

Public Document Pack

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

SOUTHPORT AREA COMMITTEE

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

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

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

31. APOLOGIES FOR ABSENCE

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

32. DECLARATIONS OF INTEREST

The following declarations of interest were received:

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

33. MINUTES

RESOLVED:

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

34. PRESENTATION - SOUTHPORT FLOWER SHOW

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

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

Mr. Jackson detailed:

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

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

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

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

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

RESOLVED:

That Mr. Jackson be thanked for his informative presentation.

35. BUDGET MONITORING

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

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

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

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

RESOLVED: That

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

- (2) the following allocations be approved:

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

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

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

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

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

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

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

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

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

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

RESOLVED: That

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

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

37. PARK RANGER SERVICE REVIEW AND HIGHLIGHTS

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

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

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

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

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

RESOLVED: That

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

38. POLICE ISSUES

Members of the public/Councillors raised the following issues:

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

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

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

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

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

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

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

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

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

RESOLVED: That

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

39. OPEN FORUM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED:

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

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

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

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

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

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

RESOLVED:

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

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

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

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

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

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

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

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

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

RESOLVED:

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

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

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

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

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

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

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

RESOLVED: That

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

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

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

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

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

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

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

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

RESOLVED:

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

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

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

The Committee considered:

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

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

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

RESOLVED: That

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

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

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

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

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

RESOLVED: That

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

**43. SYNOPSIS OF SOUTHPORT ACA STRATEGIC INTELLIGENCE
ASSESSMENT**

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

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

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

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

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

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

RESOLVED:

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

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

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

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

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

RESOLVED: That

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

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

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

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

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

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

RESOLVED: That

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

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

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

RESOLVED: That

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

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

47. PREVIOUS QUESTIONS RAISED IN THE OPEN FORUM

The Committee considered correspondence relating to the above.

RESOLVED:

That the correspondence be noted.

48. FUTURE AGENDA ITEMS

RESOLVED: That

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

49. DATE OF NEXT MEETING

RESOLVED:

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

This page is intentionally left blank