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THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON MONDAY, 10 MAY 2010. MINUTE NOS. 146 TO 158 AND 161 TO 164 ARE NOT SUBJECT TO "CALL-IN"

SOUTHPORT AREA COMMITTEE

MEETING HELD AT THE TOWN HALL, SOUTHPORT ON WEDNESDAY, 31 MARCH 2010

PRESENT: Councillor M. Fearn (in the Chair)
Councillors Booth, Byrom, Dodd, Lord Fearn,
Glover, Hands, T. Jones, McGuire, Pearson, Porter,
Preston, D. Rimmer, Shaw, Sumner, Tattersall,
Sir Ron Watson and Weavers.

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

ALSO PRESENT: Inspector T. Jones, Merseyside Police and
73 members of the public in attendance.

143. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Bigley, Brodie-Browne and B. Rimmer.

144. DECLARATIONS OF INTEREST

The following declaration of interest was received:

Member	Minute No.	Interest	Action
Councillor Sumner	147(3) (Budget Monitoring)	Personal - Member of Friends of Meols Cop Station	Stayed in the room.

145. MINUTES

RESOLVED:

That, subject to the replacement of the word "spinal" with the word "minor" in the preamble to Minute No. 129 (Presentation - NHS Sefton), the Minutes of the meeting held on 3 February 2010 be confirmed as a correct record.

146. PRESENTATION - MERSEYSIDE FIRE AND RESCUE SERVICE

The Committee received a presentation from Allan Harris, District Manager (Sefton) on the work undertaken within the community by the Merseyside Fire and Rescue Service.

Mr. Harris indicated that the Service would shortly be undertaking a recruitment drive; that the town's new fire station would, hopefully, be opening by the end of 2012; that 6,000 home fire safety checks had been undertaken in the last year; that the Service was working with other groups to identify vulnerable residents; and that the Service was working with young people in the 18 to 25 years age group to reduce road traffic accidents.

RESOLVED:

That Mr. Harris be thanked for his informative presentation.

147. BUDGET MONITORING

Further to Minute No. 130 of 3 February 2010, the Committee considered the report of the Neighbourhoods and Investment Programmes Director indicating that the balance of the budget available for allocation during 2009/10, including sums set aside for the provision of litterbins, was as follows:-

Ward	Available Funds £
Ainsdale	8,250.58
Birkdale	13,558.73
Cambridge	3,205.83
Dukes	11,635.28
Kew	1,931.29
Meols	10,677.25
Norwood	18,529.84
Town-wide	2,812.50
Total	70,601.30

It was pointed out that sums should be credited to the Birkdale Ward allocation of £2,000 in respect of the increase in the street name plates budget and £110 for a "No Ball Games" sign in Abbey Gardens, which was no longer required.

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

RESOLVED: That

- (1) the remaining balance of £70,601.30 of the budget available for further allocation for the rest of the year be noted;
- (2) the following allocations be approved:

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Scheme	Ward	Amount £
Edging of Tree Pits in Birkdale Village	Birkdale	3,000
Replacement of Fences at Primrose Close	Meols	4,500
Provision of litterbin on the corner of Grosvenor Road and Trafalgar Road near to Smedley Hydro	Birkdale	210
Provision of robust litterbin outside 68 Sandon Road, Hillside	Birkdale	380
Merseyside Police Big Bonza BBQ - joint venture between Police/Sefton Youth Service	Meols	100
Provision of a metal shelter to be placed alongside the Crossens Bowling Club bowling green	Meols	1,000
Provision of a litterbin outside 185 Sussex Road, Southport	Norwood	210
Entertainment club for sheltered accommodation flats at Poulton Court C.A.M. Club	Norwood	300
Normandy Veterans Association, Southport Branch - "Laying Up" of the organisation's standard	Town-wide Meols	500 500; and

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

Scheme	Ward	Amount £
63rd Guide Pack - Start Up Costs	Birkdale	200
45th Southport Ranger Unit - start up costs for Ranger Unit and camping trip.	Birkdale	200
Provision of metal litter bin (including £50 for concrete base, if required) on Hazel Grove (to be placed at end of Meols Cop bridge by railings at side of church grounds)	Norwood	430
Planting Works by Friends of Meols Cop Station	Norwood	200

Community Garden - Pagoda	Ainsdale	999
Community Garden - Trestles	Ainsdale	999
Police Scheme to encourage children to walk to school	Birkdale Ainsdale Dukes	200 300 200

148. HIGHWAYS MAINTENANCE PROGRAMME

The Committee considered the report of the Head of Technical Services advising of those locations which had been identified for inclusion in the Highways Maintenance Programme 2010/11.

