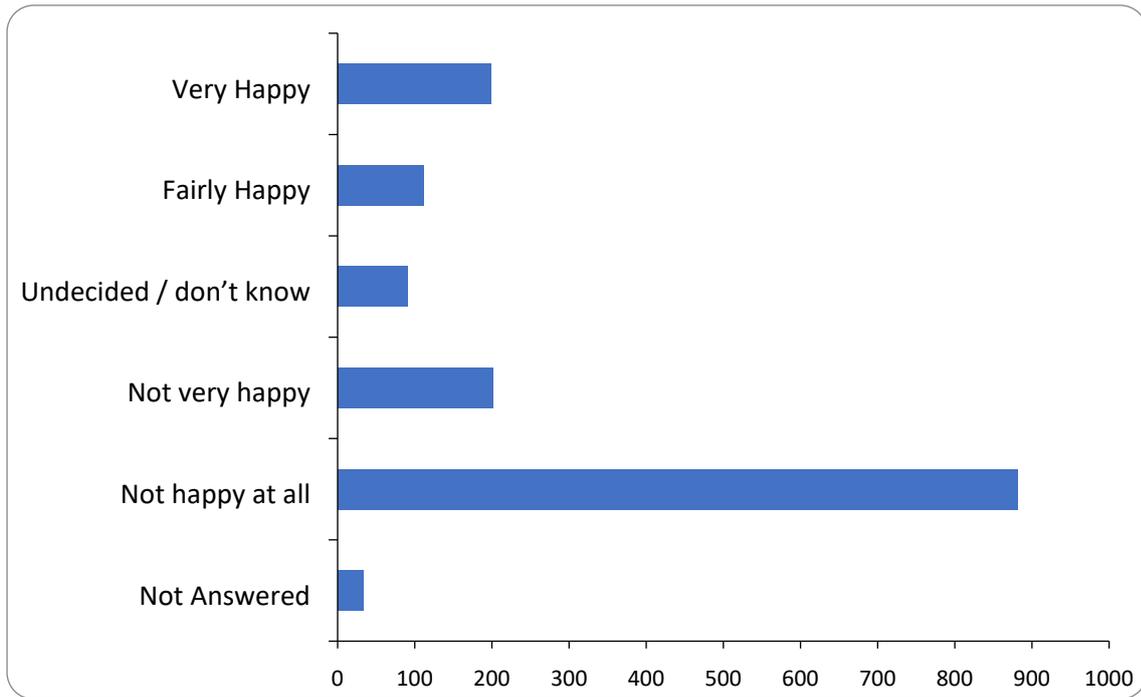
There were 1481 responses to this part of the question.



Option	Total	Percent
Very Happy	328	21.62%
Fairly Happy	290	19.12%
Undecided / don't know	112	7.38%
Not very happy	130	8.57%
Not happy at all	621	40.94%
Not Answered	36	2.37%

Please select which best describes your view - Creating safe cycling lanes for family cycling through the junction

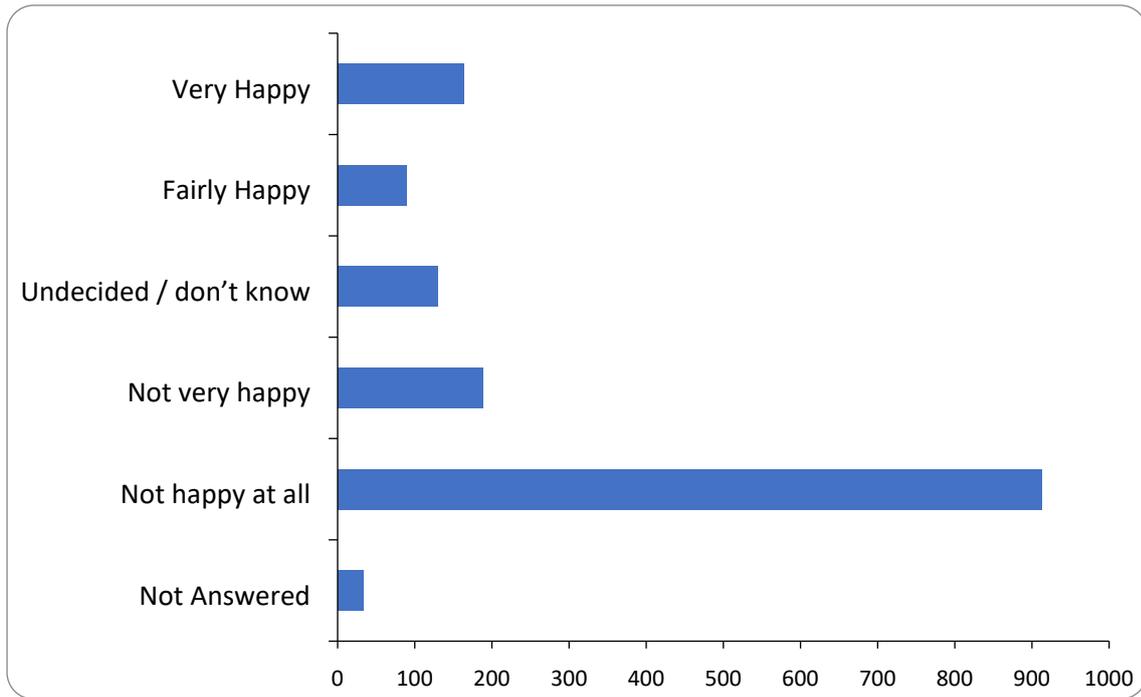
There were 1484 responses to this part of the question.



Option	Total	Percent
Very Happy	199	13.12%
Fairly Happy	112	7.38%
Undecided / don't know	91	6.00%
Not very happy	201	13.25%
Not happy at all	881	58.08%
Not Answered	33	2.18%

Please select which best describes your view - Changes to the junction for people driving

There were 1484 responses to this part of the question.

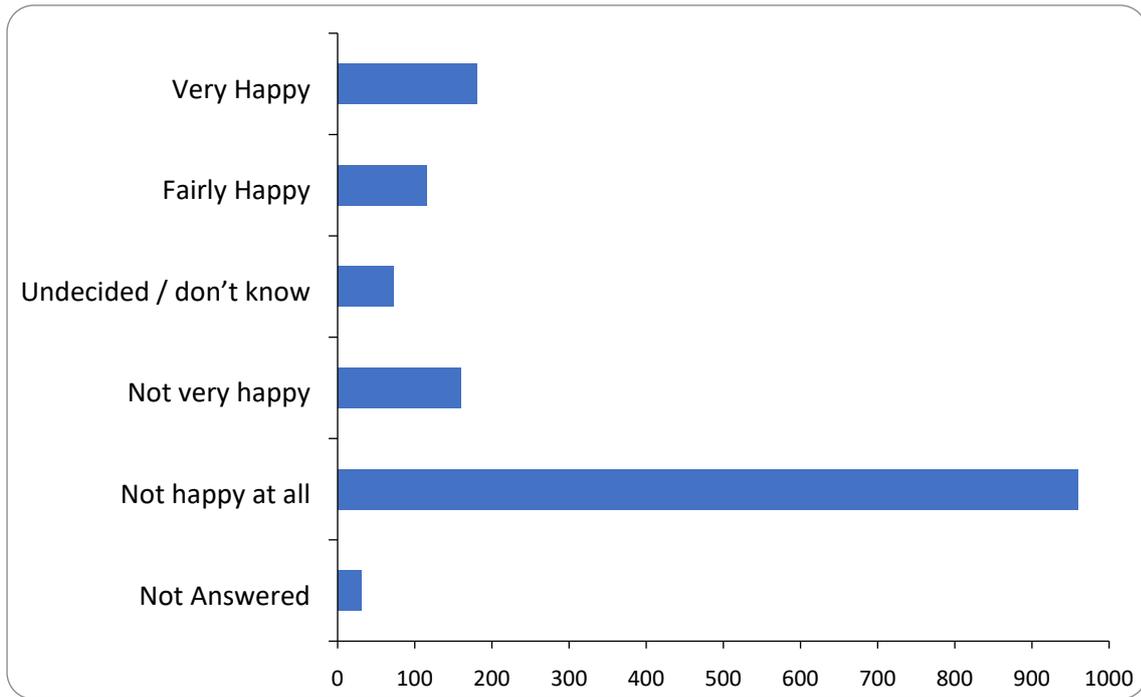


Option	Total	Percent
Very Happy	164	10.81%
Fairly Happy	89	5.87%
Undecided / don't know	130	8.57%
Not very happy	188	12.39%
Not happy at all	913	60.18%
Not Answered	33	2.18%

2: How do you feel about our plans and ideas for Park Crescent?

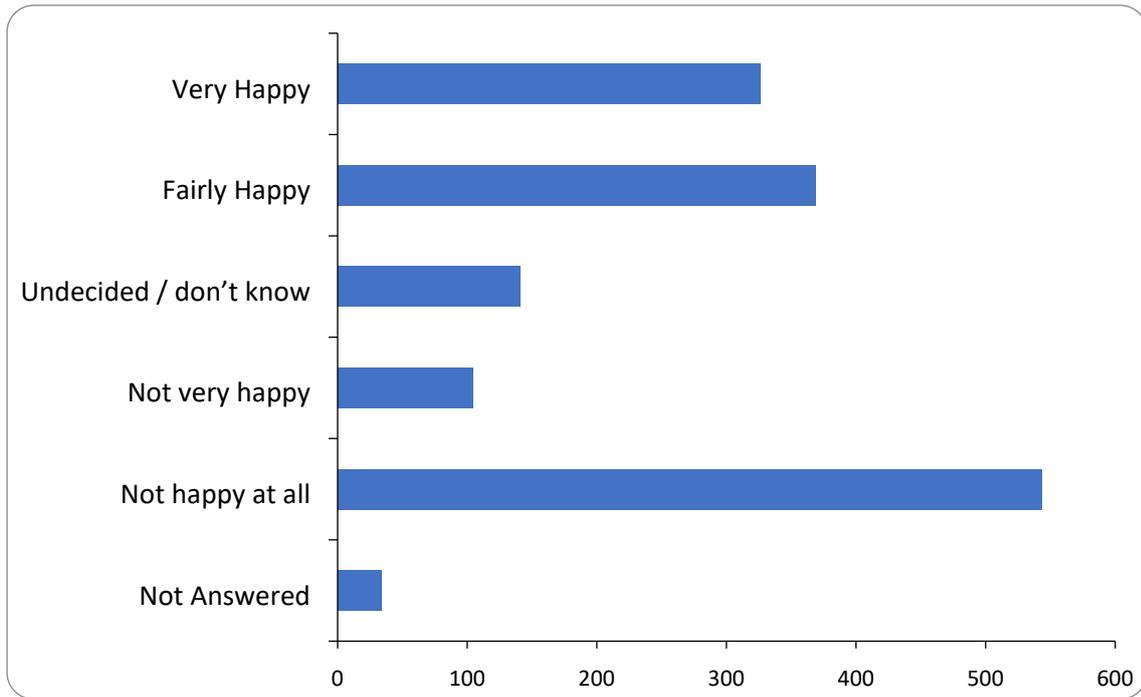
Park Crescent - Creating a two way family friendly cycling lane along Park Crescent

There were 1486 responses to this part of the question.



Option	Total	Percent
Very Happy	181	11.93%
Fairly Happy	115	7.58%
Undecided / don't know	72	4.75%
Not very happy	159	10.48%
Not happy at all	959	63.22%
Not Answered	31	2.04%

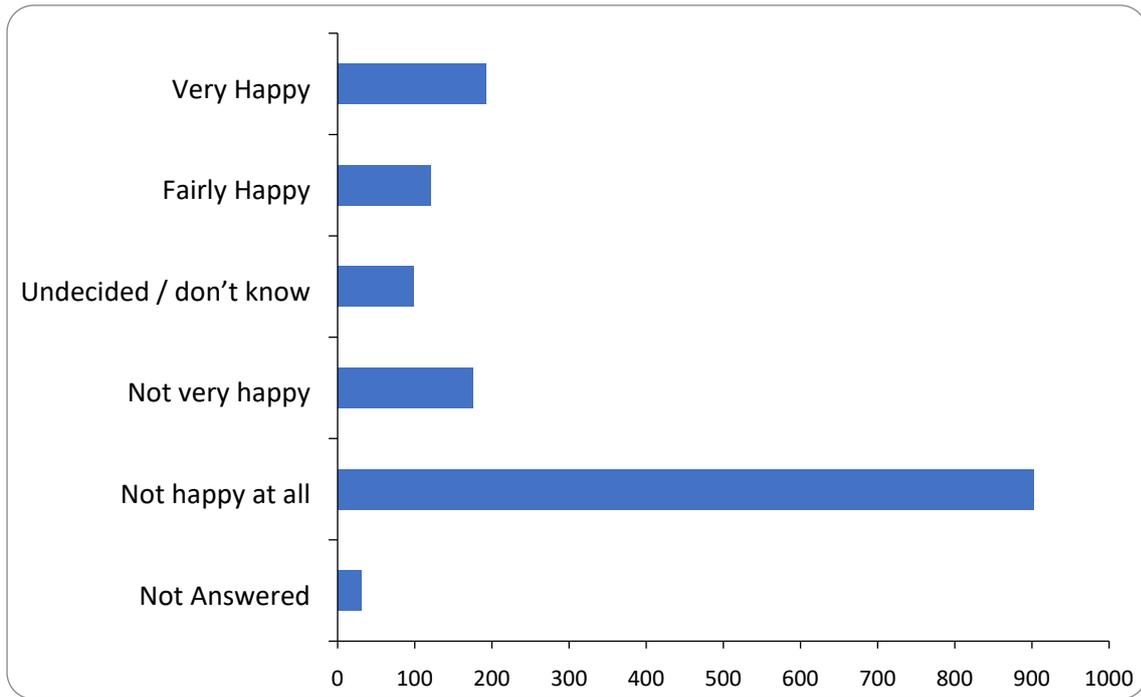
Park Crescent - Creating new crossing points for people to cross the road
 There were 1483 responses to this part of the question.



Option	Total	Percent
Very Happy	326	21.49%
Fairly Happy	369	24.32%
Undecided / don't know	141	9.29%
Not very happy	104	6.86%
Not happy at all	543	35.79%
Not Answered	34	2.24%

Park Crescent - Kerb side parking only on the side of the road where the houses are

There were 1487 responses to this part of the question.

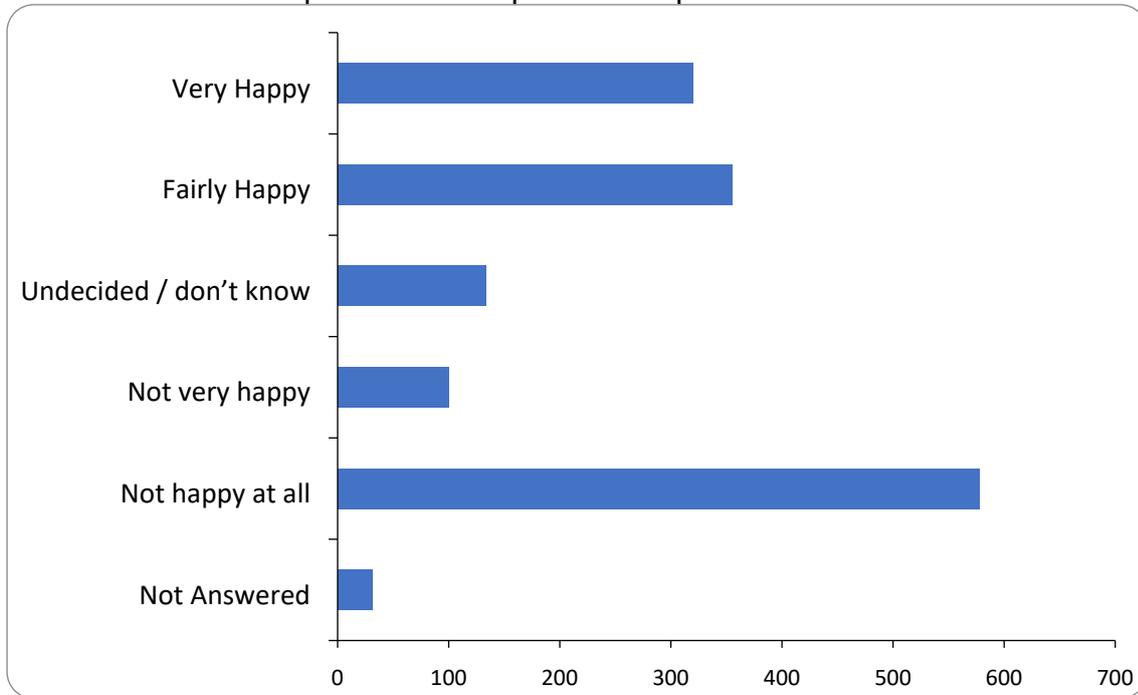


Option	Total	Percent
Very Happy	192	12.66%
Fairly Happy	120	7.91%
Undecided / don't know	98	6.46%
Not very happy	175	11.54%
Not happy at all	902	59.46%
Not Answered	30	1.98%

3: How do you feel about our plans and ideas for Park Crescent / Cambridge Road Roundabout?

Please select which best describes your view - Creating new crossing points for people walking

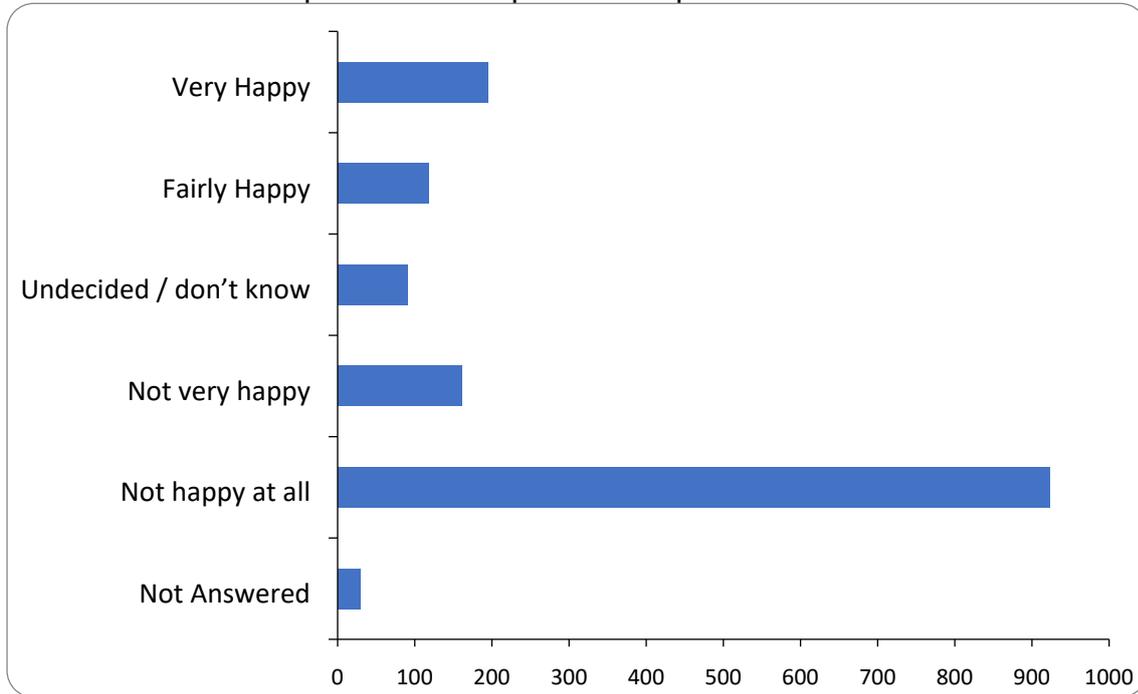
There were 1486 responses to this part of the question.



Option	Total	Percent
Very Happy	320	21.09%
Fairly Happy	355	23.40%
Undecided / don't know	133	8.77%
Not very happy	100	6.59%
Not happy at all	578	38.10%
Not Answered	31	2.04%

Please select which best describes your view - Creating a cycle friendly roundabout

There were 1488 responses to this part of the question.

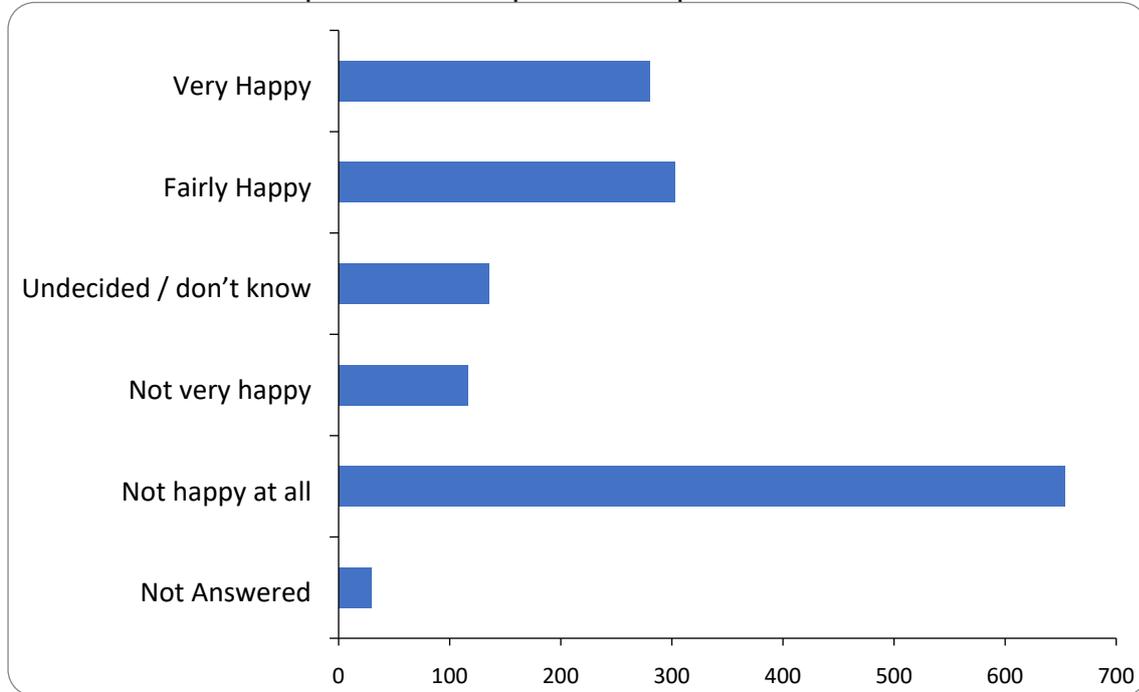


Option	Total	Percent
Very Happy	195	12.85%
Fairly Happy	118	7.78%
Undecided / don't know	91	6.00%
Not very happy	161	10.61%
Not happy at all	923	60.84%
Not Answered	29	1.91%

4: How do you feel about our plans and ideas for Cambridge Road?

Please select which best describes your view - Making the side roads easier to cross for people walking

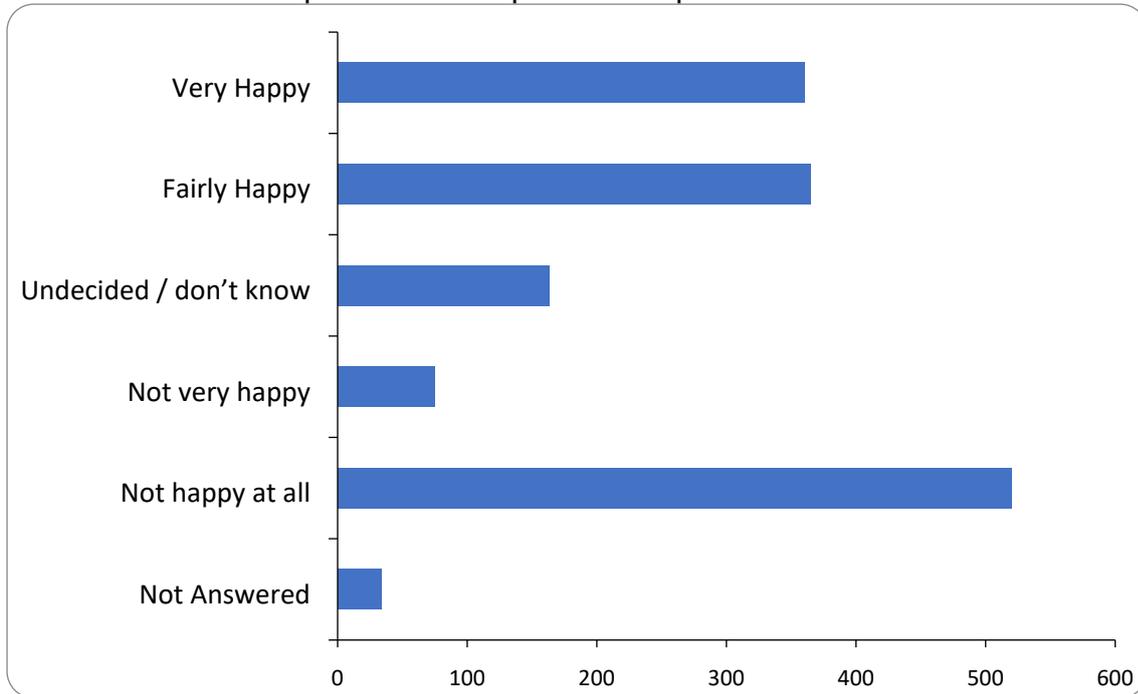
There were 1488 responses to this part of the question.



