

SEFTON EAST PARISHES AREA COMMITTEE

Date: Thursday 18th March, 2010
Time: 6.30 pm
Venue: Lydiate Primary School, Lambshear Lane, Lydiate

AREA COMMITTEE MEMBERSHIP

Molyneux Ward
Councillor
Howe (Chair), Liberal Democrat
Colbert, Liberal Democrat
Robertson, Liberal Democrat

Park Ward
Councillor
Blackburn (Vice-Chair), Liberal Democrat
Byrne, Liberal Democrat
Fenton, Liberal Democrat

Sudell Ward
Councillor
Connell, Liberal Democrat
C Mainey, Liberal Democrat
S Mainey, Liberal Democrat

Parish Council Representatives

Parish Councillor Baldwin	Aintree Village Parish Council
Parish Councillor Mr A Brown	Melling Parish Council
Parish Councillor Mrs A McKeating	Sefton Parish Council
Parish Councillor D Russell	Lydiate Parish Council
Town Councillor C R Walker	Maghull Town Council

COMMITTEE OFFICER: Ian Williams
Telephone: 0151 934 2788
Fax: 0151 934 2034
E-mail: ian.williams@legal.sefton.gov.uk

If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.

AGENDA

1. **Apologies For Absence**
2. **Declarations Of Interest**

Members and Officers are requested to give notice of any personal or prejudicial interest and the nature of that interest, relating to any item on the agenda in accordance with the relevant Code of Conduct.
3. **Minutes** (Pages 5 - 14)

Minutes of the meeting held on 21 January 2010
4. **Police Issues**
5. **Open Forum**
6. **Introduction of Duncan Lamb, Street Services Officer Sefton East Parishes Area**

Street Services Officer Sefton East Parishes Area
7. **Pedestrian Crossing Review - Proposed Pedestrian Refuge - Liverpool Road South, Maghull** (Pages 15 - 20)

Report of the Planning and Economic Development Director
8. **Proposed Amendment To Existing Traffic Regulation Order - Damfield Lane, Maghull** (Pages 21 - 24)

Report of the Planning and Economic Development Director
9. **Results of On-Street Parking Consultation - Maghull Station Area** (Pages 25 - 40)

Report of the Planning and Economic Development Director
10. **Provision of Alleygate - A Passageway Leading From Alt Avenue, Maghull** (Pages 41 - 46)

Report of the Planning and Economic Development Director
11. **Highways Maintenance Programme 2010-11** (Pages 47 - 76)

Report of the Head of Technical Services
12. **Update On Waddicarr Lane Housing Development Issues** (Pages 77 - 92)

Report of the Assistant Director Neighbourhoods and Investment Programmes

13. Budget Monitoring

(Pages 93 - 100)

Report of the Neighbourhood and Investment Programmes
Director

14. Date And Time Of Next Meeting

In accordance with the agreed Schedule of Meetings for this Area Committee, the next meeting will be held on Thursday 27 May 2009 at Maghull Town Hall, Hall Lane, Maghull commencing at 18:30.

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THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON TUESDAY 2 FEBRUARY 2010. MINUTES NOS. 66, 69, 70, 71 AND 72 ARE NOT SUBJECT TO "CALL IN".

SEFTON EAST PARISHES AREA COMMITTEE

MEETING HELD AT THE MAGHULL TOWN HALL, HALL LANE,
MAGHULL
ON THURSDAY 21ST JANUARY, 2010

PRESENT: Councillor Howe (in the Chair)
Councillors Blackburn, Byrne, Colbert, Fenton,
C Mainey, S Mainey and Robertson
Local Advisory Group Members:
Parish Councillors Baker, Baldwin, McKeating and
Russell
Town Councillor Walker
6 Members of the Public
1 member of Merseyside Police

62. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Connell.

63. DECLARATIONS OF INTEREST

No declarations of interest were received.