The report indicated that following the format adopted in previous years, the 2010/11 Highways Maintenance and Street Lighting Renewals/Refurbishment Programme was being shared with Area Committees for comment, prior to it being referred to the Cabinet Member - Technical Services for formal approval on 7 April 2010; that unlike previous submissions to the Area Committee, a single years programme of works was being presented at this time; but that unfortunately the damaging effects of the recent severe weather conditions would continue to manifest itself over the next few months leading to further and more significant levels of deterioration in many roads across the Borough. It was not possible to predict future deterioration levels across the whole network with any degree of confidence at this time; consequently it was considered premature to attempt to identify schemes for inclusion in the financial year 2011/12 and beyond.

The annexes to the report identified the following areas within the Area Committee's boundaries that were likely to be completed during 2010/11:

Footway Reconstruction Programme

Whitehaven Close, Ainsdale - Patterdale/Thursby Close included

Footway Surface Treatment

Avondale Road - Saunders Street to Alexandra Road
Cambridge Road - Manor Road to Preston New Road
Arnside Road - Church Street to Manchester Road
Alexandra Road - Albert Road to Avondale Road
Brook Street - Rufford Road to end
Brighton Road - Kew Road to Liverpool Road
Church Street
Canning Road - Cobden Road to Bispham Road
Wennington Road - Cobden Road to Bispham Road
Balfour Road - Forest Road to Scarisbrick New Road
Lulworth Road - Waterloo Road to Aughton Road

Rotten Row

Carriageway Resurfacing

A565 Lord Street - Roundabout at Leicester Street
Henley Drive
A565 Albert Road - Saunders Street to Leicester Street
A565 Liverpool Avenue - Green Walk to Segars Lane
Roselea Drive
Woodville Road
Portland Street - Railway crossing to Sefton Street

Carriageway Surface Treatment

Park Avenue - 150m approach to Park Crescent
Park Road West - Fairways to Albert Road
Knowsley Road - Saunders Street to Park Road West
Court Road - Leyland Road to Alexandra Road
Fir Street
Railway Street

Carriageway Surface Dressing

Cockle Dick's Lane - all including Churchill Avenue
Rotten Row
Banks Road

Carriageway Reconstruction

Town Lane - Cheltenham Way to Hythe Close
Duke Street - Cemetery Road to Duke Avenue
Preston New Road - Approach to Rathmore Crescent

Carriageway Anti-Skid Surface Treatment

Data still being analysed

Street Lighting Improvements

Cast Iron Replacement Phase I

Southbank Road, Shakespeare Street, St. James Street, Talbot Street,
Cross Street, Bentham Street, Marlborough Road, Marlborough Gardens,
Halsall Buildings

Cast Iron Replacement Phase II

Chester Avenue, Chester Road, Vernon Road, Bengarth Road,
Hawkshead Street, Windsor Road, Hartwood Road, Marsden Road, St.
Luke's Grove, Myrtle Grove, Olive Grove, Cypress Street, Mill Lane
Crescent, Mill Lane Culs De Sac, Devonshire Road, Bibby Road

Cast Iron Replacement Phase III

Brighton Road, Barrett Road, Clifford Road, Lyndhurst Road, Longford Road, Shaftesbury Road

Stanton/Stavelly Replacement Phase III

Skipton Avenue, Whitby Avenue, Ilkley Avenue, Beverley Close, Harrogate Way, Fell View, Baytree Close, Shenley Way, Woodlea Close, Tarvin Close, The Pastures, Bridge Wills Lane

RESOLVED: That

- (1) the Highways Maintenance Programme for 2010/11 be noted; and
- (2) the Head of Technical Services be requested to take account of the comments on the Programme now made by Members, together with any further comments subsequently conveyed to him.