Option	Total	Percent
Very Happy	280	18.46%
Fairly Happy	303	19.97%
Undecided / don't know	135	8.90%
Not very happy	116	7.65%
Not happy at all	654	43.11%
Not Answered	29	1.91%

Please select which best describes your view - Reducing clutter making the pavements easier for people to use

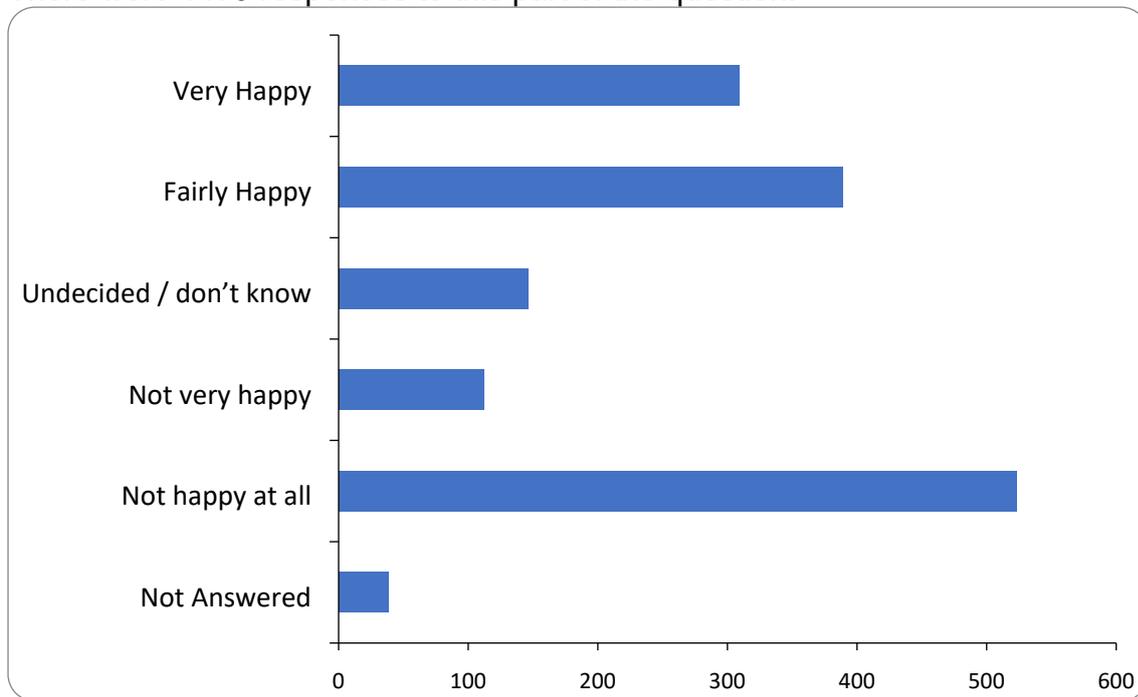
There were 1483 responses to this part of the question.



Option	Total	Percent
Very Happy	360	23.73%
Fairly Happy	365	24.06%
Undecided / don't know	163	10.74%
Not very happy	75	4.94%
Not happy at all	520	34.28%
Not Answered	34	2.24%

Please select which best describes your view - Putting in more crossing points for people wanting to cross Cambridge Road

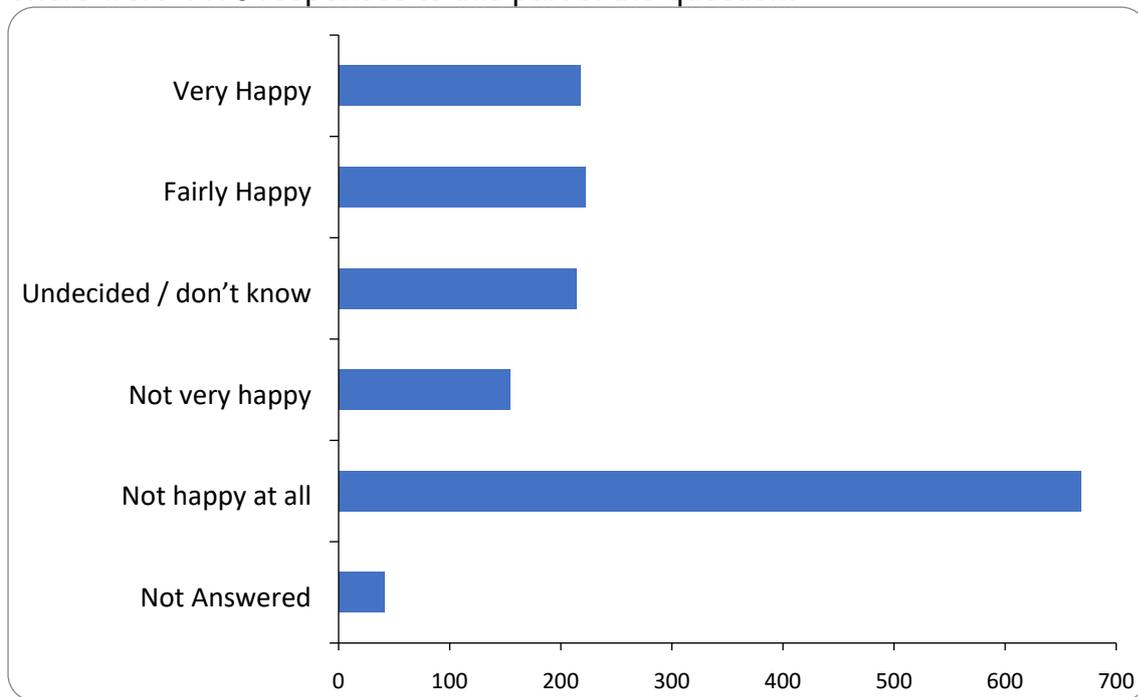
There were 1479 responses to this part of the question.



Option	Total	Percent
Very Happy	309	20.37%
Fairly Happy	389	25.64%
Undecided / don't know	146	9.62%
Not very happy	112	7.38%
Not happy at all	523	34.48%
Not Answered	38	2.50%

Please select which best describes your view - Putting in places to stop and rest for people walking and cycling

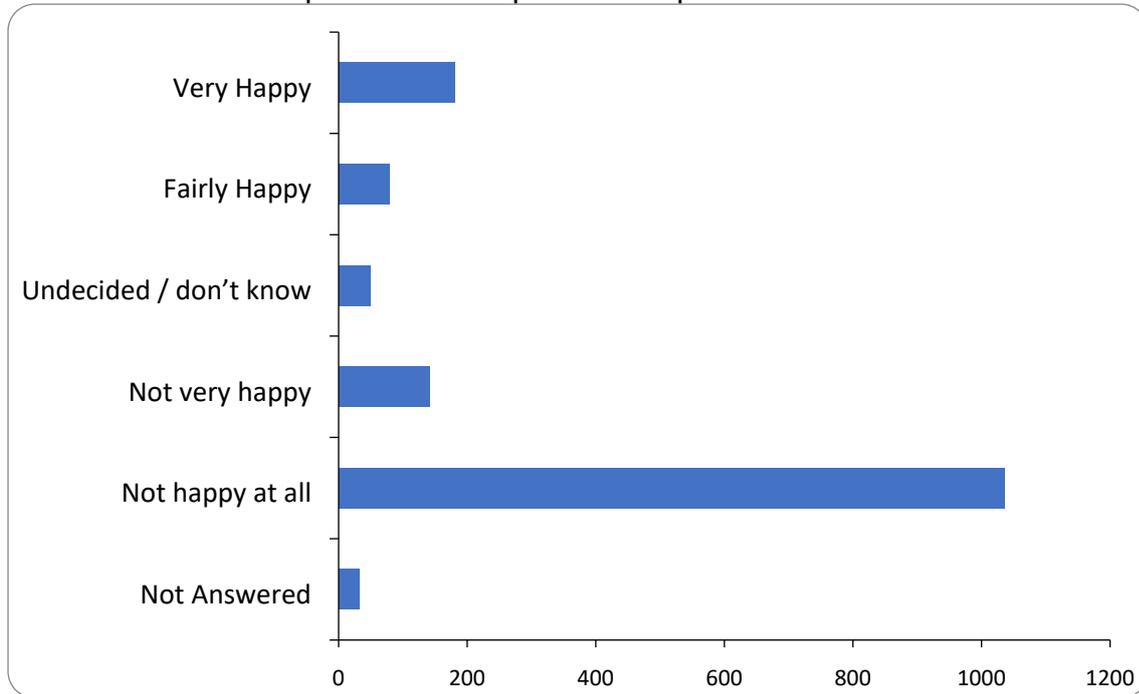
There were 1476 responses to this part of the question.



Option	Total	Percent
Very Happy	218	14.37%
Fairly Happy	222	14.63%
Undecided / don't know	214	14.11%
Not very happy	154	10.15%
Not happy at all	668	44.03%
Not Answered	41	2.70%

Please select which best describes your view - Creating separate family friendly cycle lanes on both sides of the road

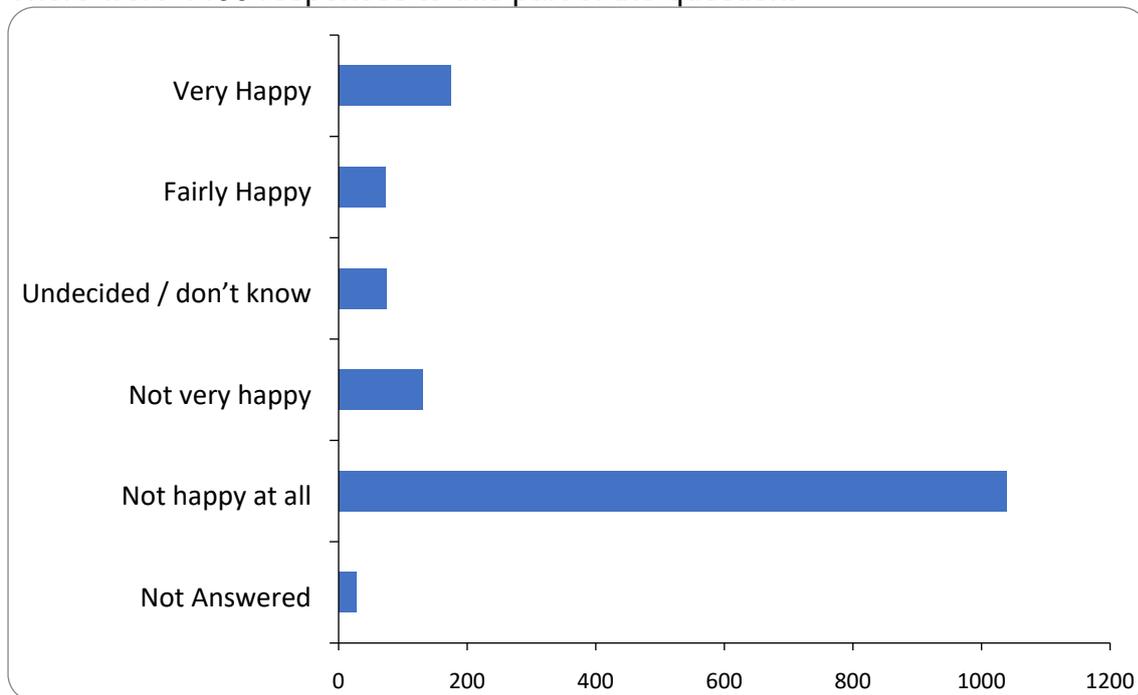
There were 1485 responses to this part of the question.



Option	Total	Percent
Very Happy	181	11.93%
Fairly Happy	79	5.21%
Undecided / don't know	49	3.23%
Not very happy	141	9.29%
Not happy at all	1035	68.23%
Not Answered	32	2.11%

Please select which best describes your view - Removing kerb side parking along Cambridge Road

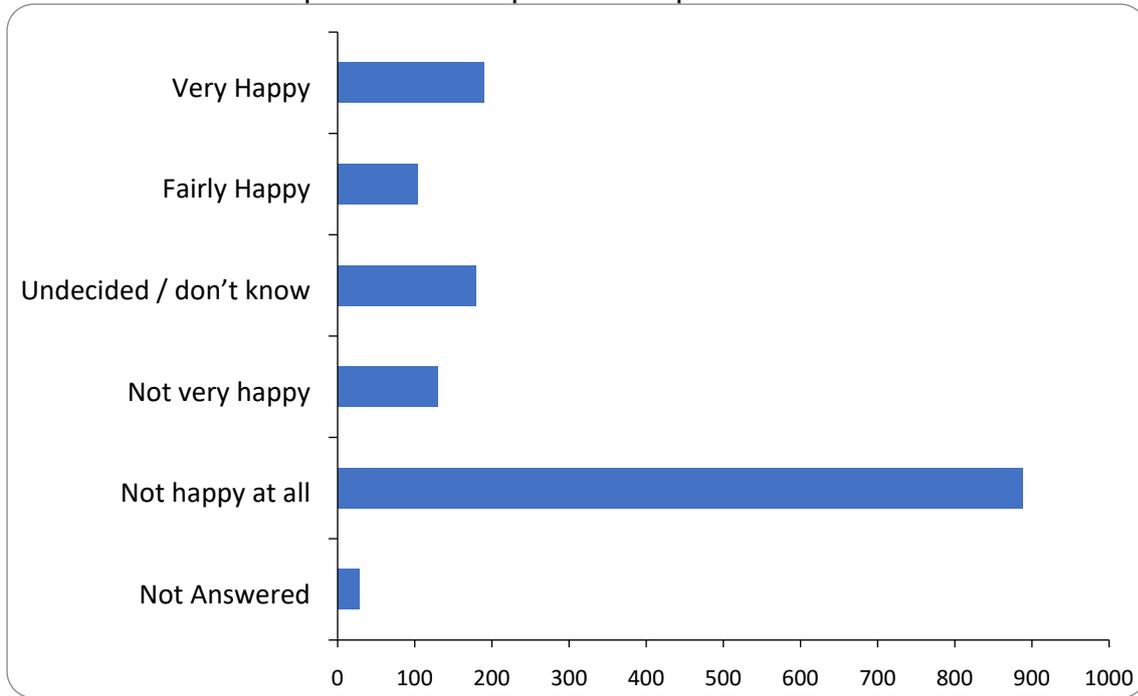
There were 1490 responses to this part of the question.



Option	Total	Percent
Very Happy	174	11.47%
Fairly Happy	72	4.75%
Undecided / don't know	74	4.88%
Not very happy	131	8.64%
Not happy at all	1039	68.49%
Not Answered	27	1.78%

Please select which best describes your view - Adding a filter on (Little) Bibby Road

There were 1489 responses to this part of the question.

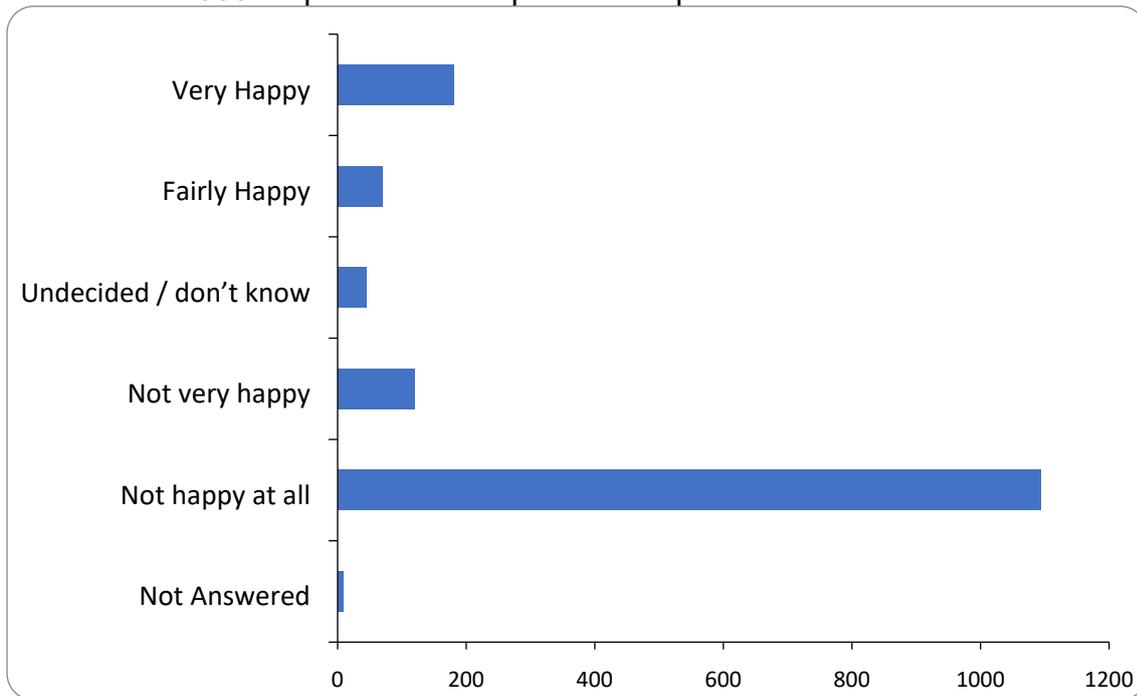


Option	Total	Percent
Very Happy	190	12.52%
Fairly Happy	103	6.79%
Undecided / don't know	179	11.80%
Not very happy	129	8.50%
Not happy at all	888	58.54%
Not Answered	28	1.85%

5: How do you feel about our plans and ideas for Churchtown Lights Junction?

Please select which best describes your view - Creating more space for people cycling through the junction

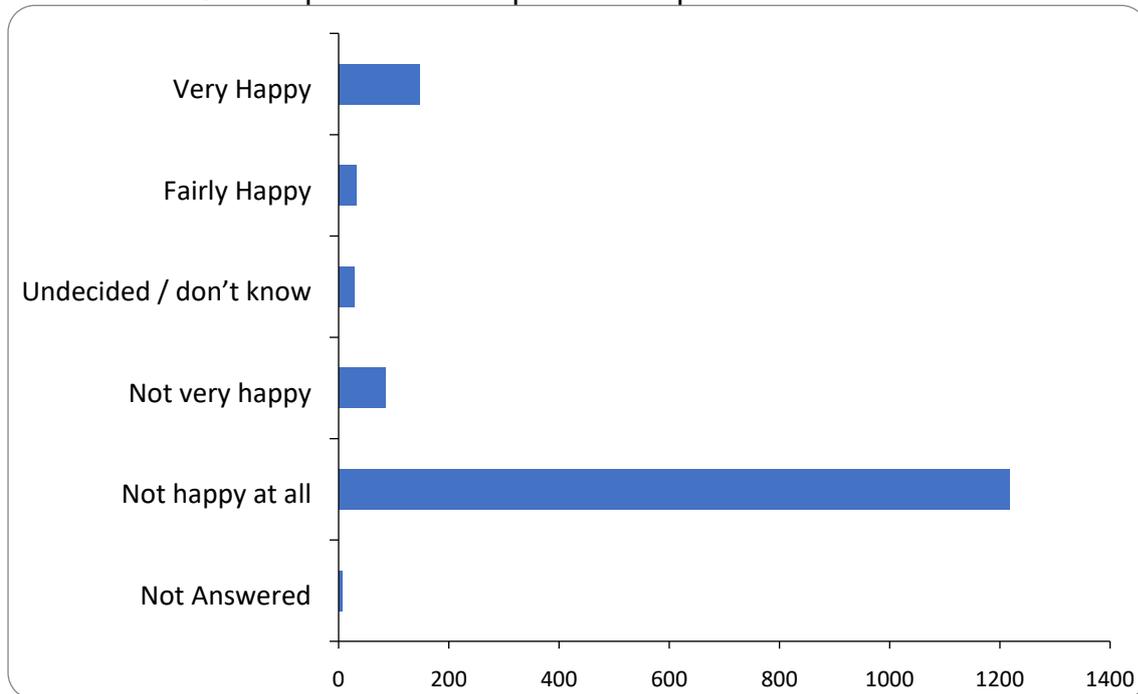
There were 1508 responses to this part of the question.



Option	Total	Percent
Very Happy	180	11.87%
Fairly Happy	70	4.61%
Undecided / don't know	45	2.97%
Not very happy	120	7.91%
Not happy at all	1093	72.05%
Not Answered	9	0.59%

Please select which best describes your view - Reducing the amount of space for cars at this junction by reducing the number of lanes

There were 1511 responses to this part of the question.

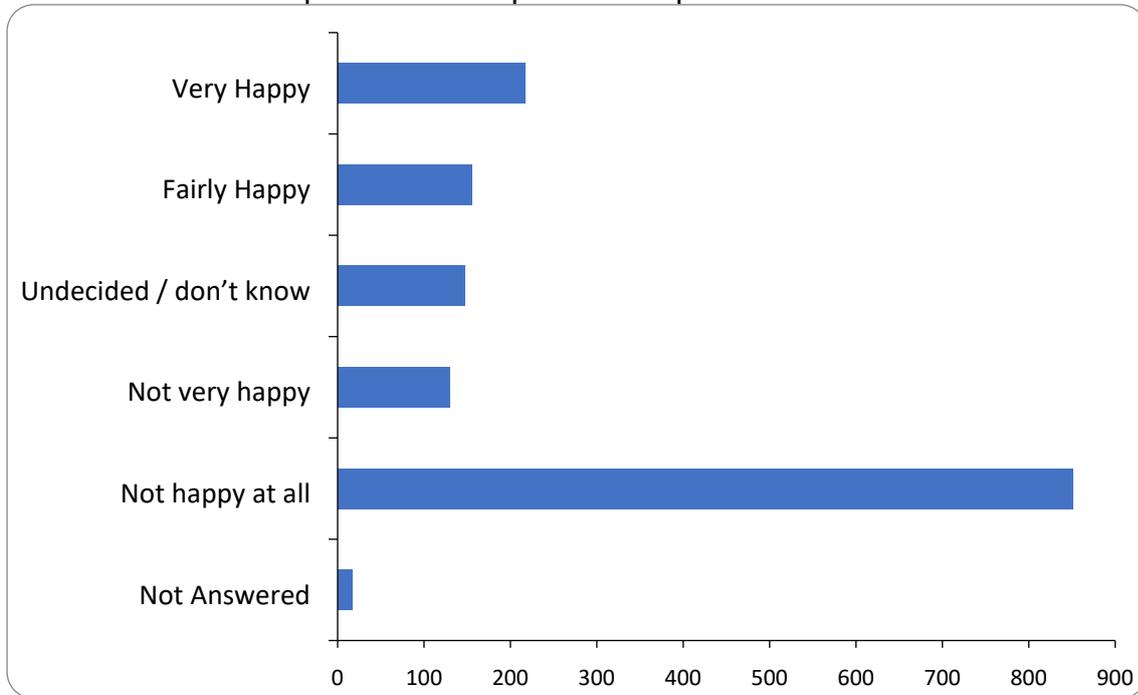


Option	Total	Percent
Very Happy	147	9.69%
Fairly Happy	32	2.11%
Undecided / don't know	29	1.91%
Not very happy	85	5.60%
Not happy at all	1218	80.29%
Not Answered	6	0.40%

6: How do you feel about our plans and ideas for Preston New Road?

Please select which best describes your view - Creating a safe walking and cycling link to local schools along Preston New Road

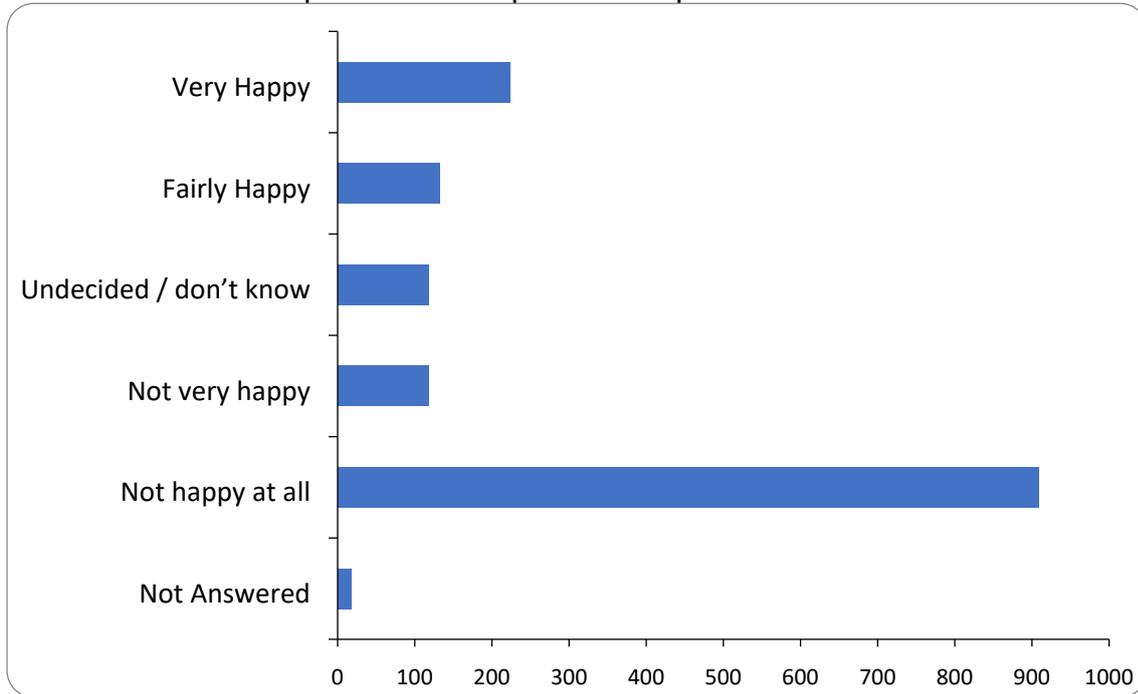
There were 1500 responses to this part of the question.