64. MINUTES

RESOLVED:

That, subject to an amendment to Minute No 59(8) of the meeting held on 23 November 2009 to now read

"an allocation be made for additional street signs. £80 from the Molyneux Ward budget and a further £155 each from the Sudell and Park ward budgets."

the Minutes of the meeting held on 12 November 2009 be confirmed as a correct record.

65. POLICE ISSUES

Further to Minute No 47 of the meeting held on 12 November 2009, Sergeant Nelson outlined the crime statistics for the Sefton East Parishes area from 12 November 2009 to 21 January 2010. The following is a summary of her assessment:

Burglary. It was reported that there had been 39 reported incidents, – 16 in Maghull; 13 in Melling; 7 in Aintree; and 3 in Lydiate; that this was an issue shared with neighbouring authorities in Litherland, Netherton, Bootle, Crosby and Lancashire; that due to a rise in burglaries in other areas

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police had been diverted to other areas, but due to a rise in the Sefton East Parishes Area of late, Police were being redeployed in the area, mobilising drones (remote controlled thermal imaging equipment), and working with the CCTV Unit at Sefton Council. 14 out of the 39 incidents reported were unsecured premises, some incidents were attempted but unsuccessful forced entries, and Police continue 'Operation Handle' in order to tackle the issue of unsecured premises. 8 arrests had been made in connection with 4 burglaries, and given the modus operandi of some burglaries police were tracking one male from the north part of Liverpool who may be operating in the Sefton East Area.

Thefts from a motor vehicle. In total, 40 incidents had been reported – 12 in Maghull; 13 in Melling; 14 in Aintree and 1 in Lydiate. 10 of the 40 incidents were due to a single incident, in which opportunist offenders smashed windows and stole valuable items which were on display, and Police were continuing their investigation into this incident. Sergeant Nelson reported that a number of registrations plates had also been stolen during the period (15 in total), and one had been identified as being used in a robbery in Bootle; that grub screws were available free of charge from the Police which acted as a deterrent to thieves; and that whilst it was not a requirement to inform Police of a stolen licence plate, reporting such incidents could prevent other crimes such as drive offs from petrol stations and use of licence plates in robberies. Two arrests had been made in connection with thefts from motor vehicles and were awaiting court hearings.

Robbery. Only one reported incident at the Post Office in Waddicarr Lane, although this was the third incident in recent months. Police were working with the owners to minimise the risk of robbery in future.

Anti-Social Behaviour. A number of incidents had been reported mainly due to the poor weather conditions and use of snowballs in these incidents; some incidents meant repeat calls to some locations, and one incident required attendance four times at the Satinwood Estate - Police were addressing this issue in conjunction with other agencies. Police also launched "Stay Safe" on 8 January 2010 and worked with young people who were misusing alcohol, ensuring that they were returned to parents or ensuring that they were in a safe environment until parents could be contacted regarding the issue.

Councillors asked a variety of questions relating to: police resources in the Sefton East Parishes area; parked cars on Rosslyn Avenue and Liverpool Road South; delayed responses to anti social behaviour reports in the Lydiate area; youths with dogs and birds of prey; youths undertaking 'pranks' and frightening the elderly; and leafleting. Sergeant Nelson answered questions and where appropriate agreed to take details of incidents from Members.

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RESOLVED: That

- (1) all residents to be encouraged support 'Operation Handle' and its message;
- (2) Members ensure that the message regarding the availability of grub screws was relayed; and
- (3) Steve Johnson, Technical Services representative be requested to investigate any potential parking restrictions to the junction of Rosslyn Avenue and Liverpool Road South.

66. OPEN FORUM

No questions/comments were submitted during the open forum.