149. UPDATE ON THE FORMER SOUTHPORT SANDWINNING SITE, MARINE DRIVE, SOUTHPORT

Further to Minute No. 50 of 2 September 2009, the Committee considered the report of the Planning and Economic Development Director updating on the current situation regarding the former sandwinning compound at Marine Drive, Southport.

The report indicated that the removal of sand from the compound had been taking place on an infrequent basis; that the total amount of sand removed thus far equated to approximately 80,000 tonnes; that the material removed thus far accounted for over 70% of that on the site originally; that only a small amount of material had been removed from the site since August last year; and that work should be commencing on the restoration of the 'Haul Road' in the near future. This would involve the reduction in its height by up to 0.3m along an 80m length of the road from the site compound and the removal of the concrete markers at the boundary between the salt marsh and the beach; and that the established growth on the southern side and the north side where the existing 'fisherman's track' lies would be left untouched.

The report also indicated that an area of the compound, extending to 50 metres from Marine Drive was currently under consideration for retention; that the RSPB, who leased the surrounding land comprising the Marshside Nature Reserve were keen to establish additional facilities and the former compound was an ideal location; and that this process would require the submission of a planning application for a change of use of the land.

The report concluded that the Director considered that the lack of progress was a little frustrating but not surprising given the current economic

climate; and that the operator had shown his continued commitment to site restoration by commencing work on the 'Haul Road'.

RESOLVED: That

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

150. VISITOR ECONOMY STRATEGY

The Committee considered the report of the Leisure and Tourism Director seeking feedback on the draft Visitor Economy Strategy (VES) for Southport as part of a wider consultative process.

The report indicated that the Council had been leading the regeneration of Southport since 1997 through its support for a variety of partnership led programmes of activity; that the principle of establishing Southport as England's Classic Resort had been in place since 2003; that it represented a Vision for the town's future as a sustainable visitor destination underpinned by a strong, vibrant and successful visitor economy; and that the Council resolved to adopt the Southport Investment Strategy (SIS) as the third chapter of this regeneration process in 2008 and that one of the main cross cutting themes within the seven themes that made up the SIS was the Visitor Economy Theme.

The report also indicated that the VES was an integral part of the Tourism Service's strategy to unlock future external funding opportunities; that the VES had been developed in consultation with a wide range of community, private and public sector stakeholders over the last five months and provided a long term 'market facing' plan that would be used to support and influence the ongoing regeneration of Southport's visitor economy. As a result, this strategy would be used as the basis for implementing key development opportunities that included the resort's retail, leisure and cultural offers. The strategy would also be used to inform Southport's marketing efforts and to influence wider policy areas such as transport, spatial planning, crime and anti social behaviour and the provision of specialist business support.

The report concluded that the VES process set out a clear path from which the existing public/private sector partnerships operating in Southport (Southport Partnership, Southport Tourism Business Network, Southport Business Enterprise and the Chamber of Commerce) would engage to form a wider 'brand partnership' that would be charged with overseeing the implementation of the priorities contained within the VES.

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

RESOLVED:

That the report be noted and the Leisure and Tourism Director be requested to take account of the comments now made by Members.

151. WESLEY STREET SOUTHPORT - PROPOSED AMENDMENTS TO TRAFFIC REGULATION ORDER

Further to Minute No. 115 of 6 January, 2010, the Committee considered the report of the Planning and Economic Development Director that updated on a number of traffic issues regarding Wesley Street, Southport; and seeking the introduction of a Traffic Regulation Order, the effect of which would prevent access for all vehicles to Wesley Street between the hours of 10.00 a.m. and 6.00 p.m.

The report concluded that as the proposal did not deliver any significant road safety improvements it could not be funded from the Traffic Management Revenue Budget. Consequently, funding would be made available from the Neighbourhoods and Investment Programmes Department.

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

RESOLVED: That

- (1) the Traffic Regulation Order as detailed in paragraph 5.1 of the report, be approved;
- (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; and
- (3) funding of £2,000 for the making of the Order and amendments to the signage be made available from the Neighbourhoods and Investment Programmes Department.

