

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

### Summary:

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

### Recommendation(s):

It is recommended that : -

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

### Reasons for the Recommendation(s):

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

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

None

**What will it cost and how will it be financed?**

**(A) Revenue Costs:** None

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

**Implications of the Proposals:**

<b>Resource Implications (Financial, IT, Staffing and Assets):</b> All costs associated with the introduction of the Traffic Regulation Order will be funded from the allocation within the Transport Capital Programme.	
<b>Legal Implications:</b> There are no legal implications	
<b>Equality Implications:</b> There are no equality implications.	
<b>Impact on Children and Young People:</b> No direct impact, but it is acknowledged that key attractors along the routes include two centres with a youth focus; Parenting 2000 and YMCA Community Sports, along with Hesketh Park. There is also a primary school and two preschool nurseries. Promoting independent access to those centres/spaces for teenagers and offering wider travel options to younger children and their carers ensures that those who are cared for or care experienced are not excluded from accessing essential facilities and services on the basis of travel / transport options and cost.	
<b>Climate Emergency Implications:</b>	
The recommendations within this report will	
Have a positive impact	Yes
Have a neutral impact	No
Have a negative impact	No
The Author has undertaken the Climate Emergency training for report authors	Yes
Retention of the routes should continue to attract users and result in a smaller number of short car journeys. This would reduce the carbon impact of travel.	

## Contribution to the Council's Core Purpose:

Protect the most vulnerable: The scheme provides local connections to spaces and places.
Facilitate confident and resilient communities: The scheme in its current form improves walking and cycling facilities to and in the town centre.
Commission, broker and provide core services: As the local Highway Authority, it is incumbent upon the Council to seek to improve provision for all highway users, including those walking, cycling, using public transport and driving motor vehicles
Place – leadership and influencer: N/A
Drivers of change and reform: The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.
Facilitate sustainable economic prosperity: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Greater income for social investment: N/A
Cleaner Greener: The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing.

## What consultations have taken place on the proposals and when?

### (A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD.7665/24.....) has been consulted and notes the report indicates all costs associated with the introduction of the Traffic Regulation Orders, amounting to £2000, will be funded the allocation within the Transport Capital Programme.

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

### (B) External Consultations

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

## Implementation Date for the Decision

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

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**Appendices:** None

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### Background Papers:

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

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

## 1. Introduction/Background

- 1.1 On 3rd January 2024, Cabinet Member - Locality Services received a report, which set out the outcome of the Monitoring and Evaluation of the temporary north-south cycle route in the centre of Southport, introduced through the Emergency Active Travel Fund in 2020, to enable a decision to be made as to whether to retain, modify or remove the route.
- 1.2 The report also sought approval to advertise necessary Traffic Regulation Orders if the Cabinet Member decided to retain or modify the route. A copy of the report can be found here:- [Sefton Home](#)
- 1.3 It was Cabinet Member's decision that:-
  - 1) the monitoring and evaluation data for the temporary cycle route set out in the report be considered;
  - 2) the retention of the current Southport route be approved;
  - 3) the progression of the further work identified within the report to explore short, medium, and longer-term improvements to the route be supported, including better incorporating active travel provision within wider public realm improvements within the town centre;
  - 4) the commissioning by the Assistant Director of Place (Highways and Public Protection) of a Stage 4 Road Safety Audit for the routes, and implementation of any minor modifications recommended be approved;
  - 5) an application to the Secretary of State for an extension of the current Temporary Traffic Regulation Order be supported, to allow the period of consultation and consideration relating to a permanent Traffic Regulation Order to be completed;
  - 6) the process for advertising Permanent Traffic Regulation Order as set out in the Report be approved.
- 1.4 This decision was subsequently called-in under the terms of the constitution and was referred to the Overview & Scrutiny Committee (Regeneration and Skills) for determination.
- 1.5 At its meeting on 19<sup>th</sup> February 2024, Overview & Scrutiny Committee (Regeneration and Skills) resolved that:-
  - 1) the validity of the call-in be accepted: and
  - 2) the Committee is not concerned and accepts the decision made by the Cabinet Member – Locality Services in relation to the North South Active Travel Route in Southport – Next Steps.
- 1.6 A copy of the report can be found here:- [Sefton Home](#)
- 1.7 Following Overview & Scrutiny Committee's acceptance of the decision made by the Cabinet Member – Locality Services, officers subsequently progressed the public notices in the local Press and on site regarding the changes to the Traffic Regulation Orders required to allow the cycle route to become permanent. These appeared in the Press and on site on 8<sup>th</sup> May 2024, giving people 21 days to forward any objections to the Traffic Regulation Orders if they so desired.

1.8 For clarification, the retention of the cycle route requires the following Traffic Regulation Orders to be permanently modified or introduced:-

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

## **2.0 Objections**

2.1 Following publication of the proposals in the local Press and on site, two objections have been received within the 21-day objection period.

2.2 Copies of the objections, with the names and addresses redacted, are shown in Annexes A & B.

2.3 The first objection received relates solely to the introduction of the ‘Prohibition of Driving’ Order on Queens Road, at its junctions with Manchester Road and Park Road.

2.4 The second objection received relates solely to Hoghton Street.

2.5 No objections have been received within the objection period, relating to any of the proposed Traffic Regulation Orders on Talbot Street, Wesley Street, Tulketh Street or Chapel Street, and these will be progressed as originally advertised.

## **3.0 Discussion**

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

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

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

## Annex A

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

11<sup>th</sup> May 2024

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

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

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

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

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

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

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

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

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

Kind Regards



Annex B

Dear Sir

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

Yours faithfully

(name)