67. PRESENTATION - UPDATE ON WORK OF THE PCT AND DELIVERY OF KEY MESSAGES

Mr Paul Acres, Chairman of Sefton NHS and Ms Bernie Hartley, Head of Primary Care presented key messages and outlined the forthcoming work of NHS Sefton (formerly Sefton Primary Care Trust/PCT); indicating that they continued to work on the 5 year plan which was consulted upon and had agreed priorities. These included involving local people, improving quality of and access to healthcare and reducing health inequalities; that after the Lord Darzi Review the focus was on quality of healthcare provision; that, given the financial situation facing public services, challenges lay ahead. Specifically in relation to health inequalities, Sefton NHS was trying to improve life expectancy and life without chronic illnesses by tackling smoking, alcohol misuse and obesity. In relation to healthcare access, Sefton NHS were working with GPs through "Practice based commissioning" to increase the number of GPs offering extended hours and increasing the length of extended hours. Sefton NHS had been tasked with re-designing its service to ensure that the maximum number of services were offered in the community through "Transforming Community Services" creating new 'patient pathways' and developing services based on how the patient should be treated, choosing the best location and time for treatment.

An open invitation to attend NHS Sefton Board meetings was extended to all SEPAC Members and attendees. The next meeting would be held at 12.30pm 28 January 2010 at the Jospice, Thornton.

Both representatives invited questions from the audience and Members.

RESOLVED: That

- (1) the Area Committee wished for the provision of health care facilities in Maghull to be actively considered by NHS Sefton. In particular,

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that the provision of treatment should reflect the needs of local people in terms of accessibility, types of treatment and location;

- (2) the Area Committee should be kept fully informed of progress on the above discussions within NHS Sefton;
- (3) when planning health care provision, due consideration be given to the geographical isolation in some parts of the SEPAC area and the lack of public transport;
- (4) the issues of inconsistencies in GP services and their accessibility be addressed in SEPA. This relates to both GP appointments and prioritisation of patients according to need and also appointments at times convenient for local people; and
- (5) the Mr P Acres and Ms B. Hartley be thanked for their attendance and presentation.

68. PRESENTATION - INTRODUCTION OF DUNCAN LAMB, STREET SERVICES OFFICER SEFTON EAST PARISHES AREA

RESOLVED:

That due to the non-attendance of Mr Lamb, the item be deferred until the next appropriate meeting of the Committee.

69. TRAFFIC REGULATIONS ORDER - CENTRAL SQUARE, MAGHULL.

Further to Minute No 50 of 12 November 2009 the Committee considered the report of Planning and Economic Regeneration Director regarding the problems with the existing Traffic Regulation Order (TRO) which applied to Central Square, Maghull and the difficulty of enforcement of a 2 hour parking restriction in the area; indicating that officers had investigated two alternatives to the current TRO and concluded that the current TRO should remain but that the current lines and signs be amended to allow full enforcement to take place; and that whilst estimated to cost approximately £1,450 - as a significant number of the signs and lines would be required to be renewed to make this option feasible - the option was being fully costed.

RESOLVED:

That the contents of the report be noted and the recommended option 2 in the report be approved.

70. PROPOSED PEDESTRIAN REFUGE - DAMFIELD LANE, MAGHULL - RESULTS OF PUBLIC CONSULTATION

Further to Minute No 56 of the meeting held 12 November 2009, the Committee considered the report of the Planning and Economic

Regeneration Director regarding the results of the public consultation undertaken in relation to proposed pedestrian Refuge on Damfield Lane; seeking approval for progression of the scheme and indicating that a decision on the matter was required in order to comply with delegations approved within the Council's Constitution and the protocol agreed with Cabinet Member Technical Services and Area Committee Chairs in Spring 2002 for the progression of Capital Schemes.

The report indicated that a consultation exercise had been undertaken to engage public opinion regarding the frontages of a section of Hall Lane and Damfield Lane, Maghull and an existing splitter island into a pedestrian refuge on Damfield Lane located to the side of 63 Hall Lane, Maghull which required upgrading; that 14 consultation packs consisting of an information flyer, a questionnaire and a plan showing the proposals was delivered to properties fronting the proposed scheme on Wednesday 11 November 2009, and that the closing date for consultation returns was Friday 4 December 2009; that a total of 9 questionnaires were returned by the deadline date, giving a response rate of 64.3%; that of the 9 questionnaires returned, 6 (66.7%) were in favour and 3 (33.3%) were not in favour of the proposed pedestrian refuge on Damfield Lane located to the side of 63 Hall Lane, Maghull.