Option	Total	Percent
Very Happy	217	14.30%
Fairly Happy	155	10.22%
Undecided / don't know	147	9.69%
Not very happy	130	8.57%
Not happy at all	851	56.10%
Not Answered	17	1.12%

Please select which best describes your view - Upgrading the existing cycling lanes to meet new standards

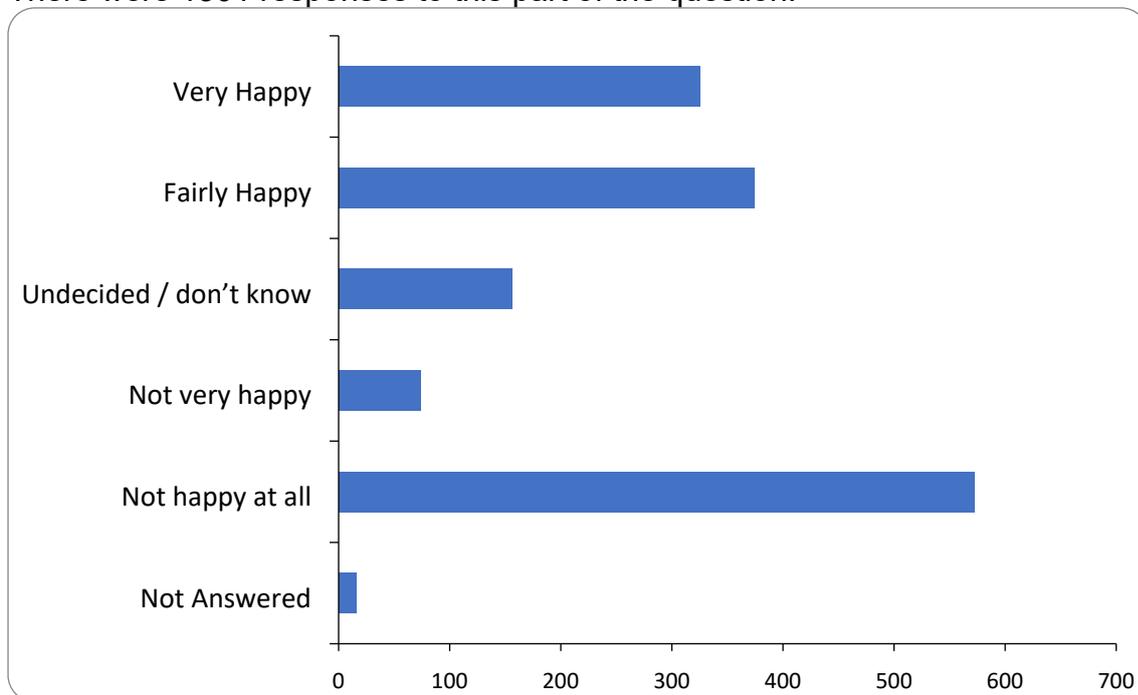
There were 1500 responses to this part of the question.



Option	Total	Percent
Very Happy	224	14.77%
Fairly Happy	132	8.70%
Undecided / don't know	118	7.78%
Not very happy	118	7.78%
Not happy at all	908	59.85%
Not Answered	17	1.12%

Please select which best describes your view - Upgrading the existing pedestrian refuges to make it easier for people to cross the road by putting in Zebra crossings

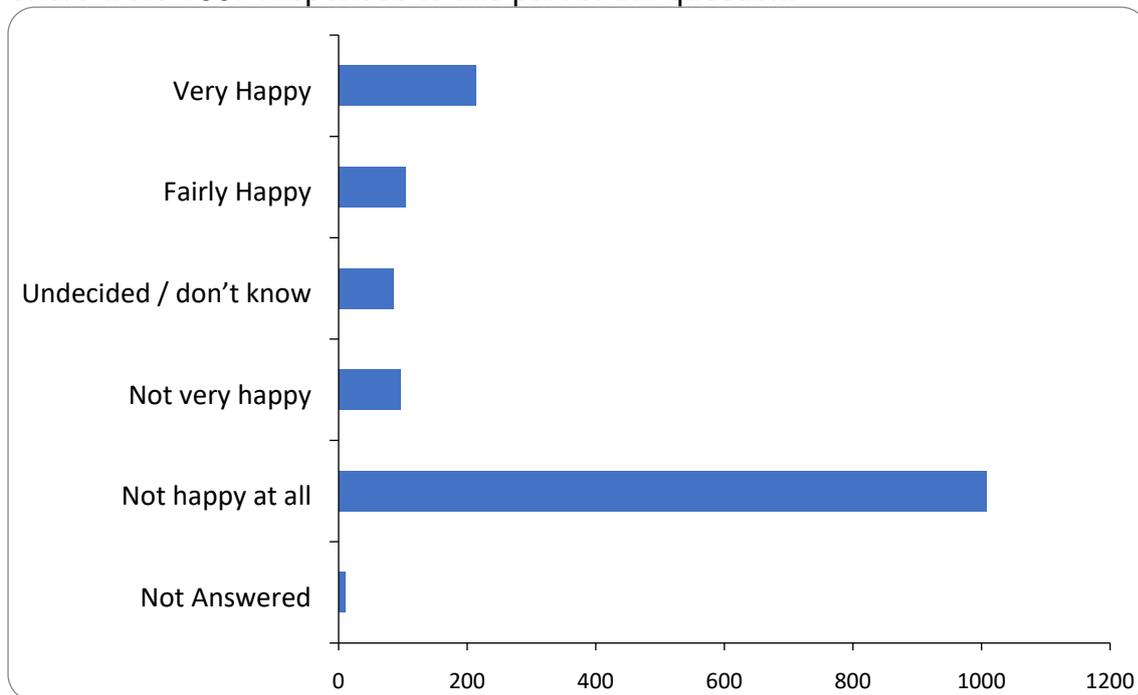
There were 1501 responses to this part of the question.



Option	Total	Percent
Very Happy	325	21.42%
Fairly Happy	374	24.65%
Undecided / don't know	156	10.28%
Not very happy	74	4.88%
Not happy at all	572	37.71%
Not Answered	16	1.05%

Please select which best describes your view - Removing kerbside parking along Preston New Road

There were 1507 responses to this part of the question.

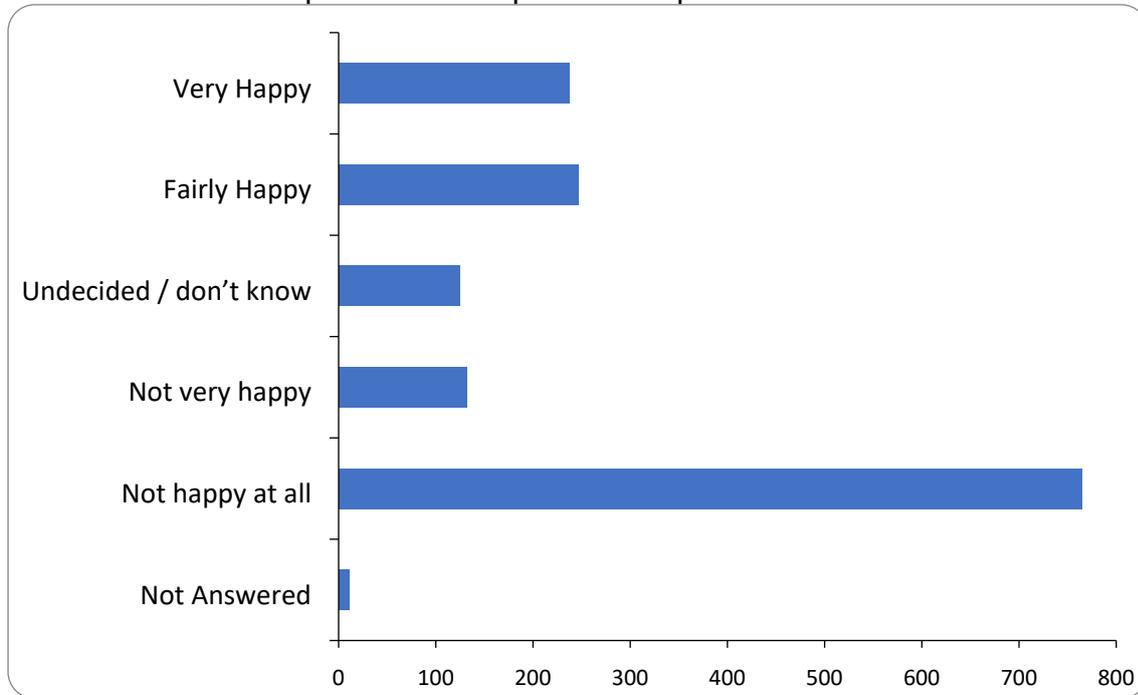


Option	Total	Percent
Very Happy	214	14.11%
Fairly Happy	104	6.86%
Undecided / don't know	85	5.60%
Not very happy	96	6.33%
Not happy at all	1008	66.45%
Not Answered	10	0.66%

7: How do you feel about our plans and ideas for Preston New Road / Fairhaven Road / North Road Junction?

Please select which best describes your view - Creating a traffic light controlled junction

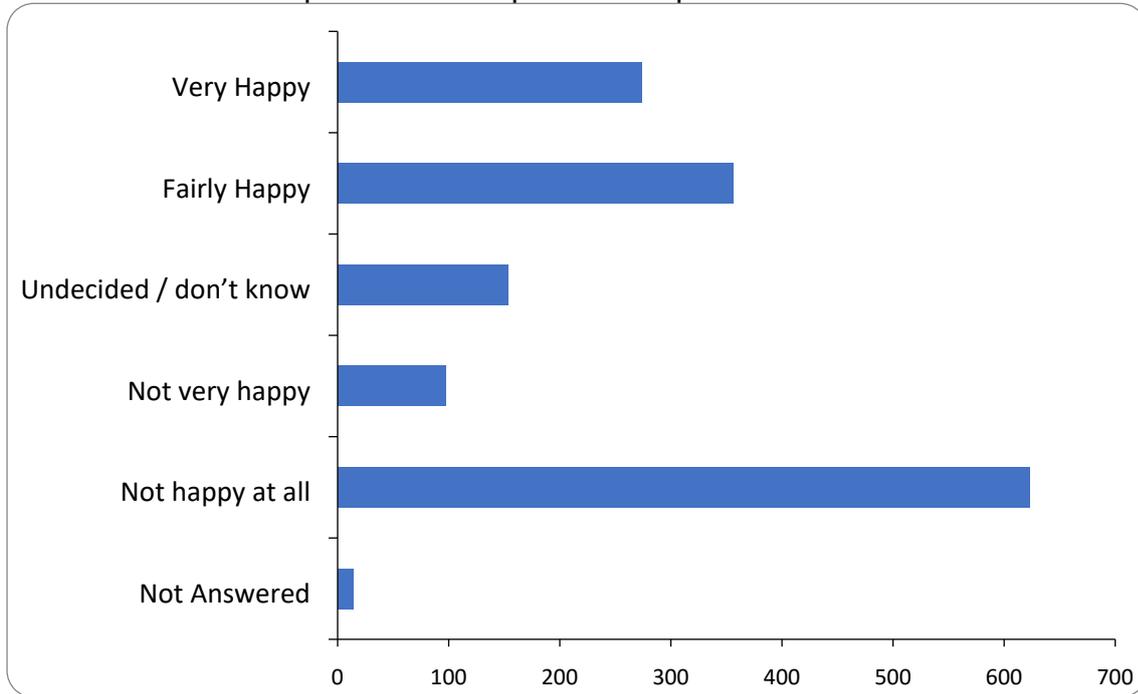
There were 1506 responses to this part of the question.



Option	Total	Percent
Very Happy	237	15.62%
Fairly Happy	247	16.28%
Undecided / don't know	125	8.24%
Not very happy	132	8.70%
Not happy at all	765	50.43%
Not Answered	11	0.73%

Please select which best describes your view - Push button crossings for people walking on all sides of the junction

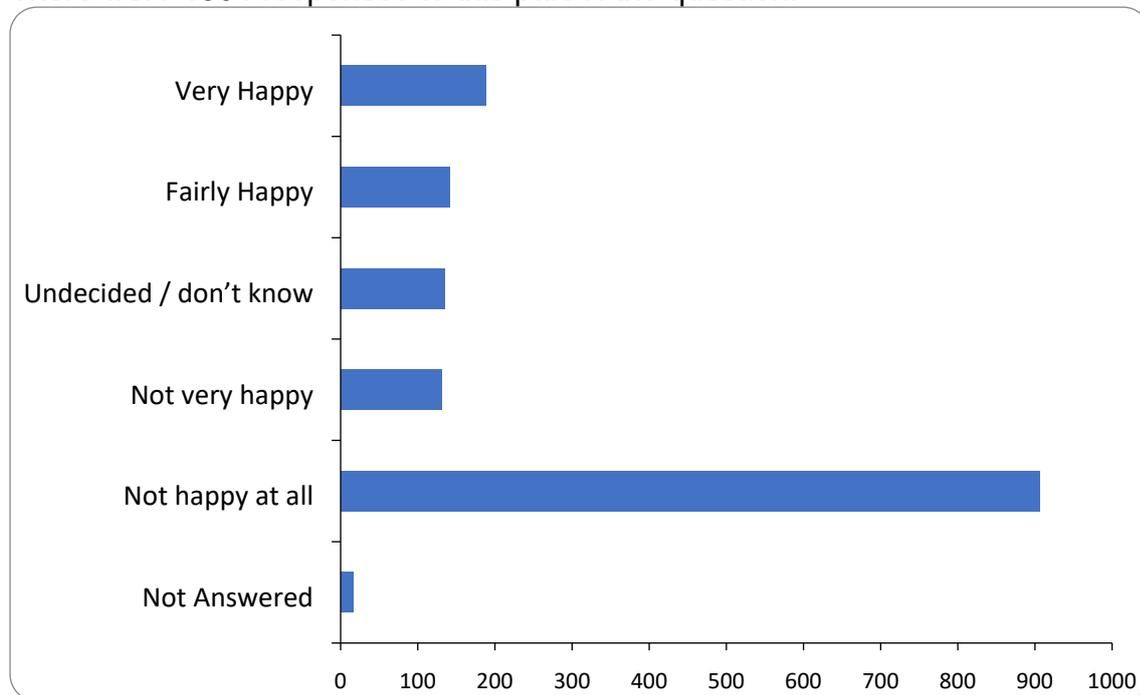
There were 1503 responses to this part of the question.



Option	Total	Percent
Very Happy	274	18.06%
Fairly Happy	356	23.47%
Undecided / don't know	153	10.09%
Not very happy	97	6.39%
Not happy at all	623	41.07%
Not Answered	14	0.92%

Please select which best describes your view - Advance waiting areas for people cycling turning right and at the front of the junction

There were 1501 responses to this part of the question.

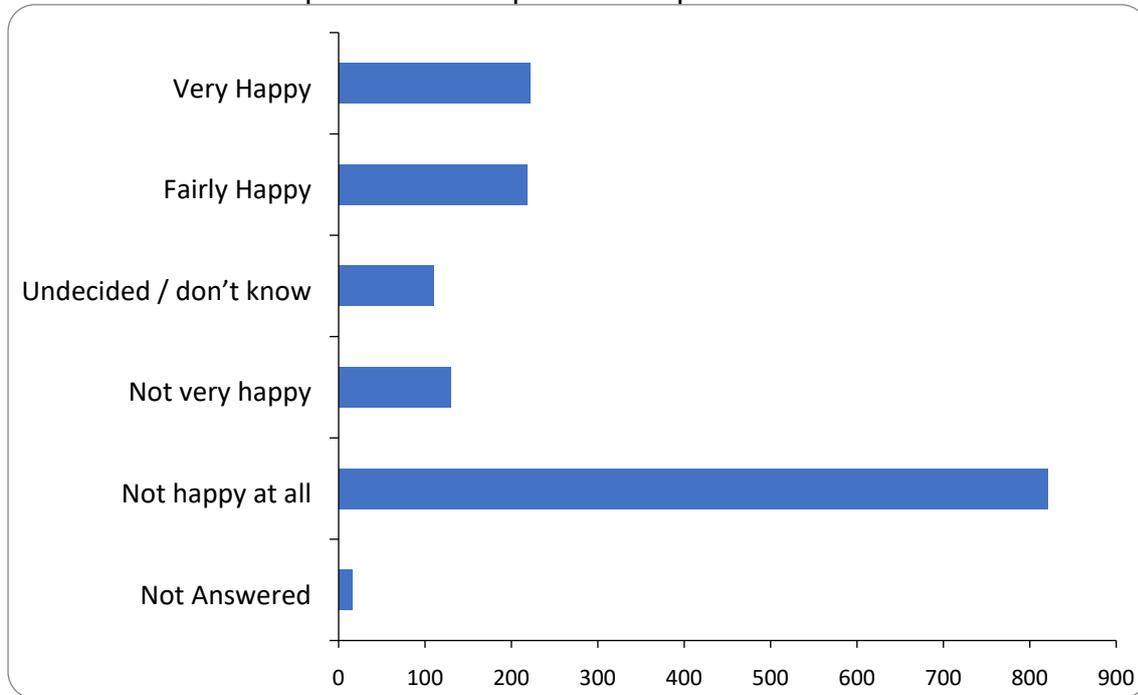


Option	Total	Percent
Very Happy	188	12.39%
Fairly Happy	141	9.29%
Undecided / don't know	135	8.90%
Not very happy	131	8.64%
Not happy at all	906	59.72%
Not Answered	16	1.05%

8: How do you feel about our plans and ideas as the route reaches the Plough Roundabout?

Please select which best describes your view - Creating a safe cycling link to the Plough Roundabout

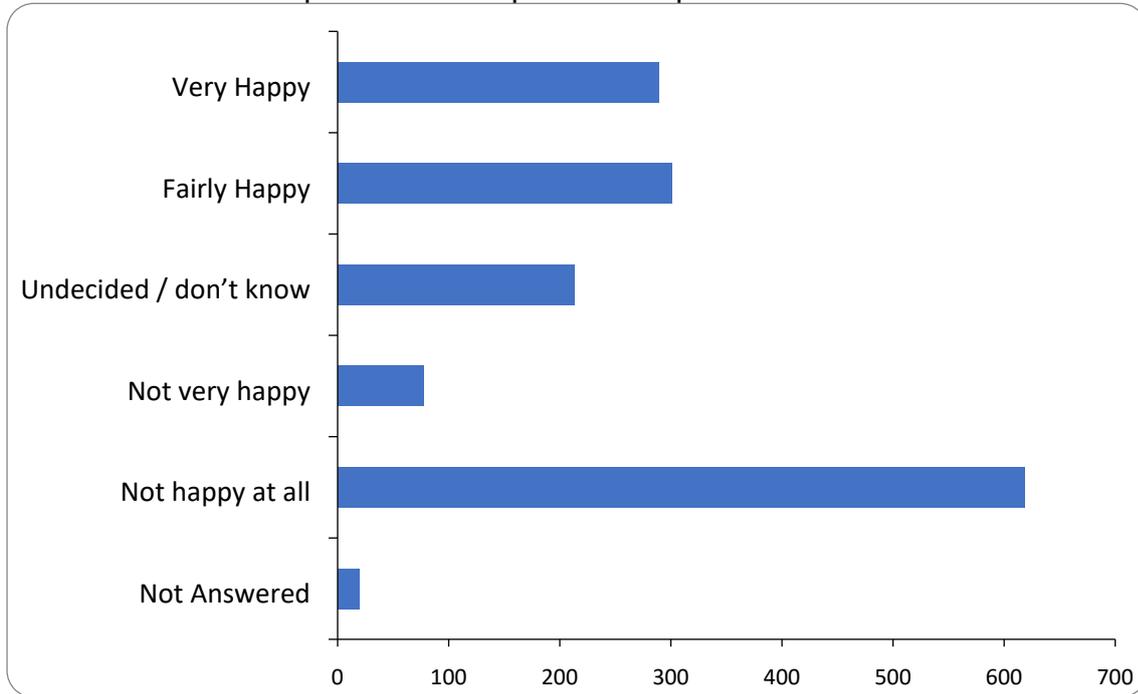
There were 1501 responses to this part of the question.



Option	Total	Percent
Very Happy	222	14.63%
Fairly Happy	218	14.37%
Undecided / don't know	110	7.25%
Not very happy	130	8.57%
Not happy at all	821	54.12%
Not Answered	16	1.05%

Please select which best describes your view - Future plans to link to the Coastal Path

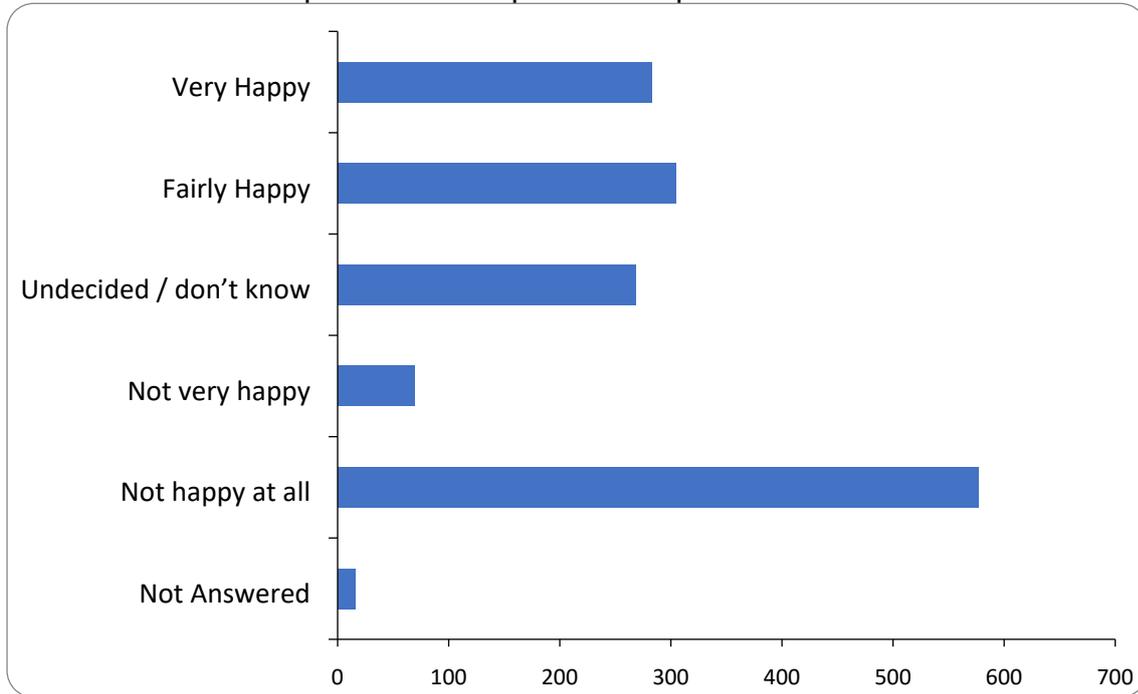
There were 1498 responses to this part of the question.



Option	Total	Percent
Very Happy	289	19.05%
Fairly Happy	301	19.84%
Undecided / don't know	213	14.04%
Not very happy	77	5.08%
Not happy at all	618	40.74%
Not Answered	19	1.25%

Please select which best describes your view - Future plans to improve the link across the wetlands to Banks

There were 1501 responses to this part of the question.



Option	Total	Percent
Very Happy	283	18.66%
Fairly Happy	304	20.04%
Undecided / don't know	268	17.67%
Not very happy	69	4.55%
Not happy at all	577	38.04%
Not Answered	16	1.05%

9: Do you have any ideas where you would like a bench so you can stop and rest?

Please describe the location as best as you can

There were 456 responses to this part of the question.

10: Do you have any ideas where you would like cycle parking?