152. LONDON STREET AND HOGHTON STREET SOUTHPORT - PROPOSED TRAFFIC REGULATION ORDERS

The Committee considered the report of the Planning and Economic Development Director on proposed Traffic Regulation Orders for Hoghton Street and London Street, Southport, the effect of which would impose "At Any Time" loading ban restrictions on London Street and Hoghton Street.

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

RESOLVED: That

- (1) the Traffic Regulation Orders as shown on Annexes A and B and as detailed in the report, be approved; and

- (2) the Traffic Services Manager be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders.

153. MARSHSIDE ROAD, CROSSENS - REQUEST FOR A VEHICLE-ACTIVATED TRAFFIC CALMING SIGN

The Committee considered the report of the Planning and Economic Development Director seeking approval for the provision of a vehicle-activated traffic calming sign on Marshside Road, Crossens; and seeking a contribution from the Area Committee's devolved budget to fund the sign.

RESOLVED: That

- (1) the provision of the vehicle-activated traffic calming sign on Marshside Road, Crossens, at a total of £5,601 be approved; and
- (2) funding of £1,867 as a contribution towards the cost of the sign, be allocated from the Cambridge Ward Budget.

154. ROOKERY ROAD AND HESKETH DRIVE - PROPOSED TRAFFIC REGULATION ORDER

The Committee considered the report of the Planning and Economic Development Director on proposed Traffic Regulation Orders, the effect of which would introduce 15 metres of "At Any Time" restrictions on Hesketh Drive and 10 metres of "At Any Time" restrictions on Rookery Road, for junction protection purposes.

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

RESOLVED: That

- (1) the Traffic Regulation Orders as shown on Annexes A and B and as detailed in the report, be approved; and
- (2) the Traffic Services Manager be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders.

155. ASHDOWN CLOSE AND SCARISBRICK NEW ROAD, SOUTHPORT - PROPOSED AMENDMENT TO EXISTING TRAFFIC REGULATION ORDER

The Committee considered the report of the Planning and Economic Development Director on proposed Traffic Regulation Orders, the effect of which would restrict waiting "At Any Time" on a section of Scarisbrick New Road and part of Ashdown Close, Southport.

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

RESOLVED: That

- (1) the results of the consultation exercise undertaken with residents of Ashdown Close be noted;
- (2) the Traffic Regulation Orders as shown on Annexes A and B and as detailed in the report, be approved; and
- (3) the Traffic Services Manager be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Orders.

156. TOWN LANE, KEW - PROPOSED 40 MPH SPEED LIMIT

The Committee considered the report of the Planning and Economic Development Director advising of the proposal to reduce the existing 60 mph speed limit on Town Lane, Kew to 40 mph, in order to improve road safety for the new access link road for buses (extension of Wight Moss Way) into the Southport Commerce Park.

RESOLVED: That

- (1) the reduction of the existing 60 mph speed limit on Town Lane to 40 mph as detailed on the plan in Annex B and the schedule in Annex C, 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.

157. TRAFALGAR ROAD BIRKDALE - PROPOSED EXTENSION TO EXISTING TRAFFIC REGULATION ORDER

Further to Minute No. 35 of 1 July 2009, the Committee considered the report of the Planning and Economic Development Director on a proposed Traffic Regulation Order, the effect of which would extend the existing "At Any Time" parking restrictions on Trafalgar Road, Birkdale at its junction with Grosvenor Road.

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

RESOLVED: That

- (1) the Traffic Regulation Order as shown on Annex A and as detailed in the report, be approved; and

- (2) the Traffic Services Manager be authorised to undertake the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order.

158. FAIRHAVEN ROAD, SOUTHPORT - OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDER

Further to Minute No. 137 of 3 February 2010, the Committee considered the report of the Planning and Economic Development Director advising of 2 objections received from businesses to the amendment of an existing Traffic Regulation Order, on Fairhaven Road, Crossens.