Copies of the information flyer, a questionnaire and a plan showing the proposals were attached as annexes to the report.

RESOLVED: That

- (1) the results of the consultation exercise be noted; and
- (2) progression of the scheme to introduce the proposed pedestrian refuge on Damfield Lane by the end of the financial year 2009/10 be approved.

71. PROPOSED PEDESTRIAN REFUGES - LIVERPOOL ROAD NORTH AND DODDS LANE, MAGHULL - RESULTS OF PUBLIC CONSULTATION

Further to Minute No 56 of the meeting held 12 November 2009, the Committee considered the report of the Planning and Economic Regeneration Director regarding the results of the public consultation undertaken in relation to proposed pedestrian refuge on Liverpool Road North and Dodds Lane; seeking approval for progression of the scheme and indicating that a decision on the matter was required in order to comply with delegations approved within the Council's Constitution and the protocol agreed with Cabinet Member - Technical Services and Area Committee Chairs in Spring 2002 for the progression of Capital Schemes.

The report indicated that a consultation exercise had been undertaken to engage public opinion regarding the frontages in close proximity of the junction of Liverpool Road North and Dodd's Lane, Maghull; that 18 consultation packs consisting of an information flyer, a questionnaire and a

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plan showing the proposals were delivered to properties fronting the proposed scheme on Wednesday 11 November 2009, and that the closing date for consultation returns was Friday 4 December 2009; that a total of 11 questionnaires were returned by the deadline date, giving a response rate of 61.1%; that of the 11 questionnaires returned, 9 (81.8%) were in favour and 2 (18.2%) were not in favour of the two proposed pedestrian refuges.

Mr. Johnston, Technical Service representative responded to concerns that the line of sight from the proximity to the bend of the pedestrian refuge restricted visibility for drivers coming from Maghull station, and whilst the department recognised that it was not an ideal location was not worsening the present situation.

Copies of the consultation flyer, questionnaire and plans of the proposals were attached as Annexes A, B and C.

RESOLVED: That

- (3) the results of the consultation exercise be noted; and
- (4) progression of the scheme to introduce the proposed pedestrian refuges on Liverpool Road North and Dodds Lane by the end of the financial year 2009/10 be approved.

72. WILDLIFE AND COUNTRYSIDE ACT 1981, SECTION 53, APPLICATION FOR THE ADDITION OF TWO FOOTPATHS TO DEFINITIVE MAP AND STATEMENT IN RESPECT OF SCHOOL LANE, AINTREE

Further to Minute No 77 of the meeting held on 22 March 2007 the Committee considered the report of the Planning and Economic Regeneration Director regarding the application for the addition of two footpaths to a definitive map modification order under Section 53(2) and Section 53(3)(b) of the Wildlife and Countryside Act 1981 (the 'Act') to add the ways shown as pecked lines A-B-C and D-E on drawing number DC0482 to the Councils Definitive Rights of Way Map and Statement; and seeking approval to continue making a modification order under the Act following amendments to the proposed order plan and worded description.

The report indicated that the Committee authorised the Legal Director to make a definitive map modification order under the Act in 2007; that during the administrative processes necessary to make the Order it came to light that the plan in the previous report, which was to be the Order plan, was not totally accurate; that the line drawn on the plan did not replicate the situation on the ground and differed slightly to the written description for the Order i.e. Point A, the start of the path, shown on the map was nearly 10 metres north east of the actual start point; that the written description had also been rechecked and it had been discovered that two of the lengths mentioned needed amending; and that in order to avoid invalidation of the Order and ensure robustness against any potential

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challenge of the Order at a later date, a further report was required to amend the plan.

RESOLVED:

That the Legal and Democratic Services Director be authorised to make a definitive map modification order under Section 53(2) and Section 53(3)(b) of the Wildlife and Countryside Act 1981 to add the ways shown as a pecked line A-B-C and D-E on drawing number DC0482 to the Councils Definitive Rights of Way Map and Statement as detailed in the report.