Please describe the location as best as you can

There were 483 responses to this part of the question.

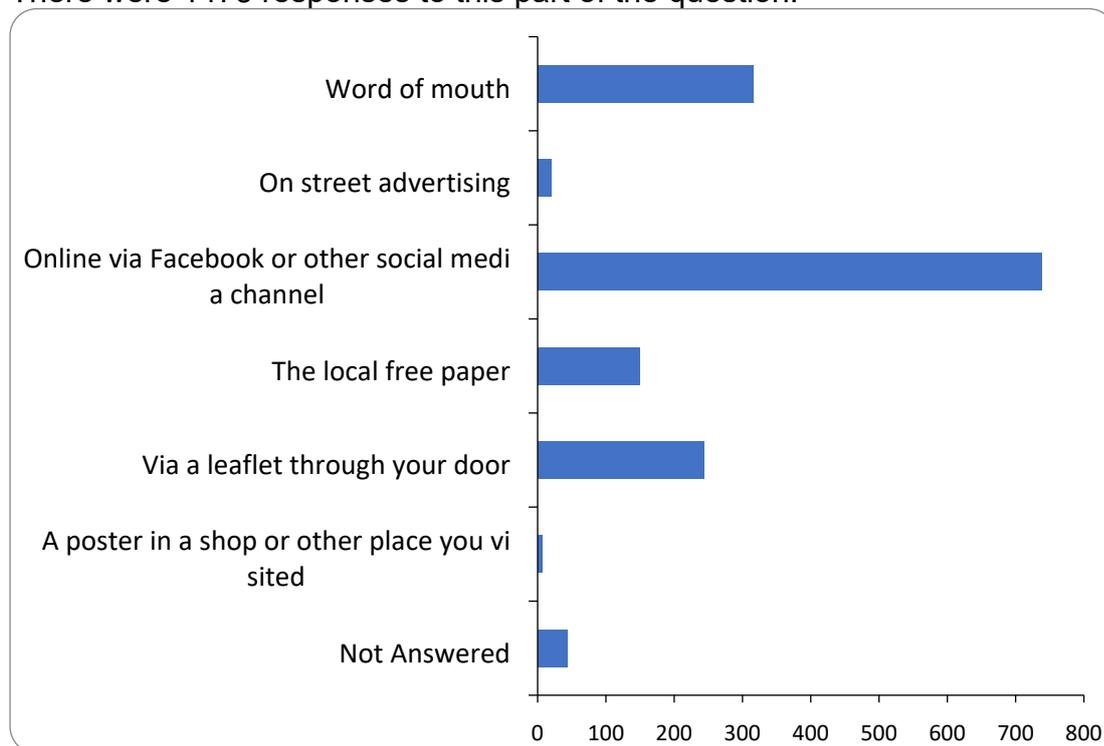
11: Please use this space to tell us any extra information.

Text box for your comments

There were 993 responses to this part of the question.

12: How did you find out about this consultation?

There were 1473 responses to this part of the question.

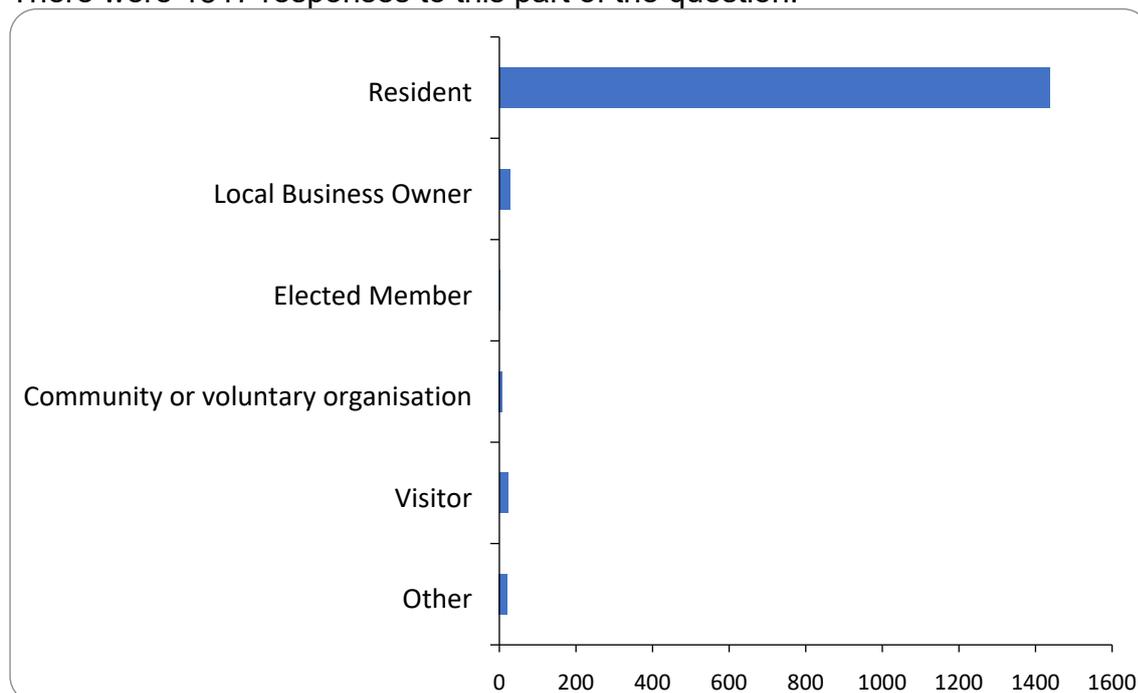


Option	Total	Percent
Word of mouth	316	20.83%
On street advertising	20	1.32%
Online via Facebook or other social media channel	738	48.65%

The local free paper	150	9.89%
Via a leaflet through your door	243	16.02%
A poster in a shop or other place you visited	6	0.40%
Not Answered	44	2.90%

13: Are you responding as:

There were 1517 responses to this part of the question.



Option	Total	Percent
Resident	1437	94.73%
Local Business Owner	27	1.78%
Elected Member	2	0.13%
Community or voluntary organisation	8	0.53%
Visitor	22	1.45%
Other	21	1.38%
Not Answered	0	0.00%

Other (please specify)

There were 46 responses to this part of the question.

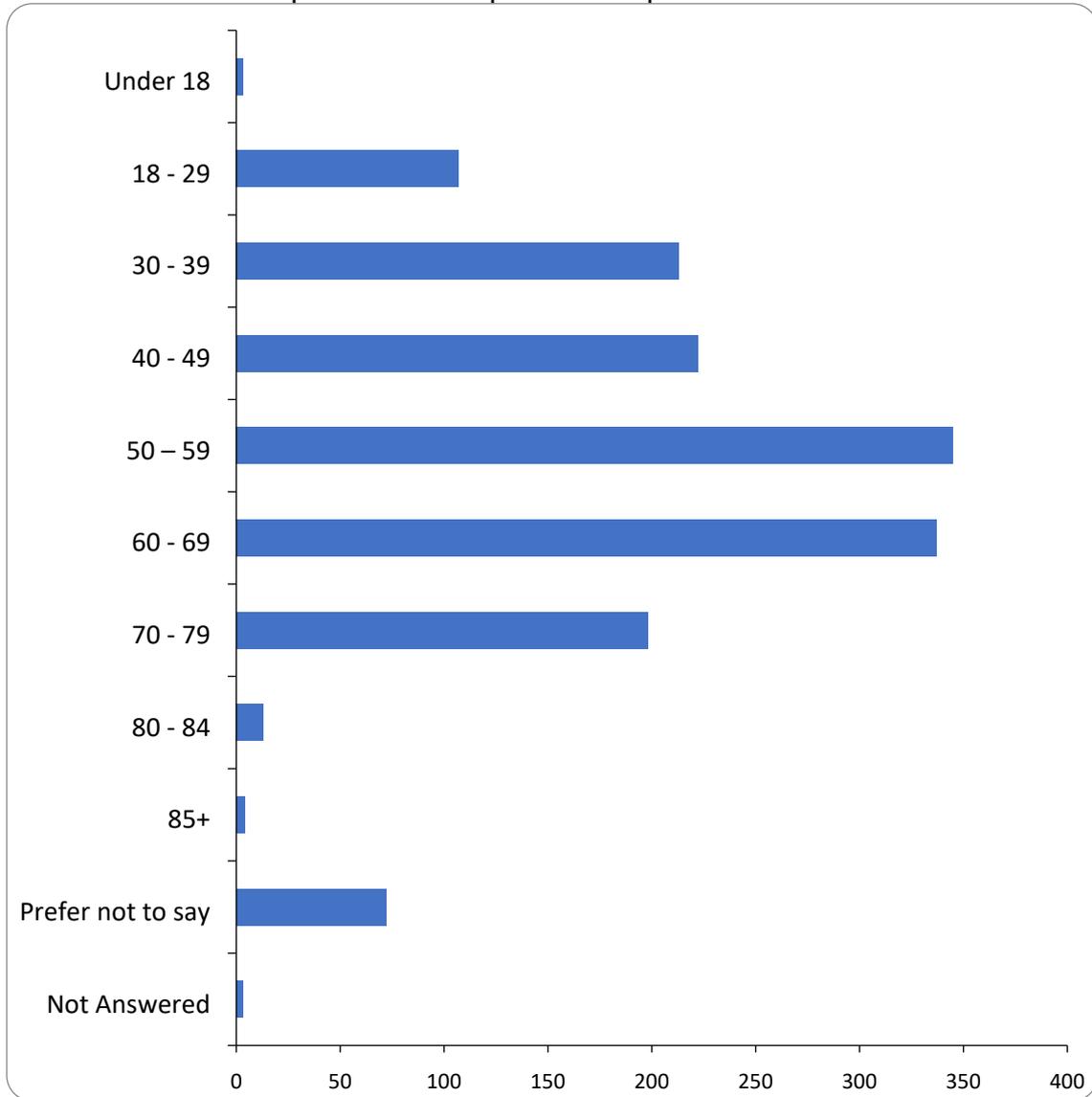
14: Please tell us the first part of your postcode

There were 1492 responses to this part of the question.

15: How old are you?

Age

There were 1514 responses to this part of the question.



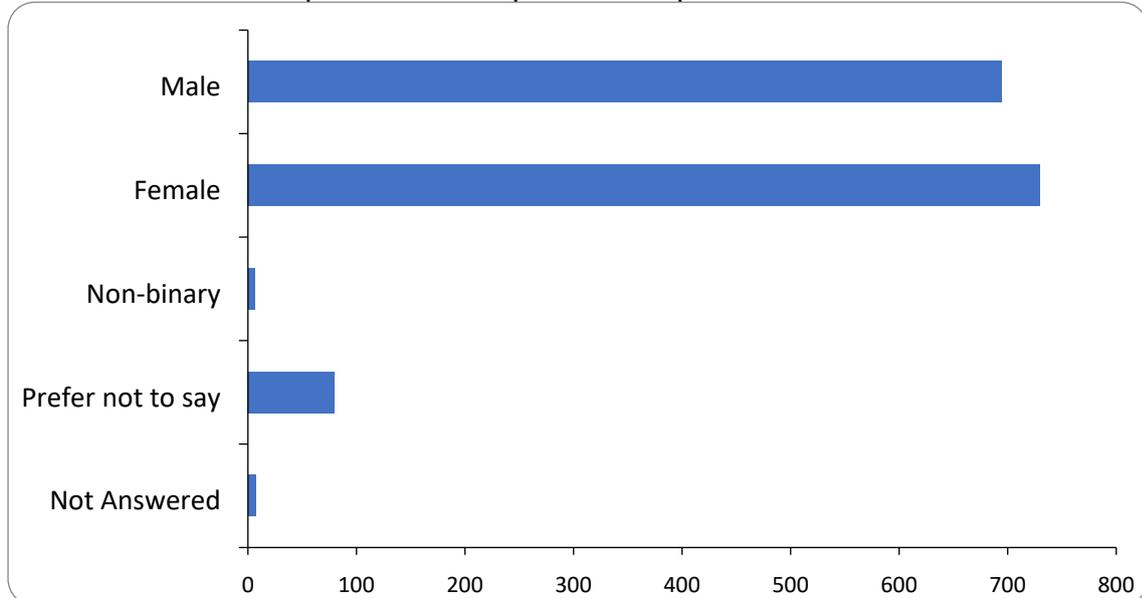
Option	Total	Percent
Under 18	3	0.20%
18 - 29	107	7.05%
30 - 39	213	14.04%
40 - 49	222	14.63%
50 - 59	345	22.74%
60 - 69	337	22.21%
70 - 79	198	13.05%
80 - 84	13	0.86%
85+	4	0.26%
Prefer not to say	72	4.75%

Not Answered	3	0.20%
---------------------	---	-------

16: Are you

Sex

There were 1510 responses to this part of the question.



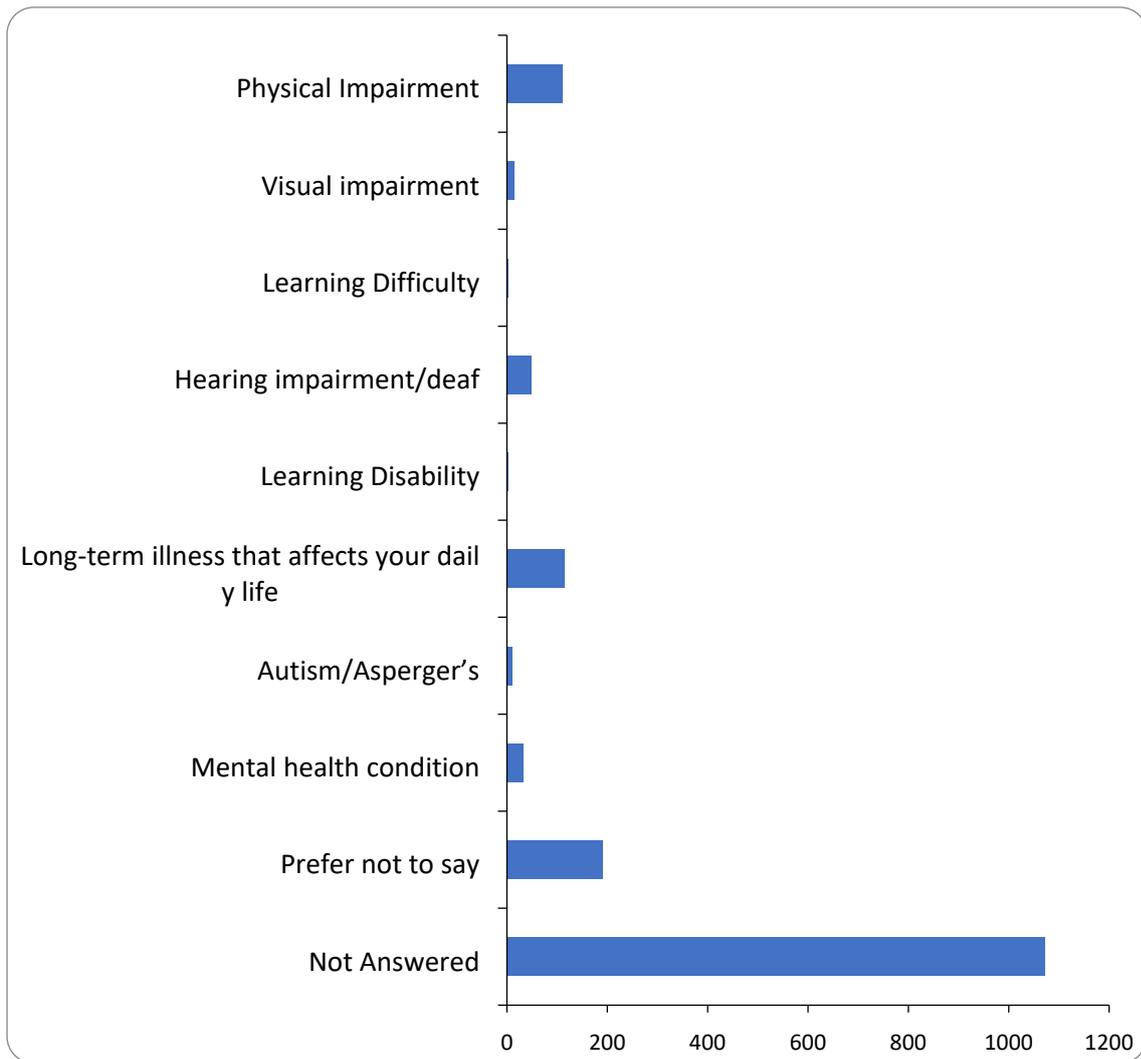
Option	Total	Percent
Male	694	45.75%
Female	730	48.12%
Non-binary	6	0.40%
Prefer not to say	80	5.27%
Not Answered	7	0.46%

Other sex:

There were 6 responses to this part of the question.

17: Disability: Do you have any of the following (please tick all that apply):

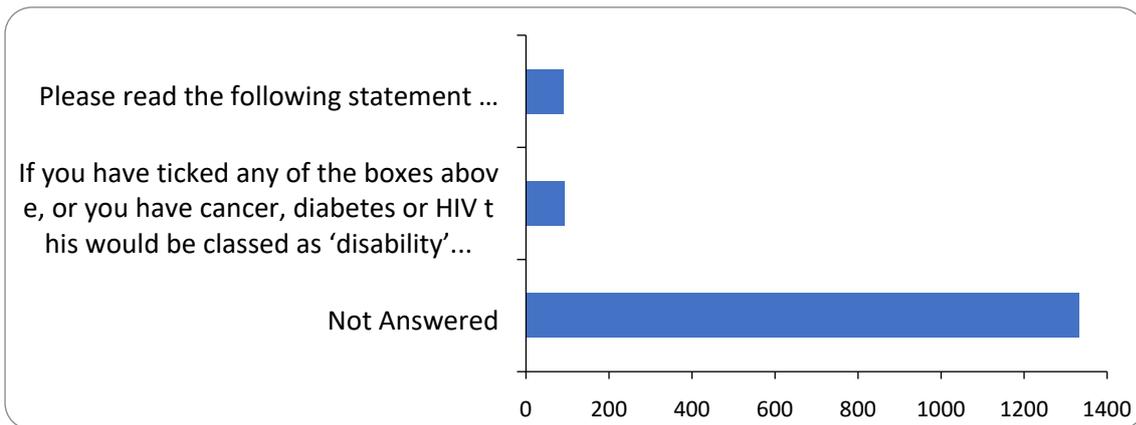
There were 444 responses to this part of the question.



Option	Total	Percent
Physical Impairment	111	7.32%
Visual impairment	15	0.99%
Learning Difficulty	4	0.26%
Hearing impairment/deaf	50	3.30%
Learning Disability	4	0.26%
Long-term illness that affects your daily life	116	7.65%
Autism/Asperger's	11	0.73%
Mental health condition	34	2.24%
Dementia	0	0.00%
Prefer not to say	192	12.66%
Not Answered	1073	70.73%

Consider disabled?

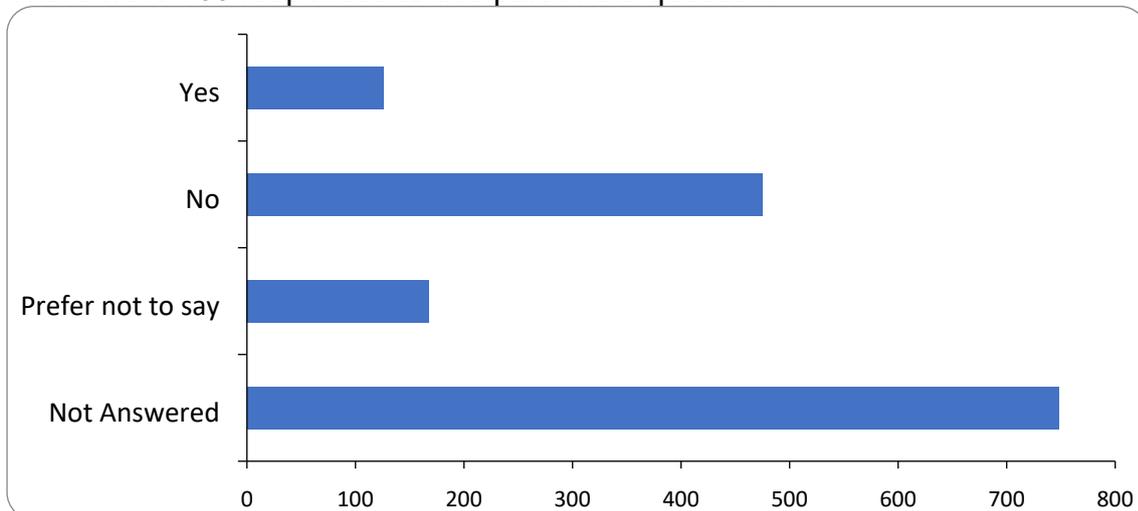
There were 185 responses to this part of the question.



Option	Total	Percent
Please read the following statement ...	91	6.00%
If you have ticked any of the boxes above, or you have cancer, diabetes or HIV this would be classed as 'disability' under the legislation. Do you consider yourself to be 'disabled'?	94	6.20%
Not Answered	1332	87.80%

18: If you have ticked any of the boxes above, or you have cancer, diabetes or HIV this would be classed as 'disability' under the legislation. Do you consider yourself to be 'disabled'?

There were 769 responses to this part of the question.

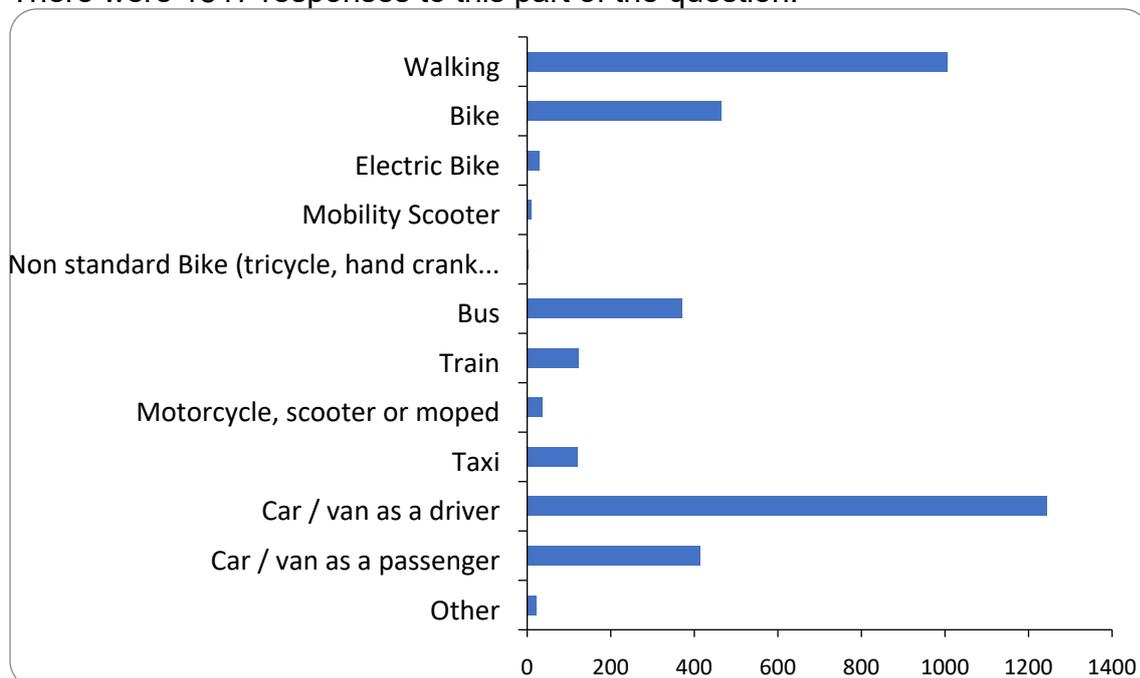


Option	Total	Percent
Yes	126	8.31%
No	475	31.31%
Prefer not to say	168	11.07%
Not Answered	748	49.31%

19: How do you normally travel around Southport?

Travel How

There were 1517 responses to this part of the question.