The report indicated that both objectors cited loss of business as being the main basis of their complaints: the Post Office Sub-postmaster was concerned that the loss of parking could possibly close down the business whilst the owner of the Delicatessen stated that parking was very limited for staff and customers. Whilst the proposal would result in the loss of approximately 6 parking spaces, there would still be a significant amount of on-street parking available further along Fairhaven Road. The report suggested that the restrictions should still be introduced to enhance road safety at the roundabout both in terms of visibility for vehicles approaching the roundabout, but also to ensure vehicles leaving the roundabout had a clear exit onto Fairhaven Road and were not obstructed by parked and/or manoeuvring vehicles.

RESOLVED: That

- (1) the objections received from two business operators be noted;
- (2) the proposed Traffic Regulation Order be referred to the Cabinet Member - Technical Services for further consideration; and
- (3) the objectors be advised accordingly.

159. KINGS GARDENS, SOUTHPORT

The Committee considered the report of the Planning and Economic Development Director seeking confirmation for the use of Section 106 (S106) resources to provide the funding match required by the Heritage Lottery Fund (HLF) for Kings Gardens, Southport improvement scheme.

The report indicated that at a briefing to Area Committee Members on 3 March 2010, Members offered strong support for the use of S106 receipts to match fund HLF grant to improve Kings Gardens; that the Party Leaders had also indicated support subject to the Area Committee's endorsement; and that as HLF had asked for a response to its proposals by 5 March, feedback had already been given.

The report also detailed the business case demonstrating the need to improve Kings Gardens, including tackling the quality of the seafront environment as a key aim of the Southport Visitor Economy which was

necessary to fully realise the anticipated regeneration benefits of the Southport Marine Park development opportunity. The report indicated that with regard to funding, HLF had indicated its willingness to improve the terms of its funding assistance in an effort to secure the improvement scheme and that this would be the largest single grant awarded by HLF in the north west to parks. The report requested the Area Committee to approve the commitment of future S106 receipts from future developments in Southport to provide the capital match required to draw down the HLF support for Kings Gardens.

The report concluded that within the Southport Area Committee boundary, there were 41 extant planning permissions with S106 agreements in place which, if implemented, would provide further funding for greenspace and tree planting amounting to £1.05m; that of these permissions, eleven were expected to produce payments in the total sum of £478,000 in the near future relating to schemes in Kew (£405,000), Norwood (£30,000), Cambridge (£25,000) and Dukes (£18,000); that it was reasonable to expect that in the period between now and 2012/13, further permissions with S106 commitments would be agreed; and that until such time that sufficient S106 resources had been received, the Cabinet would be requested to underwrite the capital cost of the project in the Capital Programme.

RESOLVED: That

- (1) the allocation of future S106 resources to provide the funding match required by HLF for the improvement of Kings Gardens, be approved;
- (2) the Cabinet be requested to include the Kings Gardens Scheme in the Capital Programme with the Council's contribution funded as indicated in the report, underwritten until sufficient S106 resources are generated; and
- (3) Officers be authorised to prepare the stage 2 submission to HLF on the basis of the revised terms advised by HLF.

160. POLICE ISSUES

Inspector Tony Jones introduced himself as the replacement officer for Inspector Neil Moss.

It was agreed that a letter of thanks be sent to Inspector Moss for his past work in the town.

Members of the public/Councillors raised the following issues:

- whether the northern part of Sefton had a dedicated officer to deal with the destruction of natural habitats (Inspector Jones agreed to check this)

- whether further publicity should be sought for the Police's "Operation Handle" which had been operating in the High Park area with little adverse comment (Inspector Jones explained that this was a Force-wide initiative to highlight the issue of home security)
- congratulations to Inspector Fairbrother for his work in the town centre utilising the Dog Unit
- Inspector Jones read out a report compiled by Sergeant Ian Allum concerning a robbery which had taken place on 13 March 2010 in the vicinity of the Skateboard Park, near Marine Drive
- Inspector Jones agreed to investigate a question submitted by Mr. D. Jackson concerning cars being driven over the footway by the pedestrian crossing outside Nos. 35 to 41 Hoghton Street
- problems with motorcyclists using footpaths (Inspector Jones stated that this was an awkward issue to deal with. The Police had architectural liaison officers who are consulted by local authorities with a view to "designing-out" vehicular access to footpaths and the Police helicopter had been used to deter motorcyclists)
- people urinating on Meols Park playing fields because there were no facilities in the changing accommodation
- the lack of officers "on the beat" in the town centre between 4.00 a.m. and 6.00 a.m.
- a fatal accident involving a pedestrian and a cyclist on Lord Street some time ago and who had the right of way on a footpath which was used by both cyclists and pedestrians (Inspector Jones agreed to investigate these matters)
- what proportion of fines imposed by the Courts were actually collected (Inspector Jones stated that this information could be obtained via a Freedom of Information Act request)
- whether pedestrians walking on footpaths through the dunes could feel safe if they were used by cyclists (Inspector Jones indicated that such footpaths would be policed like any other area).