73. THORNTON TO SWITCH ISLAND LINK – PUBLIC CONSULTATION AND EXHIBITION

The Committee considered the report of the Planning and Economic Regeneration Director regarding progress in relation to the development of the proposed Thornton to Switch Island Link and the public consultation and exhibition planned for February 2010; indicating that the Thornton Switch Island Link Road Scheme was granted 'Programme Entry' into the Department for Transport's (DfT) programme of major transport schemes, (i.e. schemes costing in excess of £5.0m) in September 2008; that the planning application for the scheme was proposed to be submitted at the beginning of April 2010; that Cabinet approved the proposal to hold a public exhibition of the proposals in advance of the submission of the application at the venues, dates and times below; that members of the project team would be available to explain the scheme and answer questions and that Members would be invited to attend the exhibition and the exhibition would also be publicised as widely as possible in the local area:

- (a) 2pm to 8pm at St Frideswyde's Church, Water Street, Thornton, on Tuesday, February 2; and
- (b) 2pm to 8pm at St Benet's Parish Club, Chapel Lane, Netherton, on Wednesday, February 3.

The report also indicated that in addition to the public exhibitions, it was proposed to offer individual discussions and consultations to the residents most affected by the scheme proposals (i.e. on Chapel Lane, Rothwells Lane and Holgate) and that individual discussions would also be offered to the local landowners and farmers who would be affected. Reports would be presented to all the relevant Area Committees and offers would be made to the Parish Councils for one of the project officers to attend their meetings and explain the scheme proposals.

RESOLVED:

That the report be noted.

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74. CONTAMINATED LAND INSPECTION OF FORMER SEFTON MEADOWS LANDFILLS

Further to Minute No 15 of the meeting held on 15 September 2005 the Committee considered the report of the Environmental Protection Director advising of progress made in connection with the contaminated land inspection of the former Sefton Meadows landfill.

The report indicated that the Environment Agency (EA) on behalf of the Council, undertook an inspection of the former landfills to assess whether contaminants were present at concentrations that may pose a significant risk to human health or controlled water; that following completion of their detailed inspection the EA considered that the areas identified as Sefton Meadows Landfill Extension 1 and Sefton Meadows Landfill Extension 2 met the requirements to be determined as contaminated land sites and designated as Special Sites; and that the contamination had been shown to be affecting controlled waters and their quality, in that the surface waters were not meeting relevant surface water criteria as set out in the Surface Waters (Fishlife) (Classification) Regulations 1997.

The report concluded that EA had recommended that further investigation was required on sites known as Sefton Meadows East and Sefton Meadows West; that the Council was currently consulting with landowners to establish the scope of further works; and that Environmental Protection Department Officers would assist EA with risk communication, assessment of risks to human health and liaison with the appropriate persons who had interest in the sites.

RESOLVED: That

- (1) the report on the contaminated land inspection of the former Sefton Meadows Landfills be noted; and
- (2) the Environmental Protection Director be invited to a future meeting to discuss these issues in more detail.

75. WADDICAR LANE DEVELOPMENTS, MELLING

Further to Minute No 58 of the meeting held on 12 November 2009, the Committee considered the briefing noted tabled by the Assistant Director – Neighbourhoods, outlining the current situation on the Waddicarr Lane Developments at Satinwood Estate; indicating that Morris Homes had been written to by Sefton Council on 21 December 2009 in order to give formal notice that outstanding works would be undertaken and charged to themselves and any disagreement of this would need to be expressed by 4 January 2010; that Morris Homes, had not submitted an objection and as a courtesy, Sefton Council had emailed Morris Homes on 11 January 2010 to advise them that works would commence and be charged to them. Morris Homes did reply on the same date by email to object to the decision, however, the Assistant Director – Neighbourhoods indicated that the manufacture of the materials needed for the works had commenced;

that full completion of the works would take approximately 4 weeks; that United Utilities had confirmed that they were progressing the adoption of the sewage drains; and the Highways Department should complete the adoption of the estate by the end of March 2010.