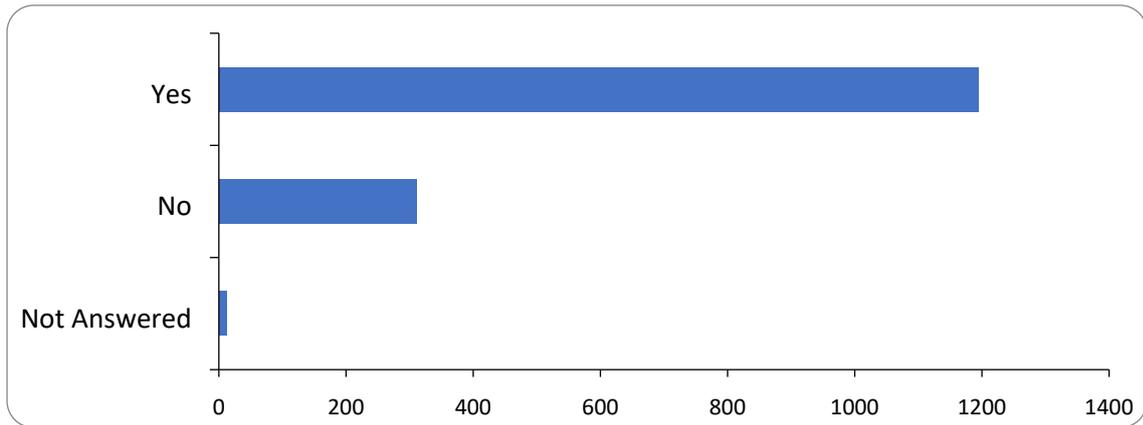


Option	Total	Percent
Walking	1007	66.38%
Bike	466	30.72%
Electric Bike	30	1.98%
Mobility Scooter	11	0.73%
Non standard Bike (tricycle, hand crank etc)	3	0.20%
Bus	371	24.46%
Train	124	8.17%
Motorcycle, scooter or moped	37	2.44%
Taxi	122	8.04%
Car / van as a driver	1245	82.07%
Car / van as a passenger	415	27.36%
Other	22	1.45%
Not Answered	0	0.00%

20: Do you agree for us to use your personal data in this way?

personal data agreement

There were 1505 responses to this part of the question.



Option	Total	Percent
Yes	1194	78.71%
No	311	20.50%
Not Answered	12	0.79%

Southport Walking and Cycling Route - Birkdale to Ainsdale

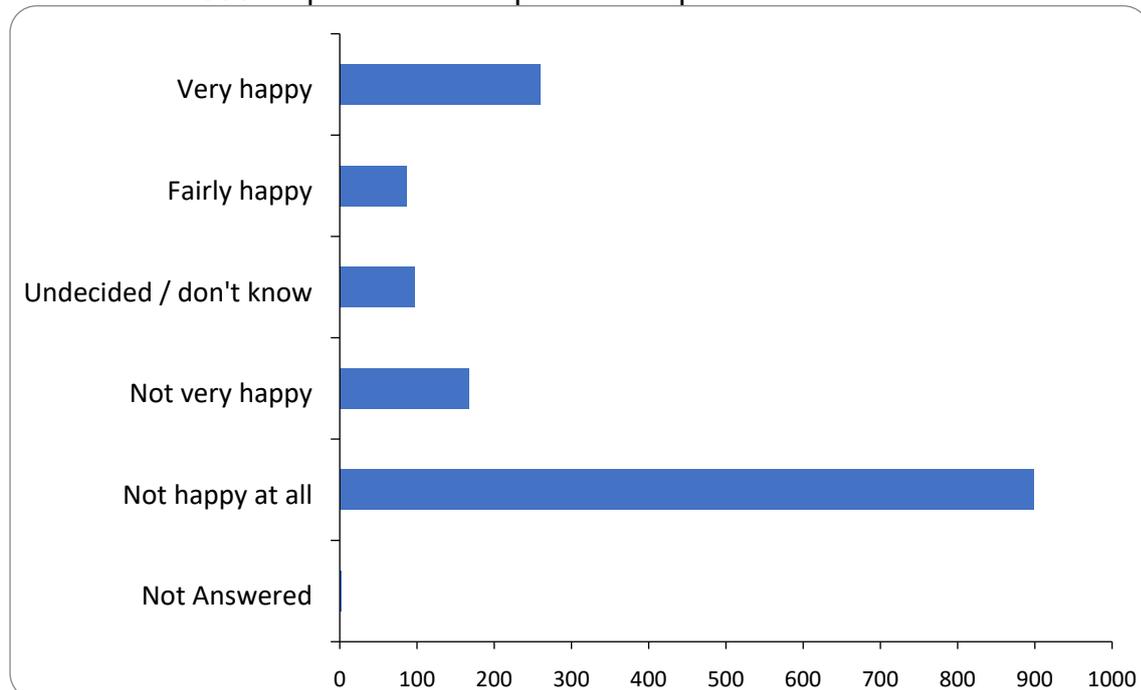
The consultation ran from 21/05/2021 to 25/07/2021

Responses to this survey: **1510**

1: How do you feel about our plans and ideas for Aughton Road from Hollybrook Road to York Road?

Hollybrook / Aughton - Creating a walking and cycling friendly Street

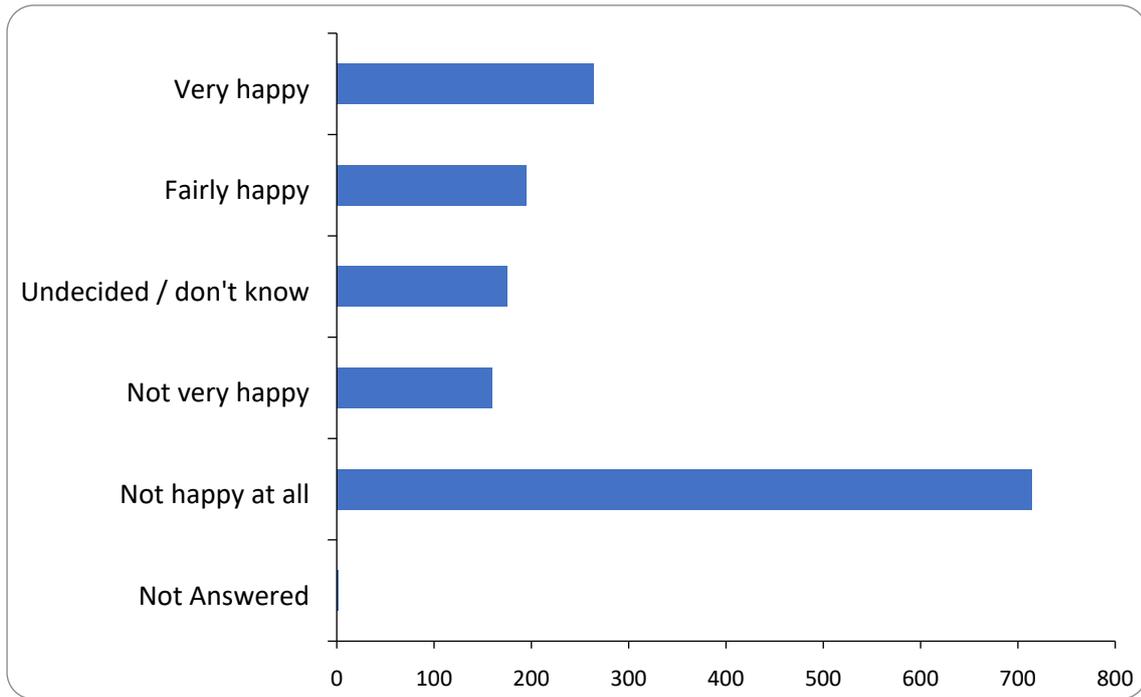
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	259	17.15%
Fairly happy	87	5.76%
Undecided / don't know	97	6.42%
Not very happy	167	11.06%
Not happy at all	898	59.47%
Not Answered	2	0.13%

Hollybrook / Aughton - Making it easier to cross Hollybrook Road by reducing the distance to cross for people walking

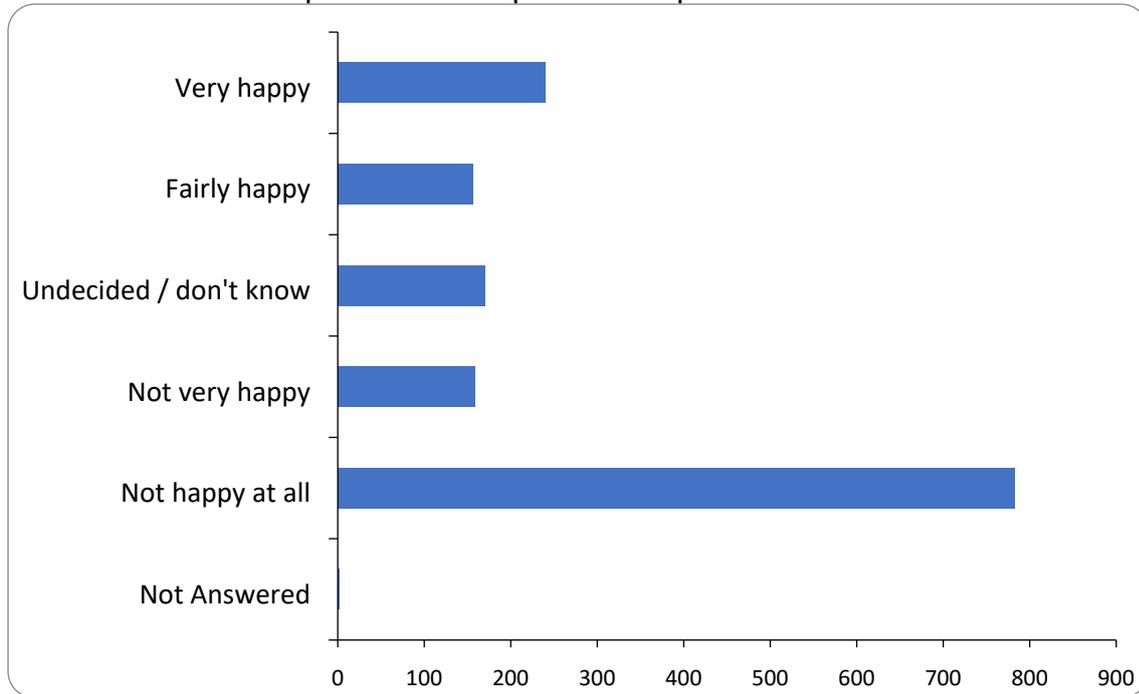
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	264	17.48%
Fairly happy	195	12.91%
Undecided / don't know	175	11.59%
Not very happy	160	10.60%
Not happy at all	714	47.28%
Not Answered	2	0.13%

Hollybrook / Aughton - Formalising kerbside parking along Aughton Road from Hollybrook Road to York Road

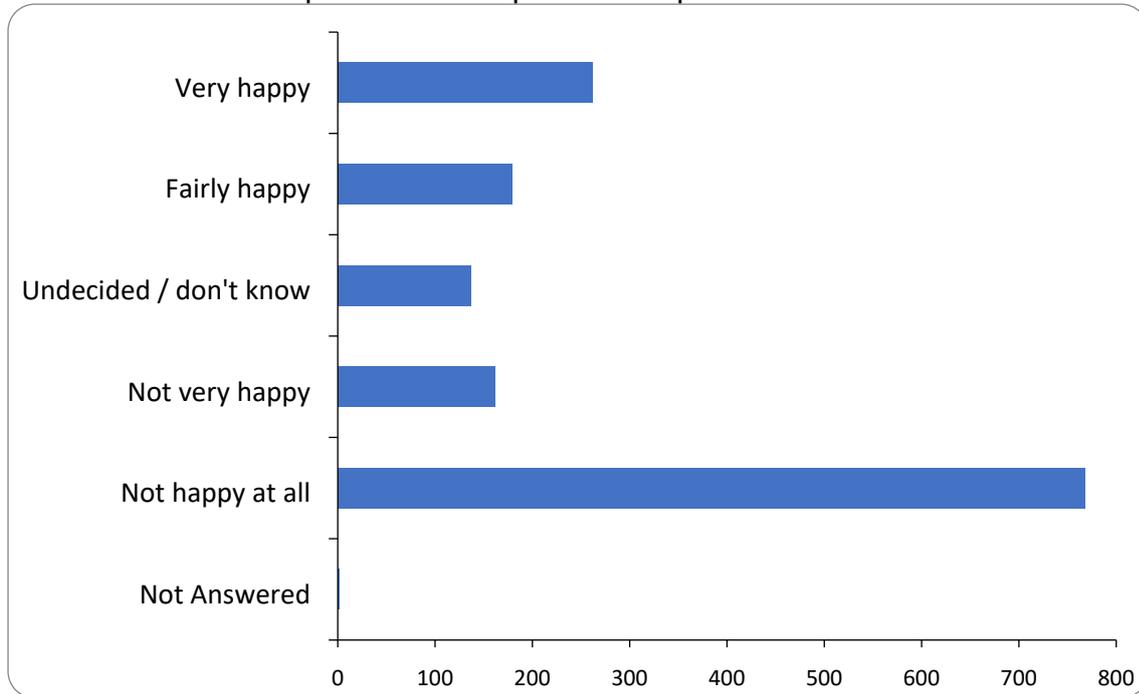
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	240	15.89%
Fairly happy	156	10.33%
Undecided / don't know	170	11.26%
Not very happy	159	10.53%
Not happy at all	783	51.85%
Not Answered	2	0.13%

Hollybrook / Aughton - Making it easier to cross York Road by reducing the distance to cross for people walking

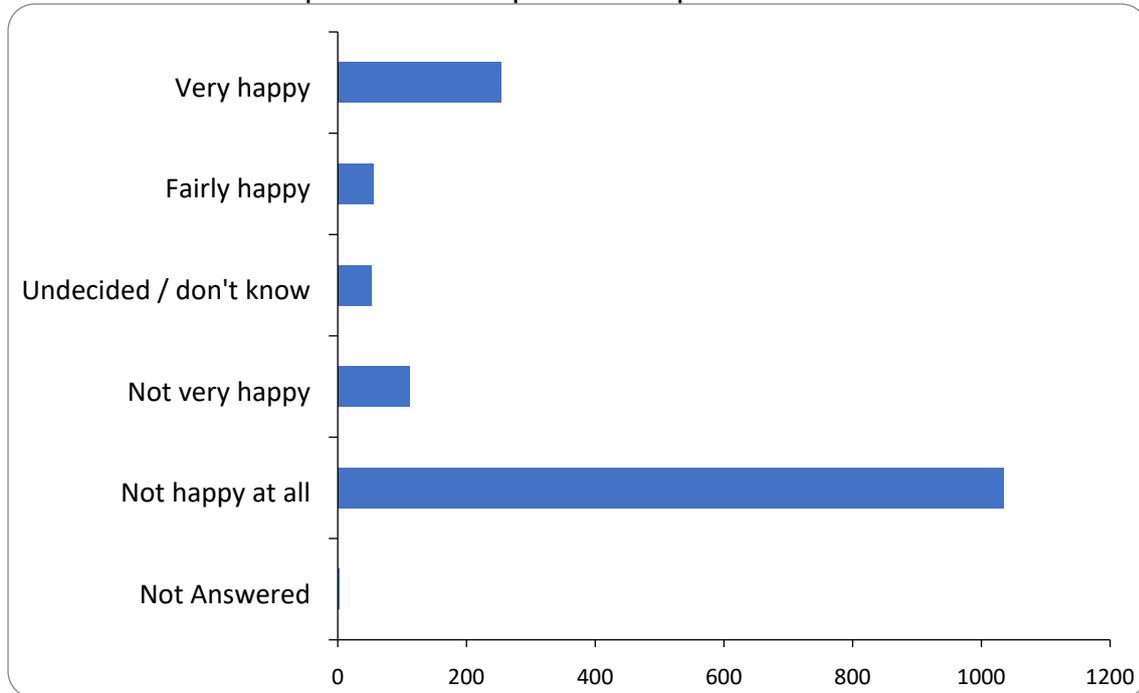
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	262	17.35%
Fairly happy	179	11.85%
Undecided / don't know	137	9.07%
Not very happy	162	10.73%
Not happy at all	768	50.86%
Not Answered	2	0.13%

2: How do you feel about our plans and ideas to make 'Quiet Streets' along York Road, Trafalgar Road and Greenbank Drive?

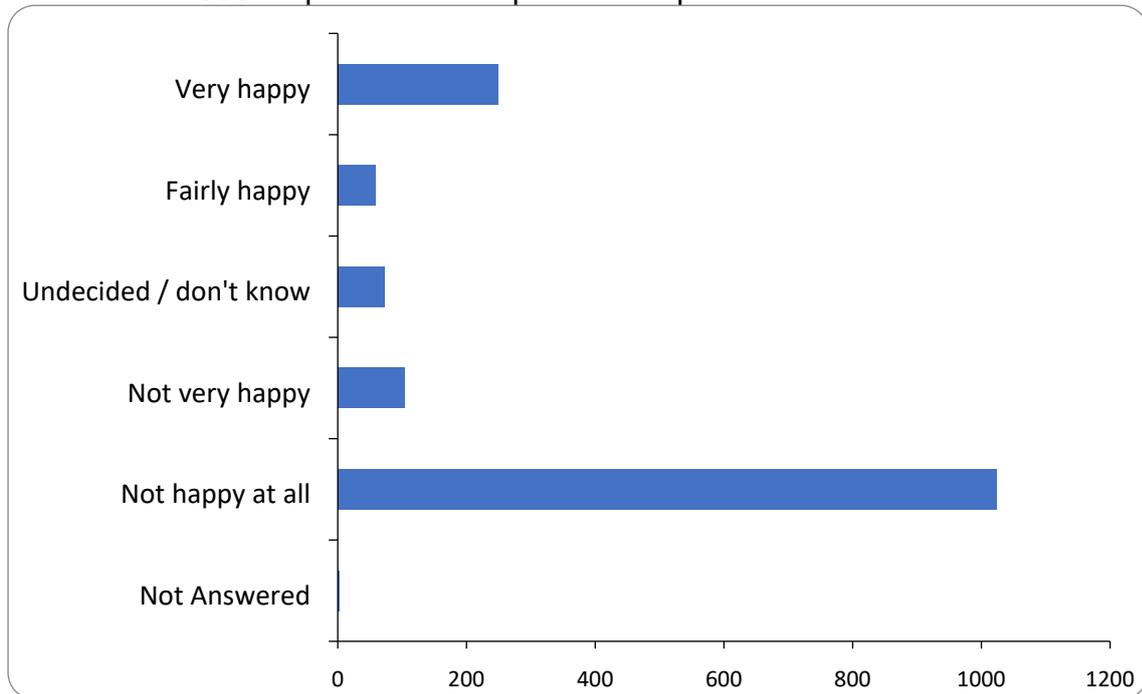
York Road - Creating quiet streets for walking and cycling along York Road
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	254	16.82%
Fairly happy	55	3.64%
Undecided / don't know	52	3.44%
Not very happy	112	7.42%
Not happy at all	1035	68.54%
Not Answered	2	0.13%

York Road - Creating quiet streets for walking and cycling along Trafalgar Road

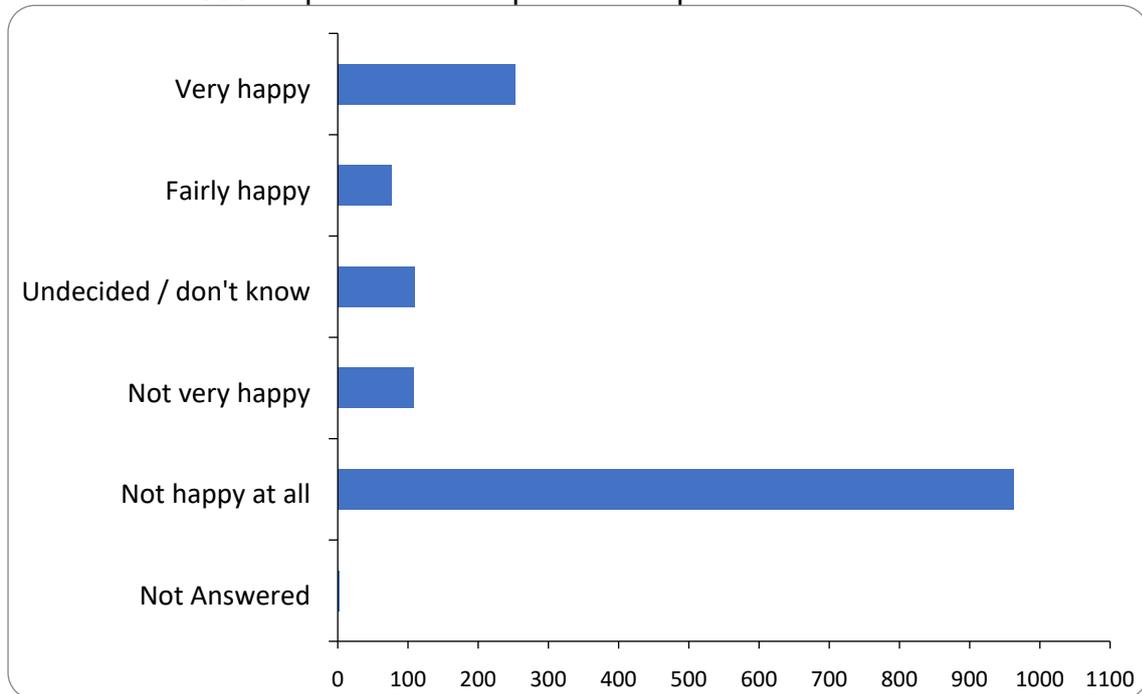
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	249	16.49%
Fairly happy	59	3.91%
Undecided / don't know	73	4.83%
Not very happy	104	6.89%
Not happy at all	1023	67.75%
Not Answered	2	0.13%

York Road - Creating quiet streets for walking and cycling along Greenbank Drive

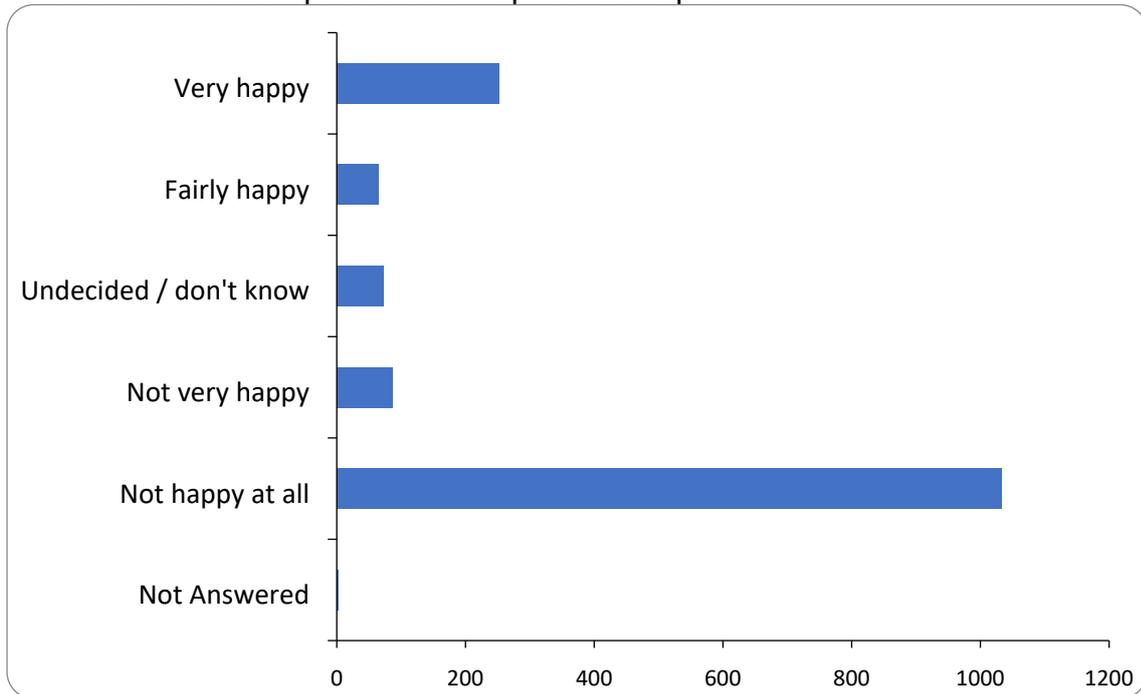
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	252	16.69%
Fairly happy	76	5.03%
Undecided / don't know	109	7.22%
Not very happy	108	7.15%
Not happy at all	963	63.77%
Not Answered	2	0.13%

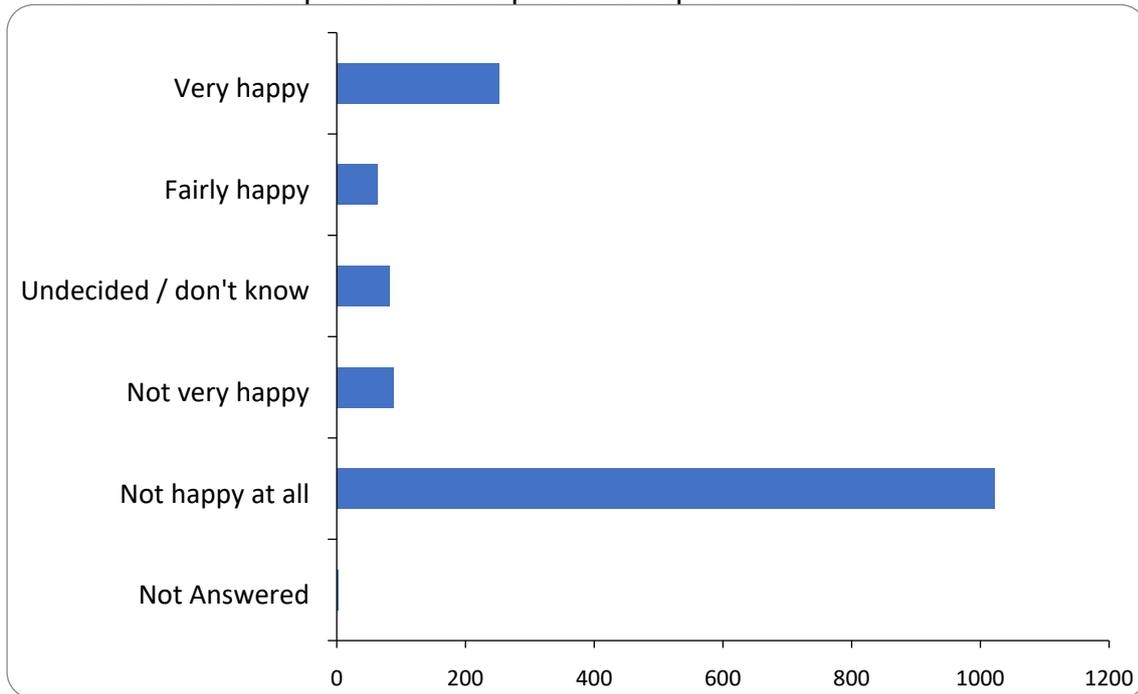
York Road - Adding filters on York Road / Weld Road junction

There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	252	16.69%
Fairly happy	65	4.30%
Undecided / don't know	72	4.77%
Not very happy	86	5.70%
Not happy at all	1033	68.41%
Not Answered	2	0.13%

York Road - Adding a filter on Trafalgar Road / Grosvenor Road Junction
 There were 1508 responses to this part of the question.