161. OPEN FORUM

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

- (a) Local Advisory Group Member Mr. S. Sugden referred to obstructive and prolonged commuter vehicle parking in the vicinity of 1-11 Cromer Road, Southport. Mr. Sugden indicated that the Council had undertaken traffic surveys in the area; that the matter had been raised at a Traffic Management Liaison Group meeting; and that numerous incidents

had been raised by residents relating to safety issues including the speed of commuter traffic coming off Waterloo Road, abuse by commuters to residents, prolonged vehicle parking for up to 4 days and parking on the pavement causing obstruction, all of which had been reported to the Council and/or the Police but with no obvious action taken.

Mr. Sugden continued that Southport, Birkdale, Ainsdale, Freshfield and Formby train stations all had public parking facilities whereas Hillside did not; that the lack of public parking facilities was causing the problem in his area; and that some local residents had engaged the Council, at their own expense, to provide 'H' brackets outside their properties, but these had proven to be ineffective and a waste of money.

Mr. Sugden concluded by requesting the Committee to consider the imposition of restricted parking for vehicles, similar to that outside Hillside Station, along the stretch of 1-11 Cromer Road, to preclude parking for a period of 1 or 2 hours during the working day Monday to Friday with no return for 2 hours; and to consider funding the scheme from the Dukes Ward allocation of the devolved budget on a 50-50 basis, i.e. half the cost of the scheme being met by local residents.

The Traffic Services Manager indicated that he had responded by letter to Mr. Sugden. The letter indicated that he could only reiterate that site visits undertaken had not revealed any obstructions to residents caused by parked vehicles on Cromer Road; that at the current time he was only normally progressing and centrally funding Traffic Regulation Orders which delivered a road safety benefit; and that it was his view that the only reason for restrictions at this location would be to improve the environment for residents by removing parked vehicles from outside their homes.

Mr. Marrin concluded that he would be extremely concerned about setting a precedent by allowing residents who could afford it, to pay for TROs when there were no obvious benefits apart from removing parked vehicles from outside an individuals property and that he could see no justification for such action.

Mr. Sugden indicated that he was not satisfied with Mr. Marrin's response. It was agreed that one further survey of the area should be undertaken.

(b) Mr. A. Hayes asked whether there were any plans for Meols Cop High School to be relocated to Meols Park as part of the Building Schools for the Future Programme in Sefton.

RESOLVED:

That the Strategic Director - Children, Schools and Families be requested to respond in writing to Mr. Hayes.

(c) Mr. D. J. Ramsden asked, considering the lack of facilities at Meols Park that were used each weekend by up to 140 adults and 100 plus

children, if the Council was satisfied with the appalling conditions that had prevailed at the Park since the 1950s.

The Leisure and Tourism Director had forwarded a written response to Mr. Ramsden.

RESOLVED:

That the Leisure and Tourism Director be requested to submit a report to the next meeting about the possibility of providing interim improvement measures to the facilities at Meols Park.

(d) Ms. M. Martin asked what evidence the Council used to base its decision to dig up half of Rotten Row and replace it with grass.

The Leisure and Tourism Director had forwarded a written response to Ms. Martin.

(e) Local Advisory Group Member Mrs. M. Pointon asked when the artistes for the Summer Pops in Princes Park would be announced this year. She also asked if the Head of Tourism could reassure the public that there would be better security on the gates for patrons awaiting admission into the park. She added that on the Friday evening of the event last year, it was a fiasco with many people pushed and shoved and tempers raised caused by people arriving at the last minute and trying to push their way to the front of the queue.