In relation to the footpath on the estate all residents were encouraged to write a letter to notify their Councillor of their concerns regarding the footpath and any associated anti-social behaviour incidents; that Merseyside Police had agreed to write a letter of support for the stopping up of the footpath; that this process could take up to 12 months and therefore fencing off this section of the estate prior to the finalisation of the stopping up order could prejudice the case.

RESOLVED: That

- (1) the Assistant Director – Neighbourhoods be thanked for all her efforts to bring a successful conclusion to this situation; and
- (2) the matter remain as a standard item until all works as detailed in the report had been completed.

76. BUDGET MONITORING

Further to Minute No 59 of the meeting held on 12 November 2009, the Committee considered the report of the Planning and Economic Regeneration Director that indicated that the balance available for the allocation of 2009/10 budget was as follows.

	Balance b/f	2009/10 Budget	2009/10 Litterbins	2009/10 Street Signs	2009/10 Available	2009/10 Commitments	Balance Available
	£	£	£	£	£	£	£

SEPAC-wide by Ward							
Molyneux	1,047.00	1,767.00	-	-	2,814.00	1,530.67	1,283.33
Park	589.00	1,767.00	-	-	2,356.00	1,021.67	1,334.33
Sudell	2,211.00	1,766.00	-	-	3,977.00	3,521.66	455.34

Parish/Town Councils							
Aintree	-	3,860.00	-	-	3,860.00	3,860.00	-
Lydiate	3,610.00	3,610.00	-	-	7,220.00	-	7,220.00
Maghull	-	12,035.00	-	-	12,035.00	-	12,035.00
Melling	-	1,520.00	-	-	1,520.00	-	1,520.00
Sefton	175.00	175.00	-	-	350.00	-	350.00

Litterbins by Ward							
Molyneux	49.00	-	557.00	-	606.00	606.00	-
Park	779.00	-	557.00	-	1,336.00	1,140.00	196.00
Sudell	749.00	-	557.00	-	1,306.00	380.00	926.00

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Street Signs by Ward							
Molyneux	-	-	-	1,000.00	1,000.00	-	1,000.00
Park	-	-	-	1,000.00	1,000.00	-	1,000.00
Sudell	-	-	-	1,000.00	1,000.00	-	1,000.00
Total	9,209.00	26,500.00	1,671.00	3,000.00	40,380.00	12,060.00	28,320.00

RESOLVED: That

- (1) the balance of the budget available for each Parish/Town Council from the general budget and to each Ward from the SEPAC-wide budget allocations for the rest of the year be noted;
- (2) the balances of the litter bin budget for each Ward be noted;
- (3) an allocation of £380 be made for a litterbin to be sited outside the shops on Grosvenor Road, from the Sudell Ward budget; and
- (4) an allocation of £170 be made for street signs stating Derwent Close and Poverty Lane from the Sudell Ward budget
- (5) an allocation £380 be made for a litterbin in Bobby's Wood at the junction of Liverpool Road South and Northway from the Molyneux Ward budget;
- (6) an allocation of £380 be made from the Melling Ward budget for a bin opposite the shops on Waddicarr Lane;
- (7) an allocation of £380 be made for a litterbin on this road from the Sudell Ward budget at Northway Hall Lane; and
- (8) subject to a report to the Area Committee by the Assistant Director - Neighbourhoods to the next meeting that, an in principle agreement be given to allocate £1,500 from Melling Parish Council budget, to be used for Melling In Bloom activity.

77. CORRESPONDENCE RELATING TO PREVIOUS MEETING

The Committee considered the correspondence relating to the items raised from the previous meeting.

RESOLVED:

That the correspondence be noted.

78. DATE OF NEXT MEETING

In accordance with the agreed Schedule of Meetings for this Area Committee, the next meeting will be held on Thursday 18 March 2009 at Lydiate Primary School, Lambshear Lane, Lydiate commencing at 18:30.