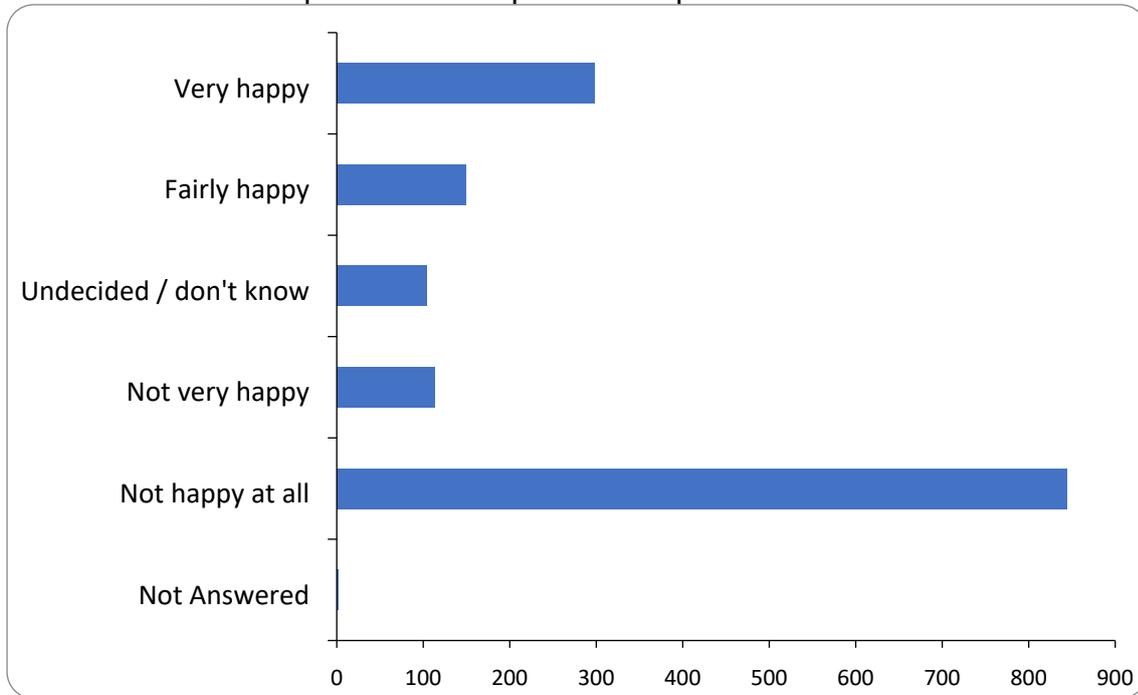


Option	Total	Percent
Very happy	252	16.69%
Fairly happy	64	4.24%
Undecided / don't know	82	5.43%
Not very happy	88	5.83%
Not happy at all	1022	67.68%
Not Answered	2	0.13%

3: How do you feel about our plans and ideas for Waterloo Road, Liverpool Road to Ainsdale Roundabout?

Waterloo Road - Creating a safe walking and cycling route to Greenbank High School and Birkdale High School

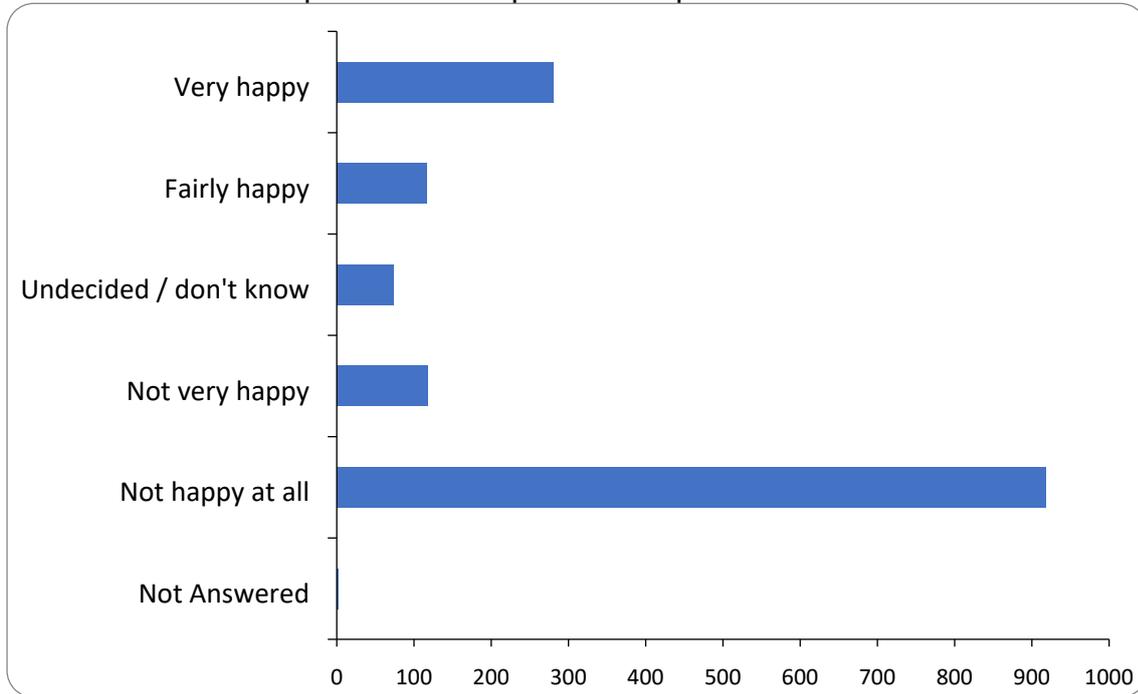
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	298	19.74%
Fairly happy	149	9.87%
Undecided / don't know	104	6.89%
Not very happy	113	7.48%
Not happy at all	844	55.89%
Not Answered	2	0.13%

Waterloo Road - Creating high quality family friendly cycle lanes on each side of the road along Waterloo Road from Greenbank Drive

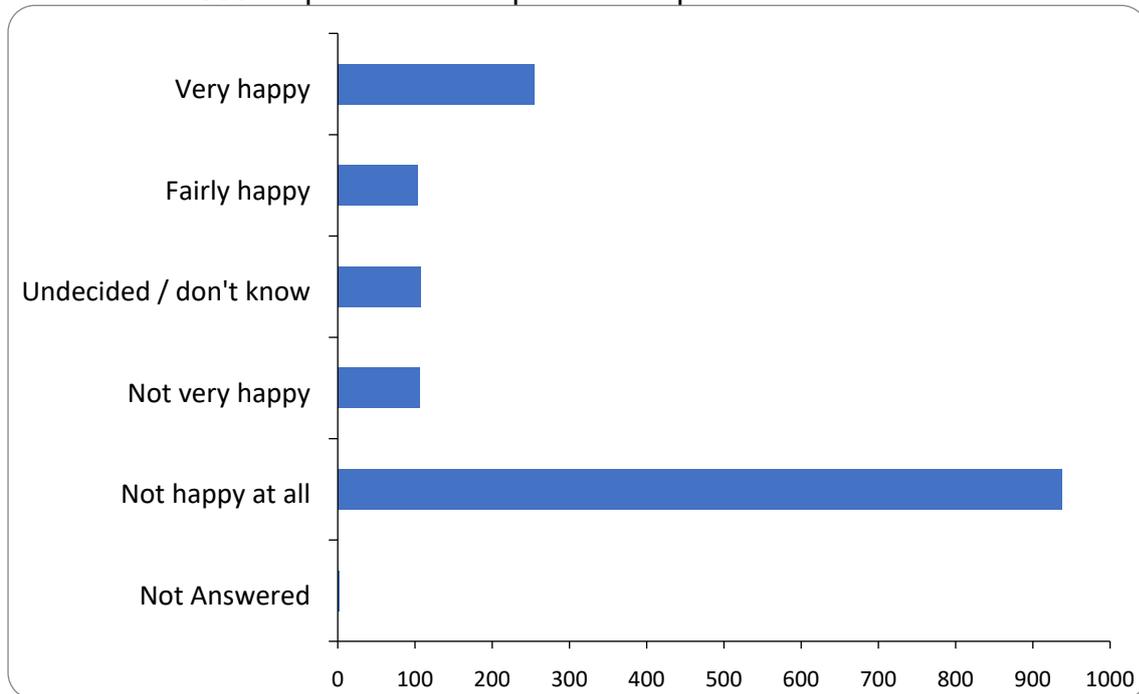
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	281	18.61%
Fairly happy	117	7.75%
Undecided / don't know	74	4.90%
Not very happy	118	7.81%
Not happy at all	918	60.79%
Not Answered	2	0.13%

Waterloo Road - Removing kerb side parking along Waterloo Road from Greenbank Drive

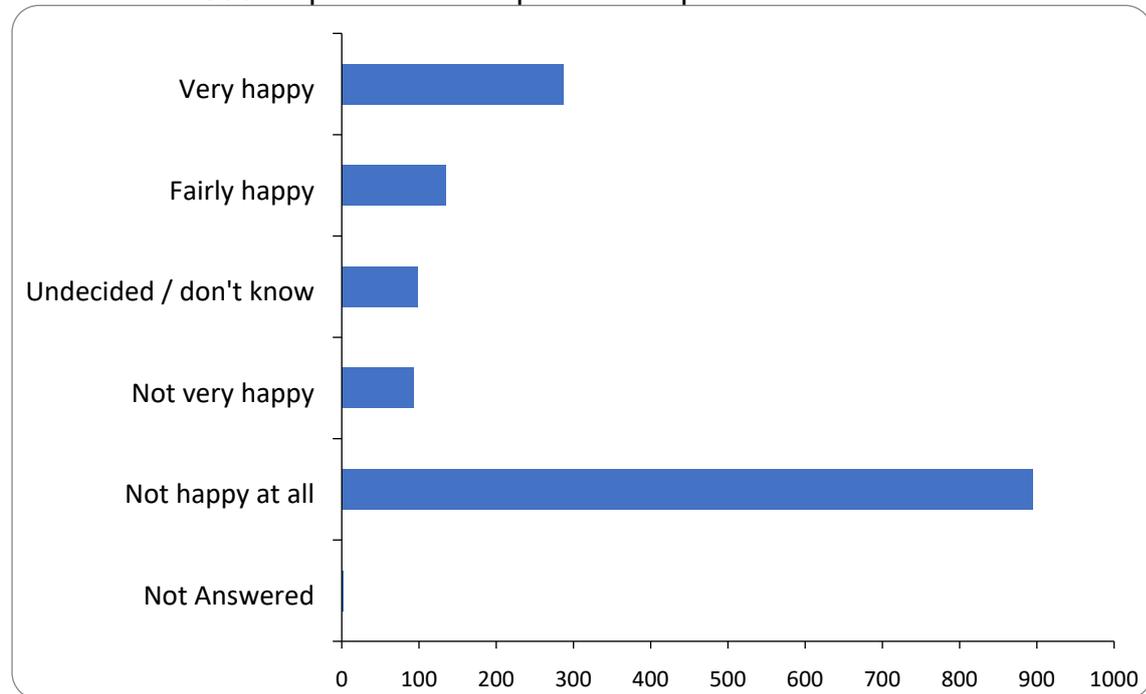
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	254	16.82%
Fairly happy	103	6.82%
Undecided / don't know	108	7.15%
Not very happy	106	7.02%
Not happy at all	937	62.05%
Not Answered	2	0.13%

Waterloo Road - Creating high quality family friendly cycle lanes over the railway bridge

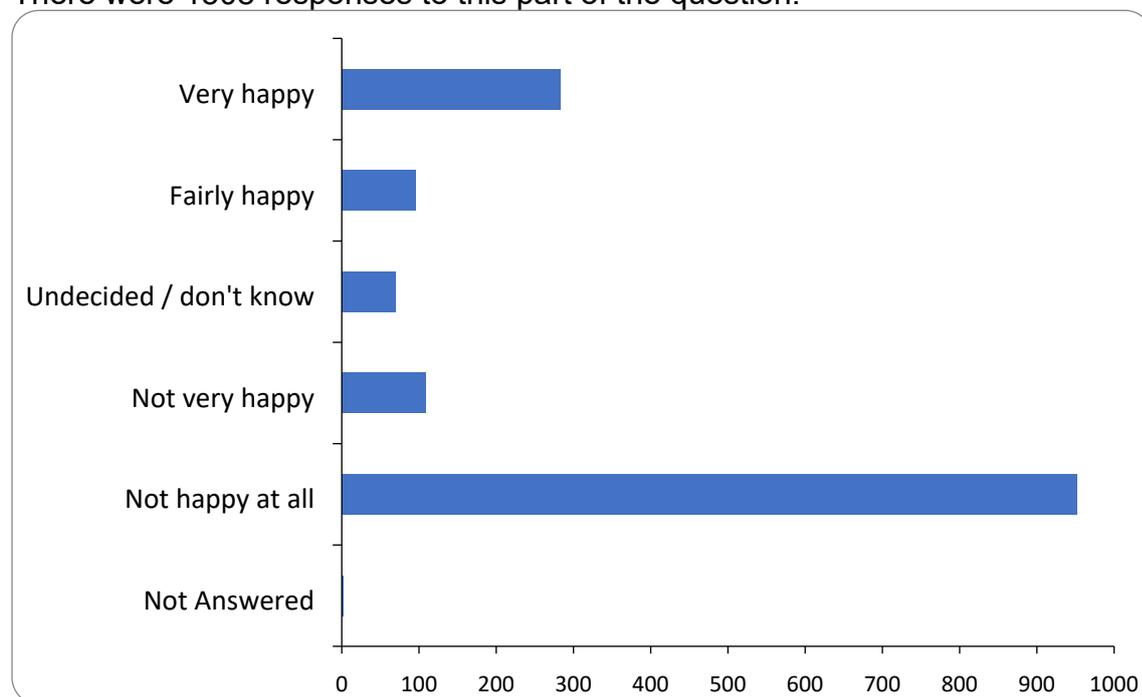
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	287	19.01%
Fairly happy	135	8.94%
Undecided / don't know	98	6.49%
Not very happy	93	6.16%
Not happy at all	895	59.27%
Not Answered	2	0.13%

Waterloo Road - Creating high quality family friendly cycle lanes on each side of the road along Liverpool Road to Ainsdale Roundabout

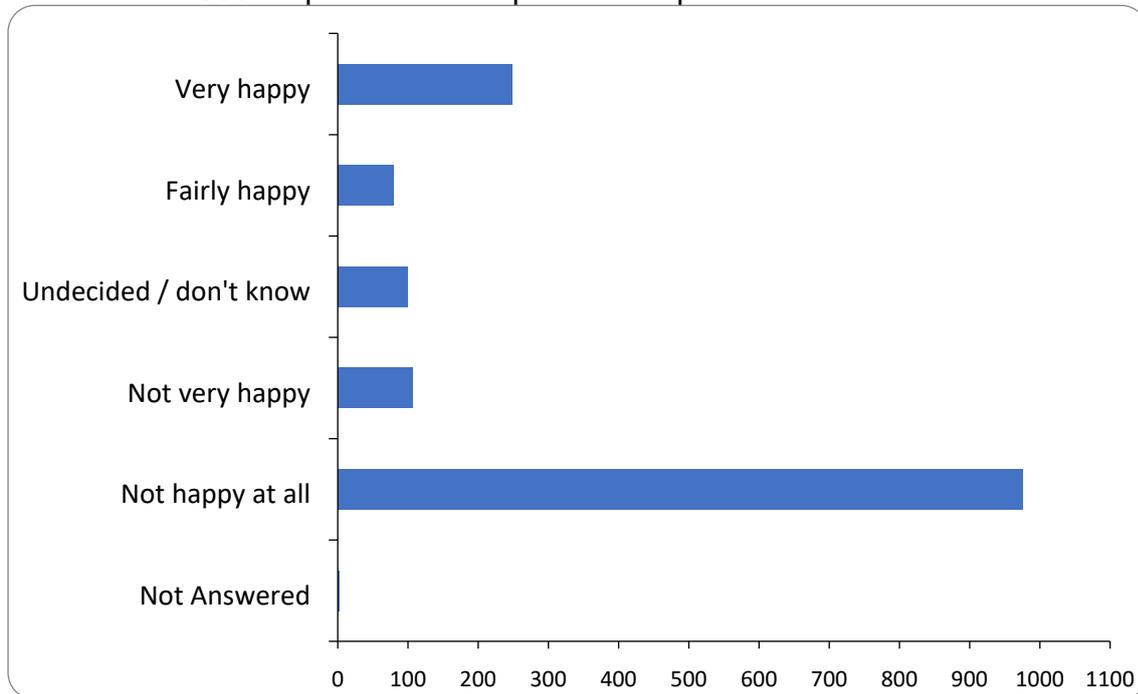
There were 1508 responses to this part of the question.



Option	Total	Percent
Very happy	283	18.74%
Fairly happy	95	6.29%
Undecided / don't know	69	4.57%
Not very happy	109	7.22%
Not happy at all	952	63.05%
Not Answered	2	0.13%

Waterloo Road - Removing kerb side parking along Liverpool Road to Ainsdale Roundabout

There were 1508 responses to this part of the question.

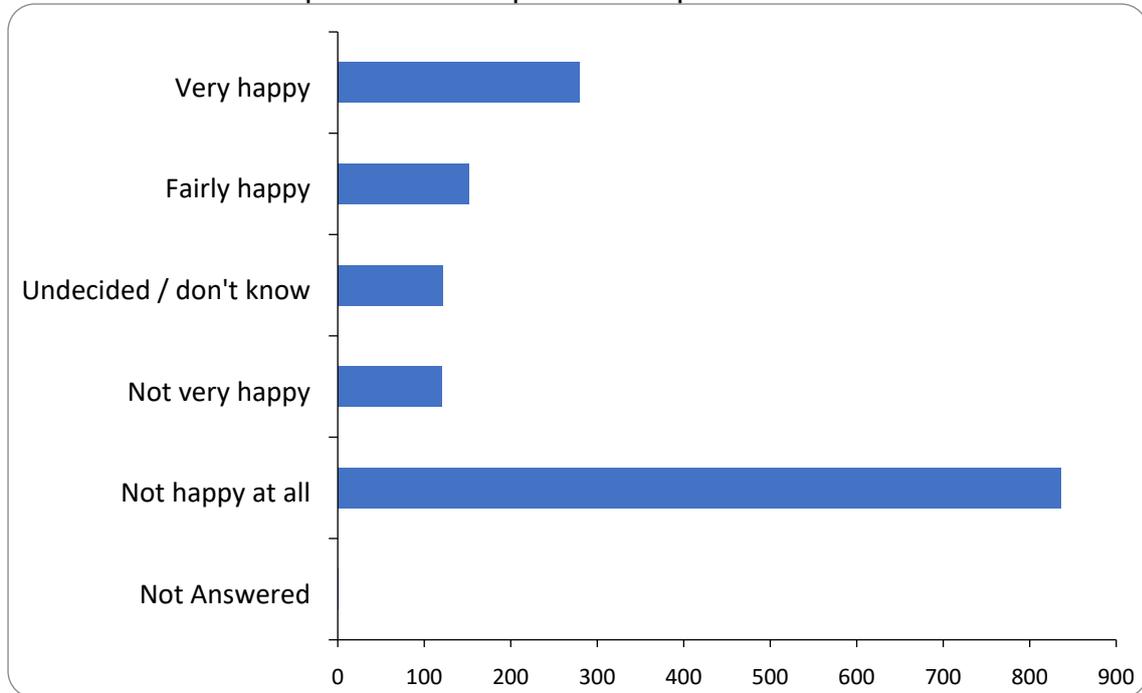


Option	Total	Percent
Very happy	248	16.42%
Fairly happy	80	5.30%
Undecided / don't know	99	6.56%
Not very happy	106	7.02%
Not happy at all	975	64.57%
Not Answered	2	0.13%

4: How do you feel about our plans and ideas for the large junctions along the route?

Waterloo Road / Carr Lane Junction - Waterloo Road / Sandon Road Junction

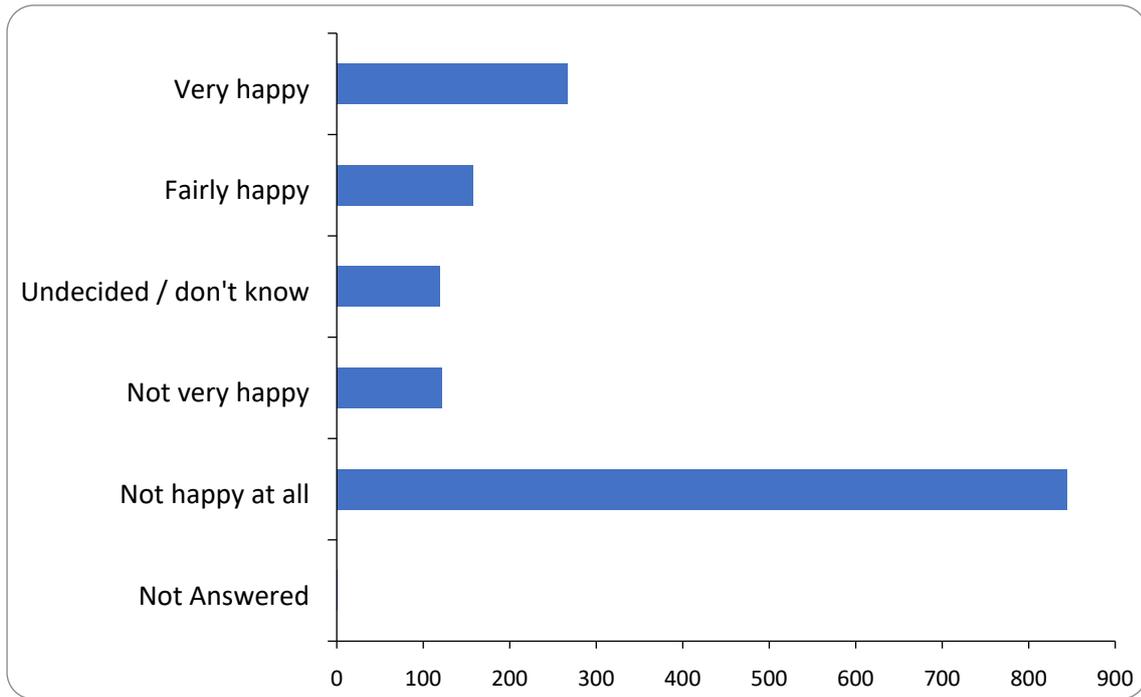
There were 1509 responses to this part of the question.



