



Welcome and Introductions.

Inclusive Streets Meeting:

20th October 2025.

Bootle Town Hall and on Zoom.

Attendees:

Mike Wright (chair) – Merseyside Sight Loss Council.

Helen Cumiskey – Strategic Infrastructure Planner, Sefton Council.

Ed Holden – Principal Transport Planning Officer, Sefton Council.

Michelle Anglesea – Consultation, Engagement and Accessibility Officer. Sefton Council.

Donna Gutteridge - Principal Transport Planning Officer, Sefton Council.

Tim Thompson – Communications Officer, Sefton Council

Bernard Powell – Retired – Southport Access for Everyone (SAFE) voluntary group to improve life for those with disabilities.

Suzanne McCumiskey – Public Health Officer, Sefton Council.

Pam Ashton – represents ramblers group / Friends of Trans Pennine Trail.

Lou Henderson – used to work for Sustrans and Wheels for All. Represents Southport Cycling Club.

Apologies:

Kelly Barton - Pocklington Trust.

Neil Gibson - Sefton CVS.

Jan Comer – People First Merseyside.

Janice Connolly – Merseyside Society for Deaf People.





1. Welcome and Introductions.

The group introduced who they were.

The internet and link to the Zoom call was working.

2. Update on Local Cycling and Walking Infrastructure Plan (LCWIP) followed by Group Discussion. Edward Holden.

Ed provided an update on the Local Cycling and Walking Infrastructure Plan (LCWIP) process.

This topic has been discussed at past meetings.

It is not a legal document but an important document and explains important active travel routes that the council wants to improve.

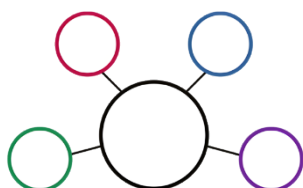
It connects paths to places where people want to go. Types of active travel means walking, wheeling or cycling. It will help the council apply for money to make improvements to active travel routes.

Ed said that other organisations have helped create the LCWIP document. This is because some other organisations own land and will be affected by the plans. Groups included were:

- Sustrans
- Trans Pennine Trail
- Canal and Rivers Trust
- private landowners
- Sefton Council.

Ed explained that the LCWIP is known as a 'broad policy framework' meaning it is an overall plan. It doesn't include lots of details on the plans. As work goes on, detailed designs will be made, and these will follow the guidance and rules to make sure they are meeting standards.

He also shared that the public consultation for the LCWIP had finished, the aim is to adopt the plan in early 2026.





3. Update on Access Controls and Barriers Policy - Ed Holden.

Ed gave an update on how the policy is progressing.

He explained that many of the barriers are on land owned by other organisations - like Sustrans and the Canal and River Trust. These organisations are aware of the updated advice around access controls. A Sefton-specific policy will help support these changes locally.



Example of barriers, such as A-frames and chicanes, were shared. It was discussed whether these barriers were following the latest rules. The group acknowledged that barriers like steps or overgrown plants can make a path less accessible.



Pam noted that around Wally's Steps, the plants are overgrown, making it difficult to take the steps whilst carrying a bicycle. In the medium and longer-term future, it was suggested that there should be an alternative route that means parts of Aintree that are not easy to get through can be avoided. For example, a route alongside Fazakerley sidings.

Ed explained that the LCWIP is being developed to match current national guidance and laws. It decides if a barrier is needed and if so, the standard required.



Ed highlighted that there is a prioritisation process for applying the policy.

The Council is looking into each barrier to help decide which needs improvements first, with ongoing audits to aid this process. For example, one area prioritised for improvements is the Rimrose Valley.



The group made clear that they want the least restrictive option for barriers, particularly on paths going through routes taken for fun or through green spaces.

Ed explained that the online consultation on the Access Controls and Barriers Policy is currently open until 1st December. Accessible versions of the consultation materials are available online and in libraries. The consultation will help focus the priorities for applying the policy.



Ed noted that in the last few years, high-powered electric bikes have become a concern. This is because they can pass through barriers.