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Meeting: SEFTON EAST PARISHES AREA COMMITTEE

Date of Meeting: 18 MARCH 2010

Title of Report: PEDESTRIAN CROSSING REVIEW – PROPOSED PEDESTRIAN REFUGE – LIVERPOOL ROAD SOUTH, MAGHULL

Report of: Andy Wallis
Director of Planning &
Economic Regeneration

Contact Officer:
Dave Marrin 0151 934 4295
Paula Butt 0151 934 4227

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s)..... of Part 1 of Schedule 12A to the Local Government Act, 1972		√
Is the decision on this report DELEGATED ?	√	

Purpose of Report

To seek approval for the progression of a pedestrian refuge on Liverpool Road South, Maghull.

Recommendation(s)

It is recommended that :-

- (i) Members resolve to progress one pedestrian refuge on Liverpool Road South, Maghull either at a location adjacent to the junction with Ormonde Drive or at a location adjacent to the boundary of property numbers 50/52 Liverpool Road South, Maghull
- (ii) Subject to a positive outcome from the public consultation, the design and implementation of a pedestrian refuge on Liverpool Road South, Maghull be progressed as soon as possible

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Corporate Objective Monitoring

√

Corporate Objective		Positive Impact	Neutral Impact	Negative Impact
1.	Creating a Learning Community		√	
2.	Creating Safe Communities	√		
3.	Jobs and Prosperity		√	
4.	Improving Health and Well-Being	√		
5.	Environmental Sustainability		√	
6.	Creating Inclusive Communities		√	
7.	Improving the Quality of Council Services and Strengthening local Democracy		√	
8.	Children and Young People	√		

Financial Implications

	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
<u>CAPITAL EXPENDITURE</u>				
Gross Increase in Capital Expenditure	30,000			
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	30,000			
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date?	When?			
How will the service be funded post expiry?	Traffic Management Budget			

Departments consulted in the preparation of this Report:

None

List of background papers relied upon in the preparation of this report

Committee Report submitted to Cabinet Member – Technical Services on 27 January 2010 entitled ‘Proposed Pedestrian Refuge – Bispham Road, Southport – Results of Public Consultation’.

1.0 BACKGROUND

- 1.1 At its meeting on 6 January 2010, Southport Area Committee resolved to defer a decision to Cabinet Member – Technical Services on the progression of a pedestrian refuge on Bispham Road, Southport following objections received during a consultation exercise with affected residents and traders.
- 1.2 Bispham Road was identified as one of the seven locations identified where pedestrian refuges be progressed under the Pedestrian Crossing Review programme for completion in the 2009/10 financial year.
- 1.3 Cabinet Member – Technical Services at its meeting on 27 January 2010 subsequently resolved to not progress a pedestrian refuge on Bispham Road and that a consultation with the next prioritised and previously identified site for the installation of a pedestrian refuge be undertaken.
- 1.4 The next two identified prioritised and previously identified sites on the pedestrian crossing review priority site list are on Liverpool Road South, Maghull and both sites have similar PV² values.

2.0 CONDITIONS AND OBSERVATIONS

- 2.1 The first proposed site for a refuge is located on Liverpool Road South to the south-east of the junctions with Ormonde Drive and the Bramleys. A pedestrian refuge located here would assist pedestrians crossing in the vicinity of the local parades of shops and would also assist pupils of the nearby Maghull High School at school start and finish time. Its proposed location is shown on the plan in Annex A.
- 2.2 The second proposed site for a refuge is located on Liverpool Road South adjacent to the boundary of property numbers 50/52. A pedestrian refuge located here would assist pedestrians to cross to the adjacent parade of shops and its proposed location is shown on the plan in Annex B.