Option	Total	Percent
Very happy	279	18.48%
Fairly happy	152	10.07%
Undecided / don't know	122	8.08%
Not very happy	120	7.95%
Not happy at all	836	55.36%
Not Answered	1	0.07%

Waterloo Road / Carr Lane Junction - Liverpool Road / Carr Lane Junction

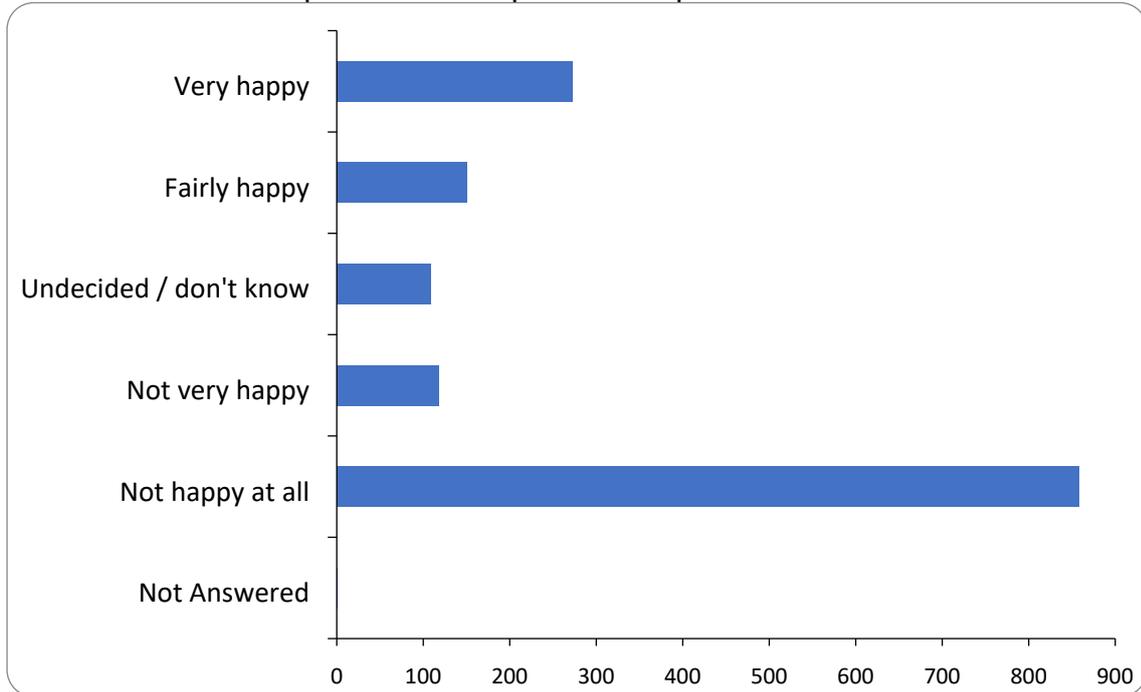
There were 1509 responses to this part of the question.



Option	Total	Percent
Very happy	267	17.68%
Fairly happy	157	10.40%
Undecided / don't know	119	7.88%
Not very happy	122	8.08%
Not happy at all	844	55.89%
Not Answered	1	0.07%

Waterloo Road / Carr Lane Junction - Ainsdale Roundabout

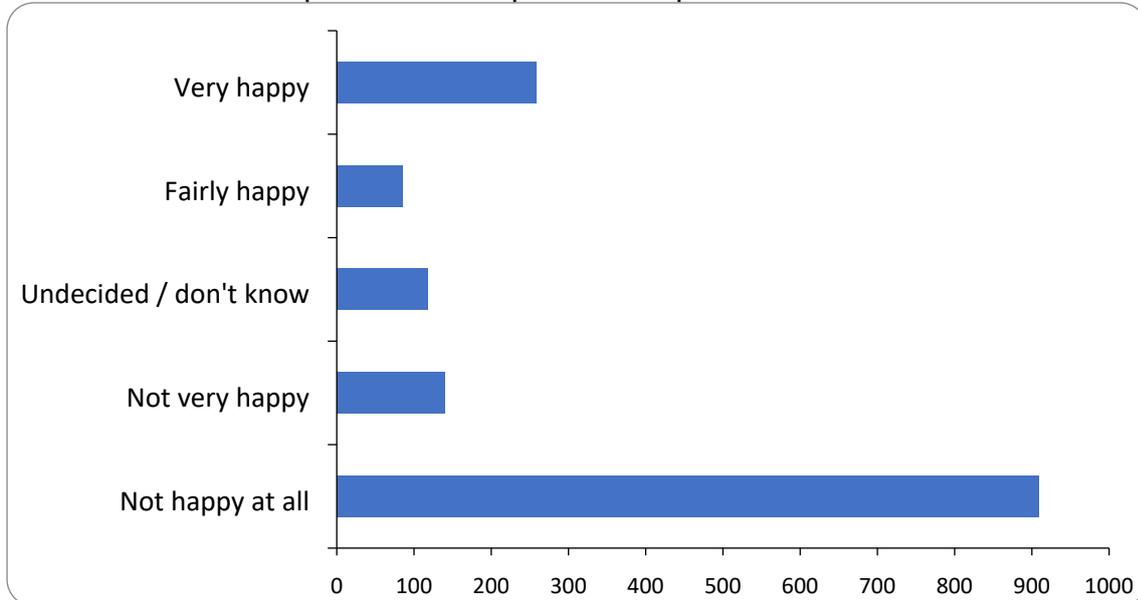
There were 1509 responses to this part of the question.



Option	Total	Percent
Very happy	273	18.08%
Fairly happy	151	10.00%
Undecided / don't know	109	7.22%
Not very happy	118	7.81%
Not happy at all	858	56.82%
Not Answered	1	0.07%

5: How do you feel about our plans for Aughton and Upper Aughton Road (From York Road to Alma Road)?

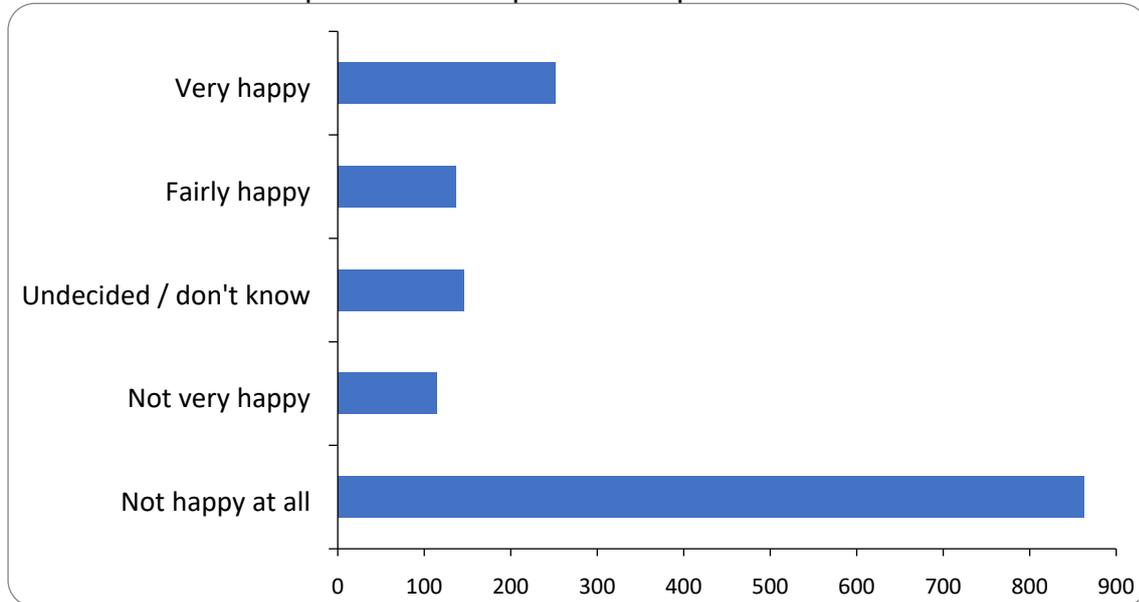
Aughton / Upper Aughton Road - Creating a walking and cycling friendly Street
 There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	258	17.09%
Fairly happy	85	5.63%
Undecided / don't know	118	7.81%
Not very happy	140	9.27%
Not happy at all	909	60.20%
Not Answered	0	0.00%

Aughton / Upper Aughton Road - Making it easier to cross Alma Road by reducing the distance to cross for people walking

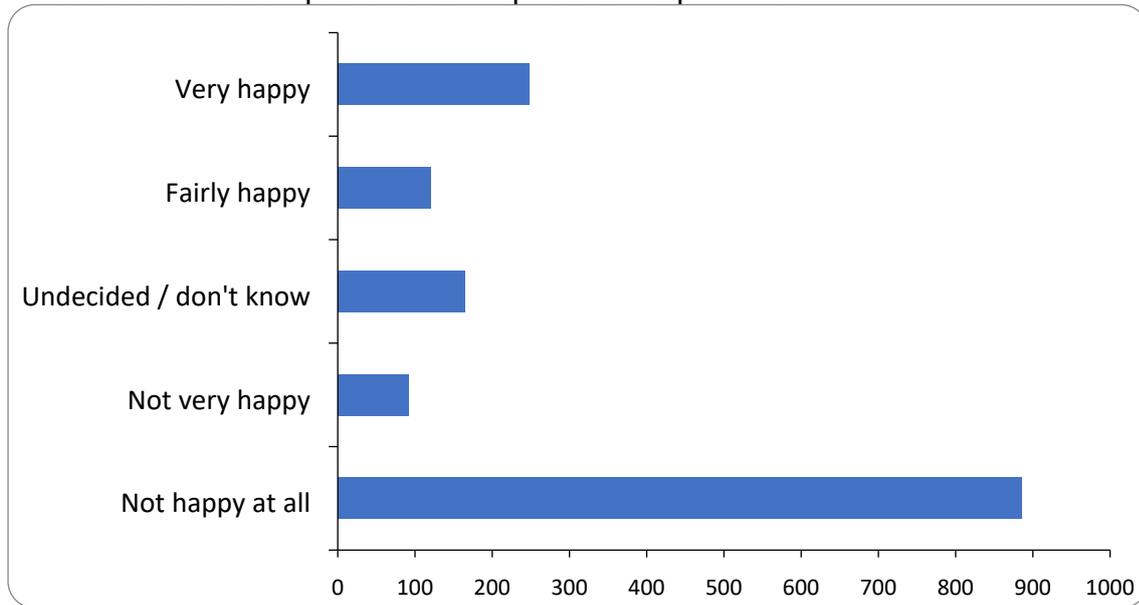
There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	251	16.62%
Fairly happy	136	9.01%
Undecided / don't know	146	9.67%
Not very happy	114	7.55%
Not happy at all	863	57.15%
Not Answered	0	0.00%

Aughton / Upper Aughton Road - Formalising kerbside parking

There were 1510 responses to this part of the question.

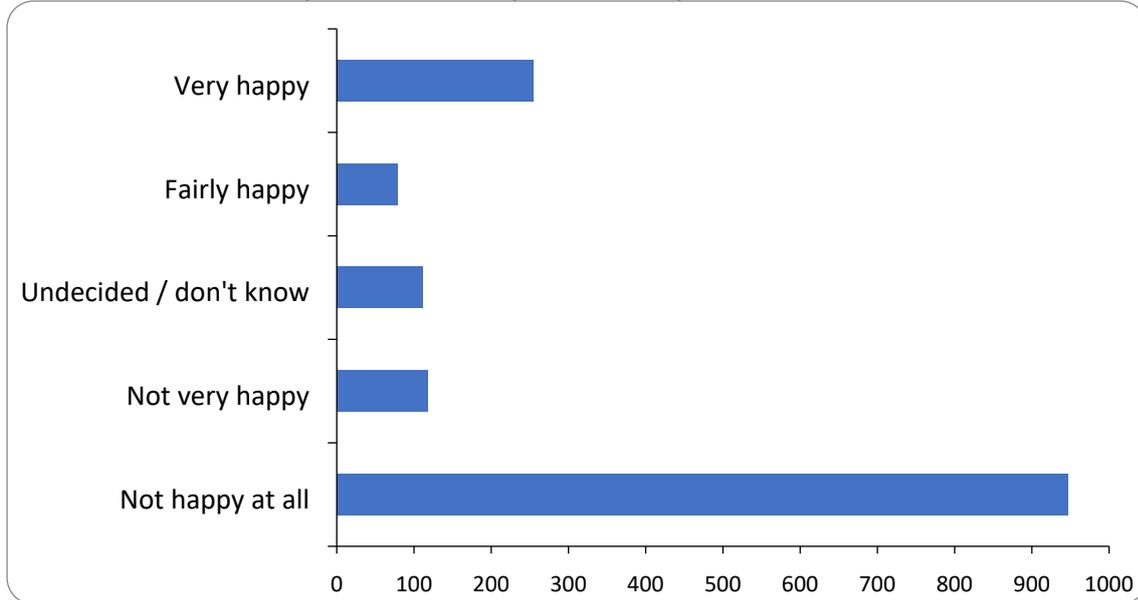


Option	Total	Percent
Very happy	248	16.42%
Fairly happy	120	7.95%
Undecided / don't know	165	10.93%
Not very happy	92	6.09%
Not happy at all	885	58.61%
Not Answered	0	0.00%

6: How do you feel about our plans and ideas for Alma Road and Birkdale Village?

Alma / Birkdale - Creating a 'Quiet Street' along Alma Road

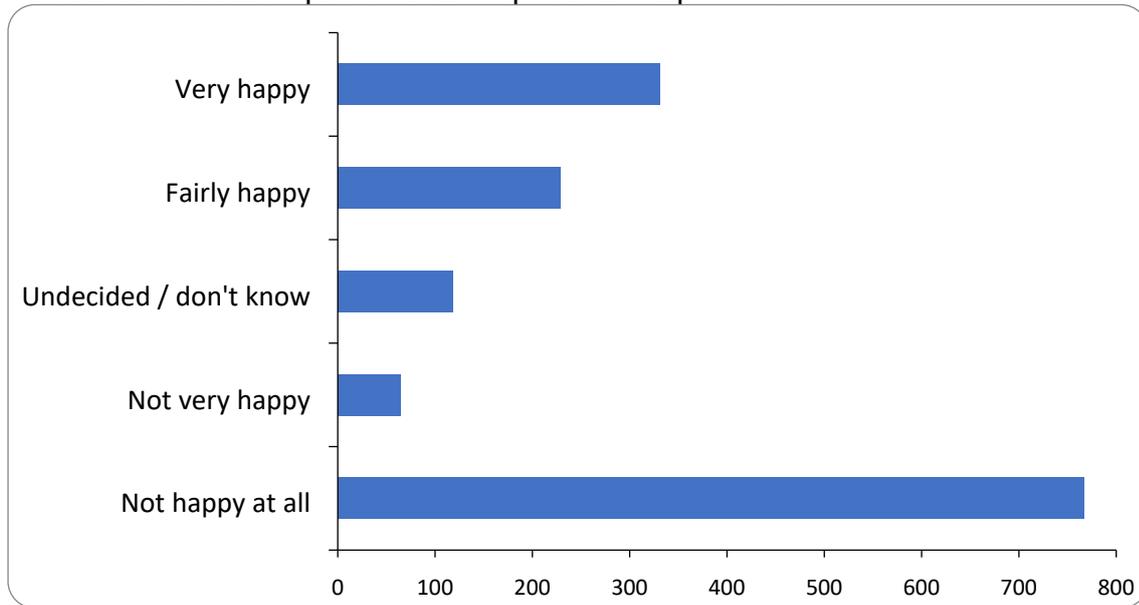
There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	255	16.89%
Fairly happy	79	5.23%
Undecided / don't know	111	7.35%
Not very happy	118	7.81%
Not happy at all	947	62.72%
Not Answered	0	0.00%

Alma / Birkdale - Improving crossings for people walking in the Village

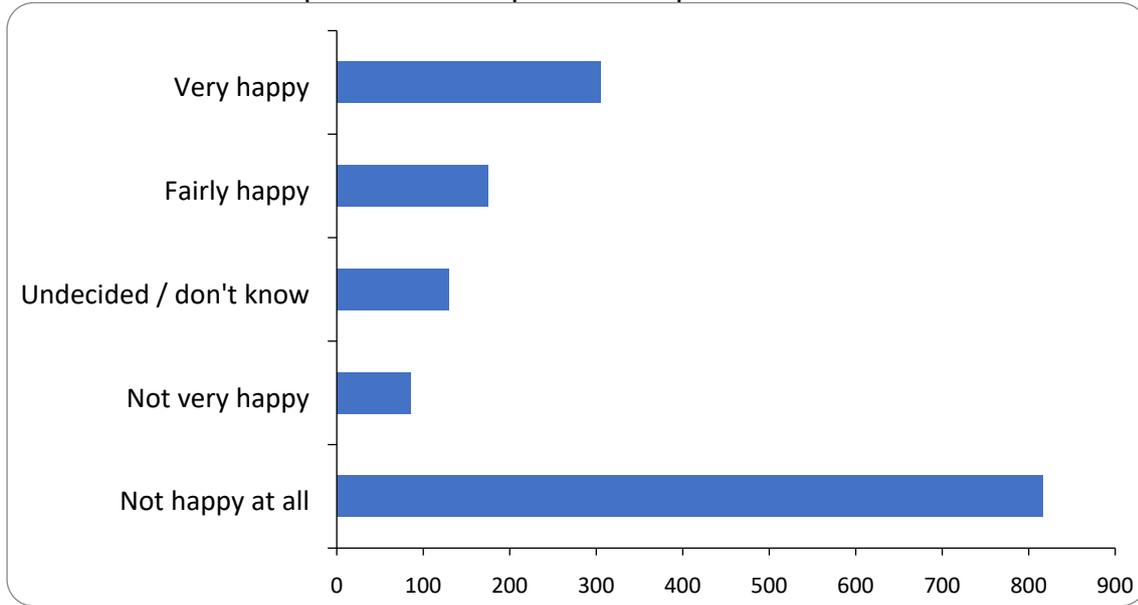
There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	331	21.92%
Fairly happy	229	15.17%
Undecided / don't know	118	7.81%
Not very happy	65	4.30%
Not happy at all	767	50.79%
Not Answered	0	0.00%

Alma / Birkdale - Adding more cycling parking in the Village

There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	305	20.20%
Fairly happy	175	11.59%
Undecided / don't know	129	8.54%
Not very happy	85	5.63%
Not happy at all	816	54.04%
Not Answered	0	0.00%

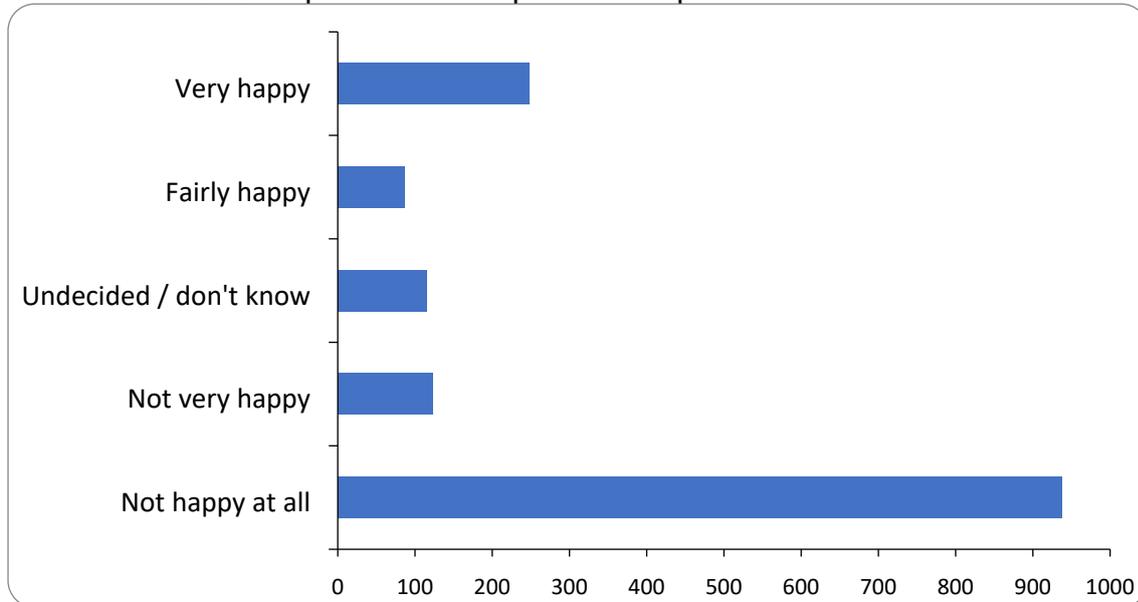
Ideas for the village

There were 1510 responses to this part of the question.

7: How do you feel about our plan and ideas for 'Quiet Streets' along Welbeck Road, Walmer Road & Crosby Road, Dover Road and Hillside Road?

Welbeck / Walmer / Crosby Roads - Creating a 'Quiet Streets' from Birkdale to Hillside Village

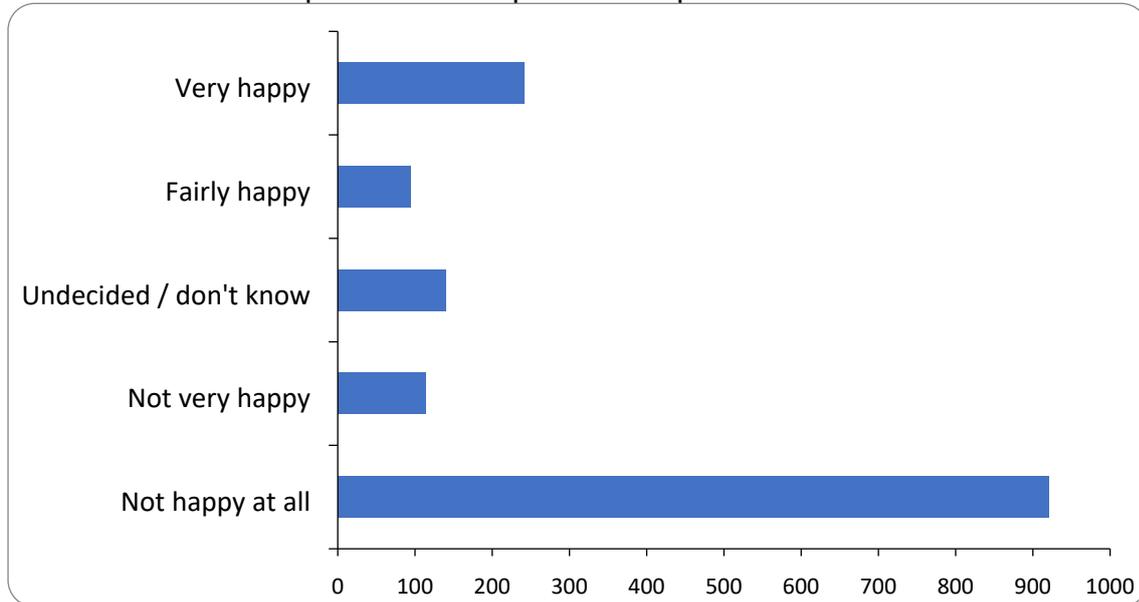
There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	248	16.42%
Fairly happy	87	5.76%
Undecided / don't know	115	7.62%
Not very happy	123	8.15%
Not happy at all	937	62.05%
Not Answered	0	0.00%

Welbeck / Walmer / Crosby Roads - Putting in a filter at the bottom of the railway bridge steps on Dover Road

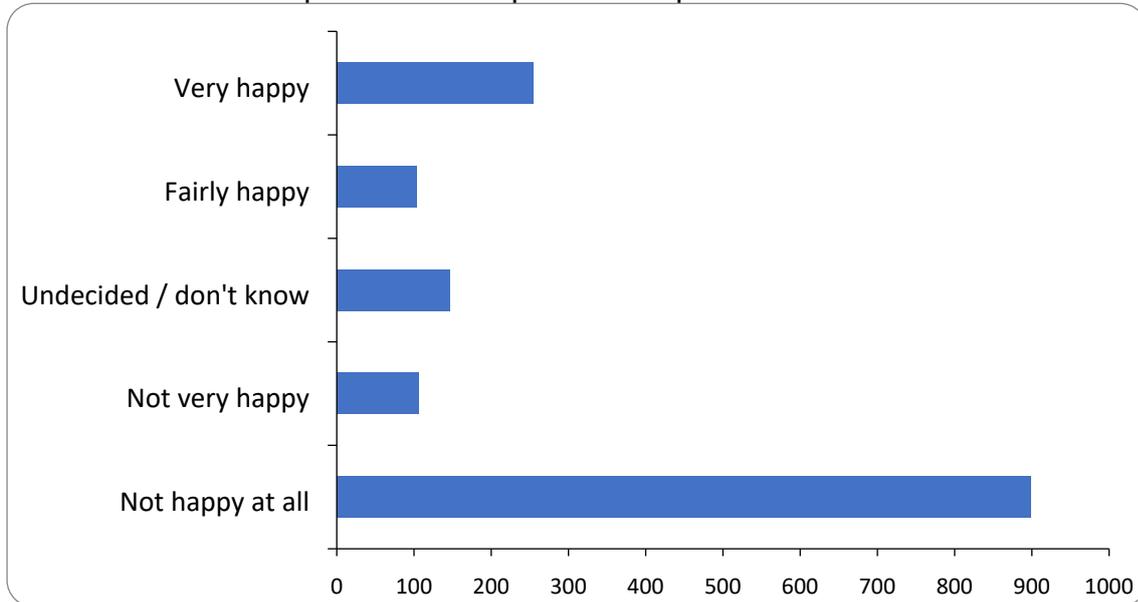
There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	241	15.96%
Fairly happy	94	6.23%
Undecided / don't know	140	9.27%
Not very happy	114	7.55%
Not happy at all	921	60.99%
Not Answered	0	0.00%

Welbeck / Walmer / Crosby Roads - Adding in cycle signing along the quiet streets

There were 1510 responses to this part of the question.