The Head of Tourism had responded that the programme for this year's Summer Classics had just been announced and consisted of "The Magic of Soul and Motown" on the Friday and "The Northern Chamber Orchestra Sinfonia" on the Saturday. With regard to the Friday evening, he added that the normal operational planning process naturally picks up problems and issues from the previous year's event, but he was not aware of anything from last year that could be regarded as a fiasco.

(f) Mr. M. Nelson referred to the proposed cycle track in the Birkdale Nature Reserve. He asked whether any consultation had taken place with disability support groups or individuals with disabilities and, if so, what was the duration and scope of the consultation.

The Traffic Services Manager indicated that no such specific consultation had taken place, nor were there any plans to undertake such consultation.

(g) Ms. L. Hilton asked, since there was no provision in the assessment report for the maintenance of the cycle highway in the Birkdale Nature Reserve, how was it going to be funded and what would happen at the end of its ten year lifespan.

The Traffic Services Manager explained that the contractor had indicated a lifespan of approximately 50 years. The work would be funded from the Rights of Way budget.

(h) Ms. M. Atty indicated that the Committee would be aware of the proposal by the Council to change the footpath through the Nature Reserve between Ainsdale and Birkdale to a cycle track. She stated that the current footpath was a well-used and well-loved local amenity. She asked for figures for the number of people currently using the path, the number of new users who may use the proposed cycle track and the number of current users likely to cease using the track if the development takes place. She commented that, if more people stop using the track than start using it, there would be a net loss to the health and wellbeing of the community.

The Traffic Services Manager understood from surveys conducted by colleagues that approximately 250 people a day use the footpath in the summer months.

(i) Mr. T. Atty stated that one of the justifications for this development is that the Ainsdale/Birkdale Nature Reserve cycle track will bring economic benefit. He asked how a 1700 metre cycle track would create sustainable jobs and bring visitors into the area.

The Traffic Services Manager indicated that the Council encouraged cycling throughout the borough from a tourism and leisure perspective. The Council had developed a number of cycle paths and had provided cycle hire facilities.

(j) Miss H. Gregg, a nine year old Kew resident, referred to the number of parked cars on Ovington Drive from Monday to Friday and felt that the drivers of these vehicles were putting children's lives at risk. She asked for consideration to be given to single yellow line parking restrictions on Ovington Drive.

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

(k) Mr. D. Jackson referred to the Council's website which states, in respect of road name signs, "The current policy is to maintain one nameplate at each end of every road", presumably to reduce cost. He stated that road name signs had recently been erected at the following locations:

Two at Preston New Road, although there was already one there, so there are now three;

Four at Eastbank Street Square. One was definitely in Eastbank Street, not the Square. They all stated Eastbank Square, when the correct name was Eastbank Street Square, so he felt that they would have to be replaced;

A total of four signs, two on each side of the monument, all stated London Square. Prior to the Lord Street upgrade works, there was a name plate

by the south colonnade which used the name Monument Square. There were also a number of publications referring to the location as Monument Square, including this Area Committee's Minutes. One of those publications refers to London Square being renamed, after the erection of the monument in 1923. He asked why the policy had not been followed; how much each extra nameplate cost; whether the change would be paid from Ward funds or from central Technical Service funds; and if it could be confirmed whether London Square was renamed.

It was agreed that Capita Symonds be requested to forward a written response to Mr. Jackson.

(l) Mr. T. Durrance stated that the Ribble Buildings at the south end of Lord Street were in desperate need of restoration. He asked if the Council would put pressure on the owners - or the receivers - to carry out maintenance to ensure that the property meets the requirements applicable to health and safety laws. He also asked for an assurance that the Council was doing everything in its power to address this issue.

It was agreed that the Planning and Economic Development Director be requested to forward a written response to Mr. Durrance.

(m) Mrs. A. Cobham referred to the recent high winds which had blown the refuse and recycling bins all over the roads and pavements and asked why the Council insisted that the bins have to be outside the property on the kerb edge, leaving them vulnerable to wind and vandalism. She also asked who was responsible and liable for any damage or injury caused by a Sefton refuse receptacle which was ordered to be left out in the street by the Council.