South Yorkshire Police has shared some best practice advice on how to manage barrier removal while addressing safety concerns.



Ed explained that as we make changes to each individual barriers there will be appropriate consultation. This will be with Merseyside Police, Neighbourhood teams and other relevant people. It is important to manage accessibility and public safety, particularly in areas where illegal use of motorbikes is a concern.



4. Update on Southport Promenade Autumn Consultation – Ed Holden.

Ed provided an update on the Southport Promenade project.

The project aims to improve footways, crossings, and cycle facilities while balancing keeping on-street parking and other amenities.

Changes to the design were highlighted, including the now keeping of a right turn for traffic at Marine Drive and adding zebra crossings at key locations.





The design also has tactile paving and measures to prevent vehicles from accessing pavements.

Bernard referenced a preference for the wider bus stop kerbs (Marshall's) used at Southport Hospital.

Ed explained that a second round of public consultation on the updated design is planned for mid-November to early January. There will be in-person and online engagement opportunities.



Following this, the preliminary design will be finished in early 2026. This means we can then do a detailed design and then phase the scheme delivery later in 2026.

5. Electric Vehicle Charging Strategy – Donna Gutteridge.



Donna provided an overview of Sefton Council's approach to Electric Vehicle (EV) charging infrastructure. It is part of the wider low-carbon transport strategy.



She explained how the Council aims to support the transition to EVs, improve air quality, and contribute to climate change targets.

The council has secured money through the Local Electric Vehicle Infrastructure (LEVI) scheme, through work managed by Liverpool City Region Combined Authority (LCRCA), with £1.6 million given to Sefton.



The funding will prioritise public charging points in places where residents don't have their own private, off-street driveways.



The council plans to install charging points in public car parks, leisure centres, and selected on-street locations.



Two trial sites have been identified in Waterloo and Bootle, near public parks.

Donna explained the different types of chargers, including standard, fast, and rapid chargers, and each of their charging times.

The council is working with Scottish Power Energy Network to make sure the power grid can manage the extra demand for electricity at the trial sites.

The procurement (buying) process for a company to operate and install EV charging points is currently taking place. Charging point installations are expected to start in mid 2026.

The group discussed challenges like the higher cost of public charging compared to private home charging and the need for equitable access.

The council is exploring options to cap price tariffs and ensure they are affordable.

The discussion also highlighted the importance of working with Motability to support disabled users and exploring cross-pavement charging for residents without driveways.

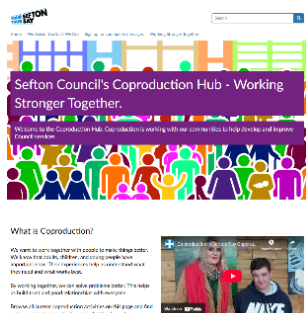
Following group discussion, Donna explained that the LCRCA is finding one supplier to be responsible for EV charging points across the city region for the next 15 years.

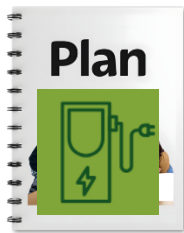
The LCRCA has a team to organise and deliver this across all the Liverpool City Region. Different Councils have different approaches.

Bernard asked if there is a specific voltage limit needed for cross pavement charging.

ACTION: Donna to check.

Donna explained the next steps for the EV work, which includes continued engagement with members, officers and communities to select future charging sites.





The EV Charging Infrastructure Strategy will be finalised and approved and an Easy Read version made available online in 2026.



6. Any Other Business.

The vegetation and maintenance issues on routes. A request was made for Green Sefton and the highways maintenance team to present an update to the group on current approaches.



Next Inclusive Streets meeting:

Date – Wednesday 28th January 2026.



Time - 1.00pm – 3.00pm.

Location – Bootle Town Hall, Committee Room.

Please contact Helen if you have any questions or need anything to make sure you can take part in the meetings.



Helen.Cumiskey@sefton.gov.uk