Option	Total	Percent
Very happy	255	16.89%
Fairly happy	104	6.89%
Undecided / don't know	146	9.67%
Not very happy	106	7.02%
Not happy at all	899	59.54%
Not Answered	0	0.00%

8: Do you have any ideas where you would like a bench so you can stop and rest?

Please describe the location as best as you can

There were 706 responses to this part of the question.

9: Do you have any ideas where you would like cycle parking?

Please describe the location as best as you can

There were 733 responses to this part of the question.

10: Please use this space to tell us any extra information

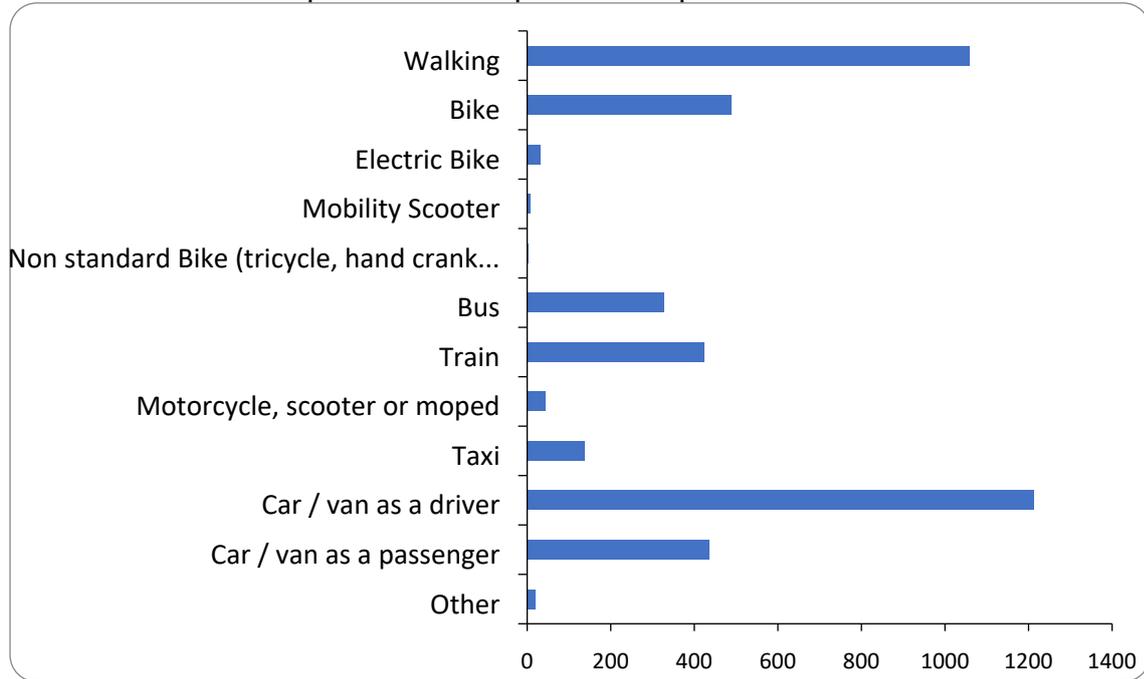
Please include any extra information here;

There were 755 responses to this part of the question.

11: How do you normally travel around Southport?

Travel How

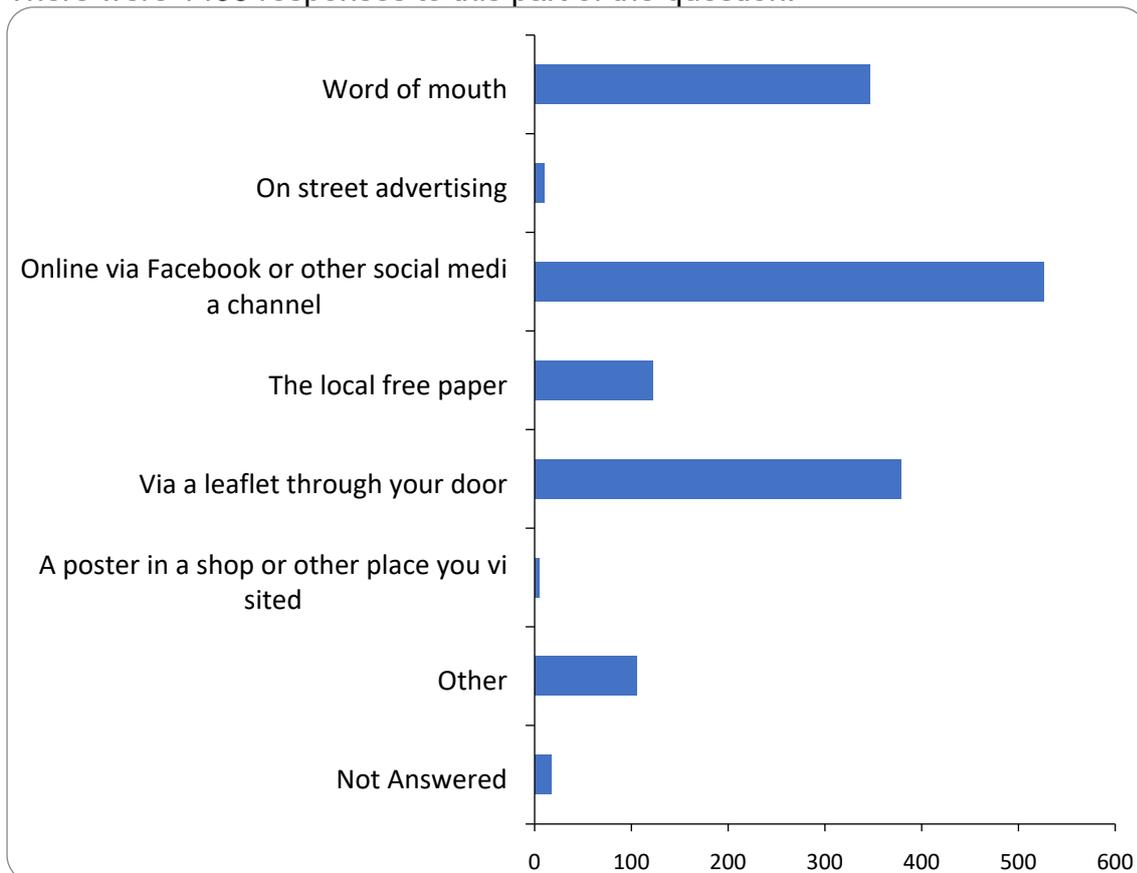
There were 1510 responses to this part of the question.



Option	Total	Percent
Walking	1059	70.13%
Bike	489	32.38%
Electric Bike	31	2.05%
Mobility Scooter	7	0.46%
Non standard Bike (tricycle, hand crank etc)	3	0.20%
Bus	327	21.66%
Train	423	28.01%
Motorcycle, scooter or moped	45	2.98%
Taxi	138	9.14%
Car / van as a driver	1213	80.33%
Car / van as a passenger	435	28.81%
Other	20	1.32%
Not Answered	0	0.00%

12: How did you find out about this consultation?

There were 1493 responses to this part of the question.

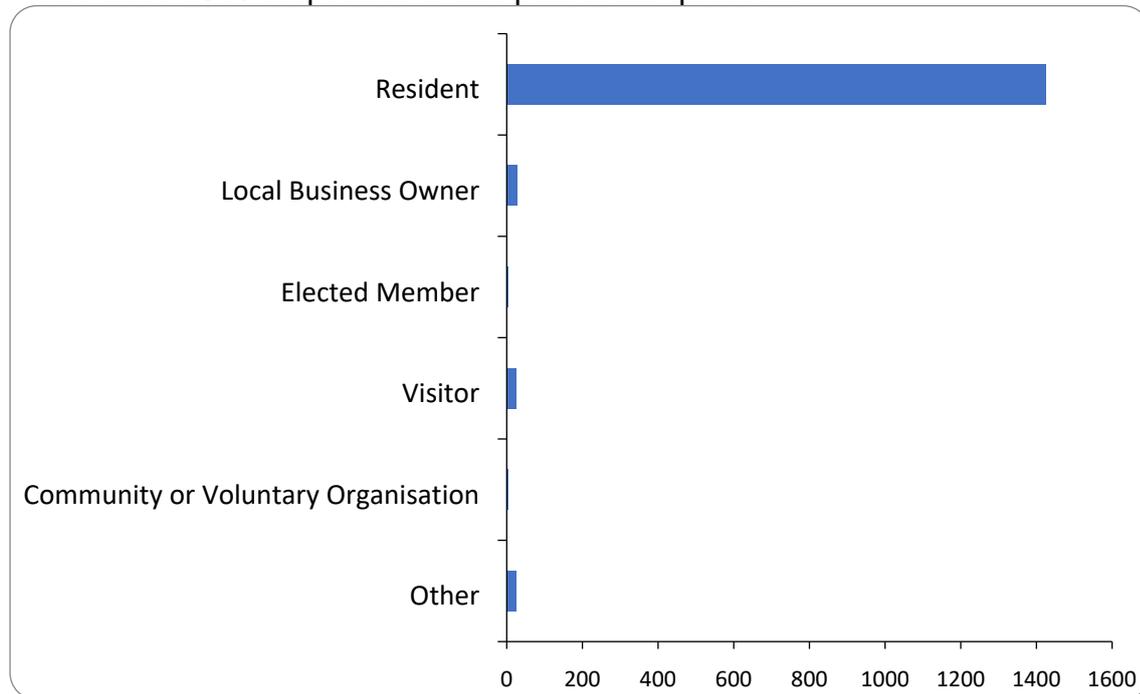


Option	Total	Percent
Word of mouth	346	22.91%
On street advertising	10	0.66%

Online via Facebook or other social media channel	526	34.83%
The local free paper	122	8.08%
Via a leaflet through your door	379	25.10%
A poster in a shop or other place you visited	5	0.33%
Other	105	6.95%
Not Answered	17	1.13%

13: Are you responding as:

There were 1510 responses to this part of the question.



Option	Total	Percent
Resident	1426	94.44%
Local Business Owner	28	1.85%
Elected Member	3	0.20%
Visitor	26	1.72%
Community or Voluntary Organisation	3	0.20%
Other	24	1.59%
Not Answered	0	0.00%

Appendix C

Southport Walking & Cycling Routes

Public Consultations - Demographic Summary

Joshua Cross / Gemma Monaghan Murrow

Commissioning Support & Business Intelligence Service

Overview

The following is a comparison of the age breakdown for respondents to the Your Roads & Streets and Southport Walking & Cycling Routes consultations to the wider Southport population.

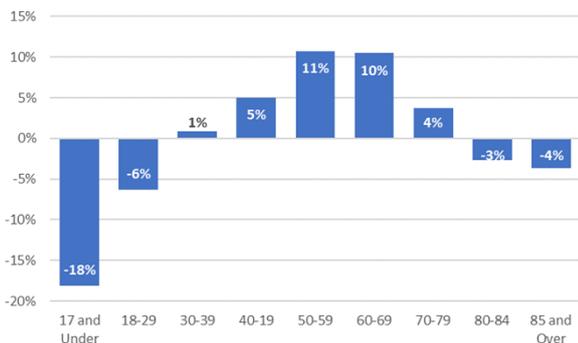
Table 1 – Age Profile of Southport Population (ONS Mid-Year Estimates 2020) and the Combined Three Consultations Respondents

ONS Mid-Year Estimates 2020	Respondents		Southport	
	Count	%	Count	%
17 and Under	14	0%	17,168	19%
18-29	180	5%	10,483	11%
30-39	416	12%	9,995	11%
40-49	575	16%	10,228	11%
50-59	912	26%	13,688	15%
60-69	855	24%	12,460	13%
70-79	552	15%	10,851	12%
80-84	46	1%	3,657	4%
85 and Over	23	1%	3,993	4%
Total	3,573	100%	92,523	100%

Table 1 shows the percentage age breakdown for respondents to the consultations does not correspond to those of the general Southport population.

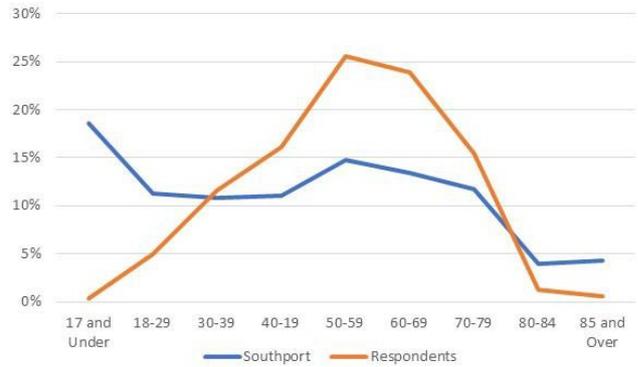
Figure 1 provides a visual representation of these discrepancies.

Figure 1 – Age Profile Differences Between Southport Population and Respondents and Population



As can be seen there is an underrepresentation of those under the age of 29 and a slight underrepresentation of those over 80. Whereas the consultations received a greater proportion of responses from those in the middle age groups from 40 to 79

Figure 2 – Age Profile Comparison Southport Population and Respondents Total



Comparing Figure 3 to each of 4, 5 and 6 we can see that the age breakdown for respondents to each of these consultations does not mirror those of Southport’s wider population. The age breakdown for each of these consultations also show a similar pattern with a greater proportion of those responding in the age categories from 40 to 79 than is seen in the general Southport population.

Figure 3 – Age Profile for Southport Population and the Respondents Total

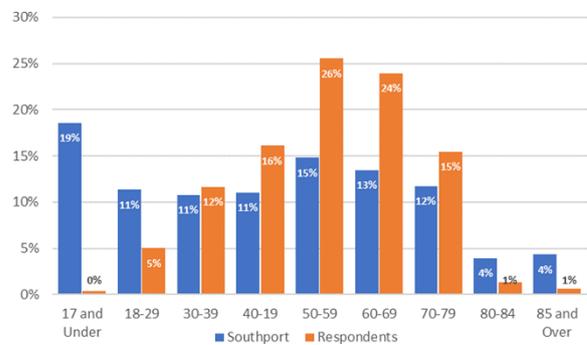
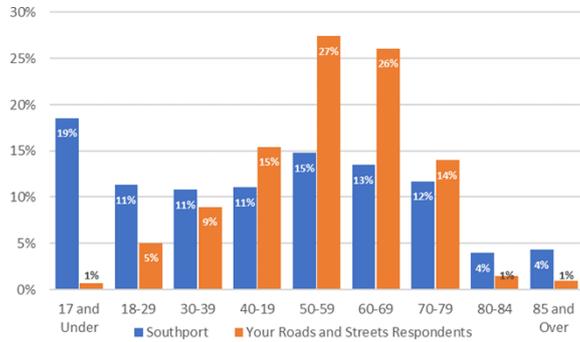


Figure 4 – Age Profile for Southport Population and Respondents to Your Roads and Streets Consultation



Map 1 – Southport Wards

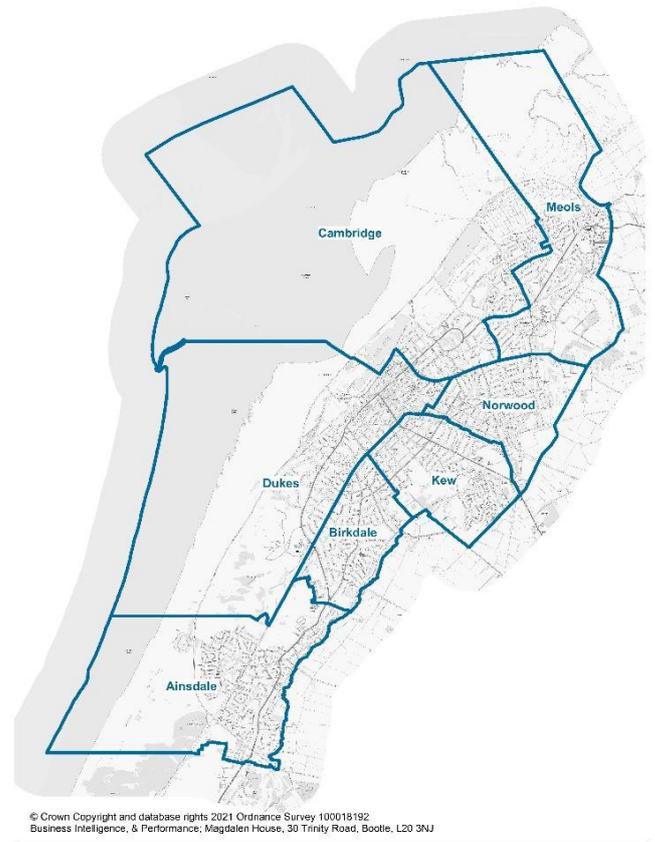


Figure 5 – Age Profile for respondents to for Southport Population and Southport Walking and Cycling Routes: Birkdale to Ainsdale Consultation

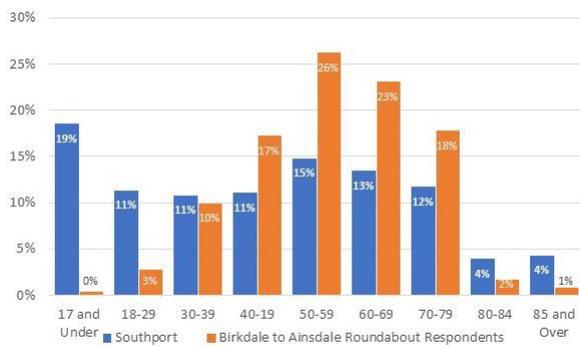


Figure 6 – Age Profile for Southport Population and Respondents to Southport Walking and Cycling Routes: Hesketh Park to the Plough Consultation

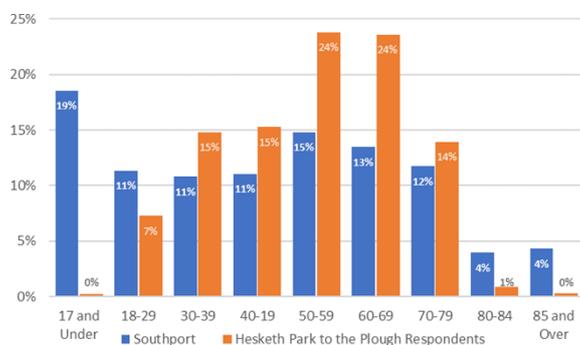


Table 2 – Breakdown by age of Southport Ward / Southport Residents band Consultation Respondents (ONS Mid-Year Estimates

2020)

ONS Mid-Year Estimates 2020	Ainsdale		Birkdale		Cambridge		Dukes		Kew		Meols		Norwood		Southport		Respondents	
	Count	%	Count	%														
17 and Under	2,190	17%	2,741	22%	1,495	12%	1,878	14%	3,043	23%	2,181	18%	3,640	24%	17,168	19%	14	0%
18-29	1,293	10%	1,564	12%	1,186	10%	1,594	11%	1,724	13%	1,197	10%	1,925	13%	10,483	11%	180	5%
30-39	1,118	9%	1,391	11%	1,104	9%	1,539	11%	1,758	13%	1,104	9%	1,981	13%	9,995	11%	416	12%
40-49	1,310	10%	1,529	12%	1,129	9%	1,455	10%	1,570	12%	1,310	11%	1,925	13%	10,228	11%	575	16%
50-59	1,845	14%	2,018	16%	1,707	14%	1,960	14%	2,020	15%	1,853	15%	2,285	15%	13,688	15%	912	26%
60-69	1,912	15%	1,638	13%	1,980	16%	1,992	14%	1,451	11%	1,747	14%	1,740	11%	12,460	13%	855	24%
70-79	1,939	15%	1,193	9%	2,000	16%	1,840	13%	1,073	8%	1,640	13%	1,166	8%	10,851	12%	552	15%
80-84	594	5%	326	3%	775	6%	710	5%	353	3%	594	5%	305	2%	3,657	4%	46	1%
85 and Over	583	5%	340	3%	970	8%	925	7%	362	3%	543	4%	270	2%	3,993	4%	23	1%
Total	12,784	100%	12,740	100%	12,346	100%	13,893	100%	13,354	100%	12,169	100%	15,237	100%	92,523	100%	3,573	100%

Appendix D

Minutes from the Overview and Scrutiny Committee (Regeneration and Skills) 9 November 2021

Report of the Head of Highways and Public Protection

Minutes:

The Committee considered the report of the Head of Highways and Public Protection that provided the results of the consultation recently completed on the Southport Cycling and Walking proposals for which funding had been secured from the Active Travel Fund Tranche 2.

The report indicated that the Council had received a formal funding offer from the Liverpool City Region Combined Authority (LCRCA) to deliver Tranche 2 of proposals within the Active Travel Fund; that these proposals showed an extension of the implemented Tranche 1 proposals to both the north and south of the existing proposals thus providing a north-south cycle route through the centre of Southport; that unlike Tranche 1 of the proposals, which were delivered without consultation to meet the funding deadlines, the Tranche 2 funding was dependent upon consultation having been completed; that this report provided the findings of the consultation completed to date; and the Committee was invited to provide comments for consideration by the Cabinet Member - Locality Services as part of the decision-making process.

Appendix A to the report set out the Sefton Communications Plan associated with the Southport Walking and Cycling Route – Summary of Engagement;

Appendix B to the report provided detailed responses to the Your Sefton Your Say (YSYS) survey; and Appendix C to the report highlighted a graph showing the age range of respondents to the YSYS proposals.

Peter Moore, Head of Highways and Public Protection presented the report and started by placing the consultation and proposals in context. Mr. Moore indicated that as set out in the Key Messages within the Communications Plan (Appendix A) increasing "active travel" through improved walking and cycling infrastructure contributed to:

- Improved Air Quality
- Sefton's Vision 2030
- LCR Travel Strategies
- Government Policy
- Climate Change Emergency - the Council's declaration on which recognised the need for "rapid and far reaching transitions in land, energy, industry, buildings, transport, and cities"

Mr. Moore also referred to the Council's Core Purpose which included:

- Demonstrating Place Leadership
- Being Drivers of change and reform
- Creating a Cleaner and Greener borough

and that part of this included creating the infrastructure that enabled people to change to low-carbon, cleaner, greener, healthier transport

Mr. Moore then referred to previous surveys (referred to in the report) including:

- Extensive consultation on Sefton Vision 2030
- Bikelife Survey
- Highways Annual satisfaction Survey
- Southport Town Deal

and that the surveys highlighted that:

- people wanted to be able to walk and cycle more easily and more safely
- People thought that more cycling would make their area better
- Cyclists were currently dissatisfied with the number and safety of cycle routes in Sefton

Mr. Moore continued that the Government Funding through the Active Travel Fund, that would fund the proposals, was aimed at:

- Supporting Covid-19 recovery by helping people move around
- was focused on short journeys
- was allocated through LCRCA - consequently the routes put forward were those that fit with the LCR Cycling & Walking Infrastructure Plan (LCWIP)

Mr. Moore concluded by indicating that implementation was subject to demonstrating broad support for the proposals; that the Consultation Plan was developed (Appendix A), published and implemented; that consultation was started and then extended to enable as many people as possible to comment; and that findings were attached for comment and that such comments would feed into the consultation process.

Councillor Ian Maher, Leader of the Council, indicated that he was in attendance at the meeting on behalf of Councillor Fairclough, Cabinet Member – Locality Services; and that he would feed back to Councillor Fairclough the comments made by Members during the meeting.

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

- the introduction of temporary cycle lanes had in some instances made people have to travel further in their vehicles; and that the introduction of the proposed measures could lead to more traffic at a standstill with engines running. This could have the adverse impact of reducing air quality in the local areas
- the survey results provide a contradiction in that some respondents wanted a reduction in negative issues such as poor air quality and a noisy environment but were not in support of improving cycling measures that could help bring this about
- reference was made to an alternative north/south proposal that had been put forward. It was suggested that this would need to be consulted upon and may therefore exceed the funding timescales for implementation of the proposal
- the potential of funding reductions to local authorities for not participating in active travel schemes
- “Gear Change”, the Department for Transport’s vision for cycling and walking , and “Gear Change” One Year On.
- in-principle favour was expressed for cycle schemes but detailed consultation needed to be undertaken with ward councillors; and that the consultation needed to take place as early as possible to allow elected Members’ local knowledge to spot potential difficulties, for example with parking issues
- where proposals aimed to prevent through traffic more consideration should be given to the introduction of hammerhead turning in affected roads
- schemes should “go back to the drawing board” to allow detailed consultations with ward councillors
- had consideration been given to the introduction of two-way cycle lanes (similar to the proposal at Hesketh Park) in other areas rather than introducing single lane cycle paths on both sides of the carriageway
- how emergency services were consulted on the Preston New Road proposals
- concern expressed that the scheme proposed for Preston New Road could not be implemented due to the carriageway width

Councillor Maher on behalf of Councillor Fairclough, offered for Councillor Fairclough to meet with ward councillors affected by the issue before making his final decision.