(n) Ms. A. Owen, the Cycling and Footpath Access Officer of "Path-n-Pedal", referred to the proposed cycle and pedestrian shared path from Birkdale Common to Ainsdale. She stated that many of the 150 plus members of her group, both cyclists and walkers alike who support the scheme, would like an assurance from the Councillors that it would go ahead. She added that the unreasonable objection to the scheme from a small number of existing users, although not unexpected, had raised concern amongst her group that it could be halted. She asked if the Councillors could give their assurance that this valuable addition to the town's cycle infrastructure would proceed as planned, thereby allowing cyclists and pedestrians alike, both now and in the future, to enjoy the significant amenity value which the scheme would provide.

(o) Mr. P. King understood that, when it was announced that the Park and Ride Service at Kew was to be temporarily "mothballed", Councillor Sumner, in his role as a Merseytravel Member, approached the Technical Services Cabinet Member and suggested that, with funding for further signage from Merseytravel, the Park and Ride could remain open. Mr. King understood that this would be at a cost of over £300,000 per year to the taxpayer and he asked if Councillor Sumner could confirm this.

(p) Ms. C. Regan stated that, at the last meeting of the full Council, the Chair had said that she was not pleased that the Conservative Group did not back the Liberal Democrat Group proposal to move Southport Central Library to the Market; a decision which eventually saved the taxpayer a substantial sum of money. She asked if this was still the Chair's view.

(q) Mr. S. Taylor referred to some local political parties de-selecting Councillors because of age and wondered whether Members of the Committee thought that there should be recognised retirement as in all other walks of life. He asked if Councillors could accept an age of 75, the same as for judges, which could then allow younger and newer ideas to be brought into the Council Chamber.

(r) Mr. P. Thomason referred to the proposed cycle track through Birkdale Nature Reserve and asked what consultation had been undertaken to elicit ideas for alternative and potentially preferred routes from the local community.

(s) Ms. L. Thomason referred to the proposed cycle track through Birkdale Nature Reserve and asked why the current footpath was being replaced with a cycle track, instead of using the option that the National Trust employs of providing cycle bays so that cyclists can leave their bikes safely and enjoy the area on foot.

(t) Mr. D. Heaven referred to the proposed structured pathway linking Hillside and Ainsdale and asked what measures would be introduced to control the amount of dog faeces that were currently deposited daily, thereby making the surface unusable for wheelchairs.

(u) Ms. W. Heaven referred to the proposed structured pathway linking Hillside and Ainsdale and asked why should the opportunity be denied to give access to all, including wheelchairs, prams, bicycles, those of limited walking ability etc. to this beautiful area. She also stated that it was known that making structured pathways helped to conserve the flora and fauna of such areas.

In view of the expiry of the time allotted for the Open Forum, it was agreed that the appropriate Officer/Member be requested to forward a written response in respect of questions (m) to (u) above.

In relation to the large number of questions regarding to the proposed new cycle track between Birkdale and Ainsdale and the use of Southport Footpaths 13 and 15 (part) for cycling, (which was considered by the Committee at its meeting on 6 January 2010), particularly the allegations of inadequate consultation, it was agreed to request the Planning and Economic Development Director to prepare a report on the issues raised, for consideration at a special meeting of this Committee, to be held on a date to be arranged.

162. CORRESPONDENCE RELATING TO MATTERS RAISED AT PREVIOUS MEETINGS OF THE AREA COMMITTEE

The Committee considered correspondence relating to the above.

RESOLVED:

That the correspondence be noted.

163. FUTURE AGENDA ITEMS

RESOLVED:

That the Planning and Economic Development Director be requested to submit reports 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 can cause problems for through traffic.

164. VOTE OF THANKS

RESOLVED:

That Councillor Mrs. Fearn be thanked for the manner in which she has chaired meetings of the Committee and she be wished every success for her forthcoming year of office as Mayor of the borough.

165. DATE OF NEXT MEETING

RESOLVED:

That the next meeting be held on **Wednesday, 26 May, 2010 at the Town Hall, Southport, commencing at 6.30 p.m.** and not on 12 May 2010 as originally scheduled.

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