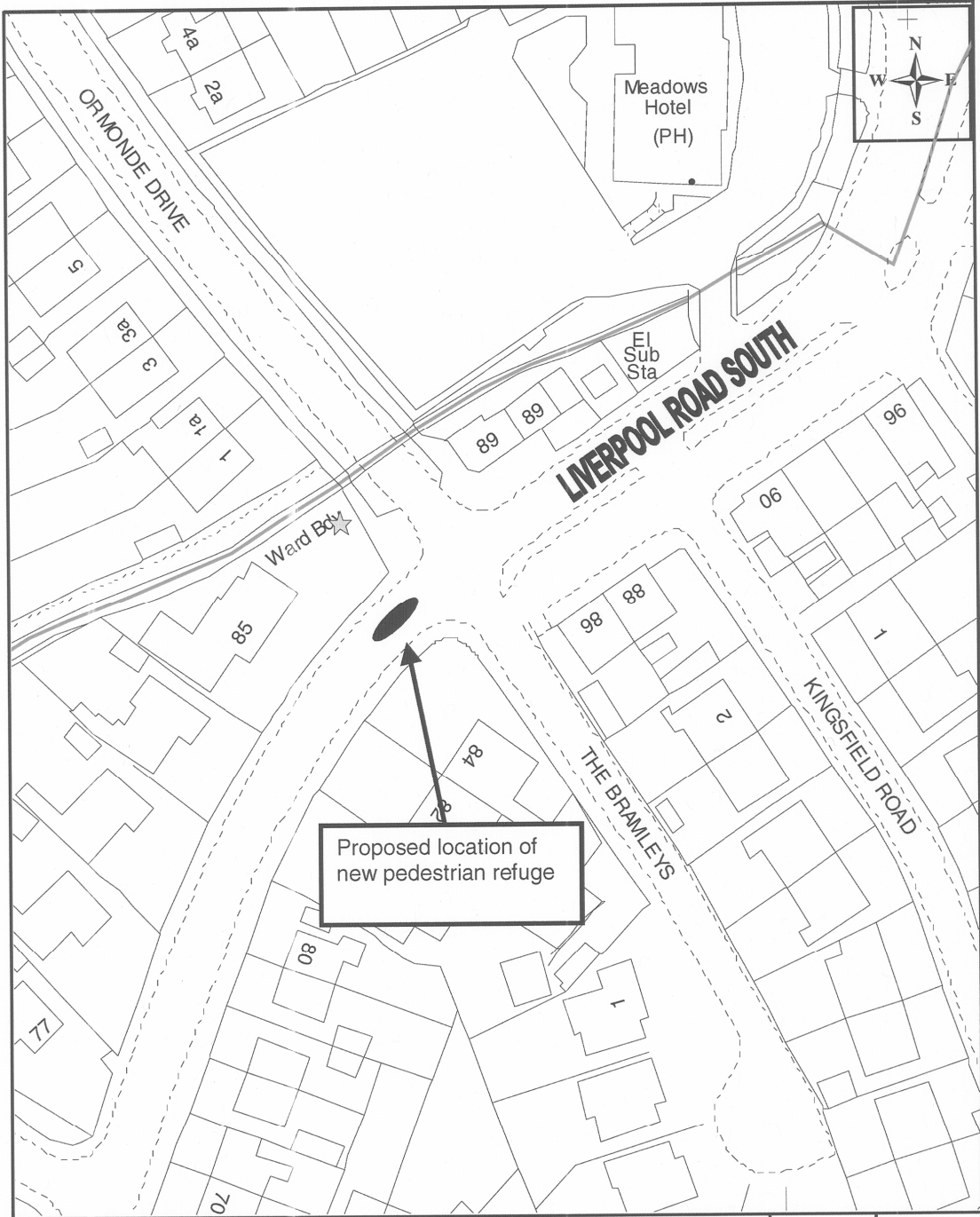
3.0 RECOMMENDATION

- 3.1 It is recommended that Ward Members resolve to progress a pedestrian refuge on Liverpool Road South, Maghull at a location adjacent to the junction with Ormonde Drive. If, for any reason this location cannot be delivered then the second location adjacent to the boundary of property numbers 50/52 Liverpool Road South, Maghull should be progressed.
- 3.2 It is recommended that a letter drop consultation exercise with affected residents/traders be carried out at the preferred location to include a covering letter, plan and questionnaire. Any comments or objections arising from the proposal will be reported back to the Sefton East Parishes Area Committee on 27 May 2010.

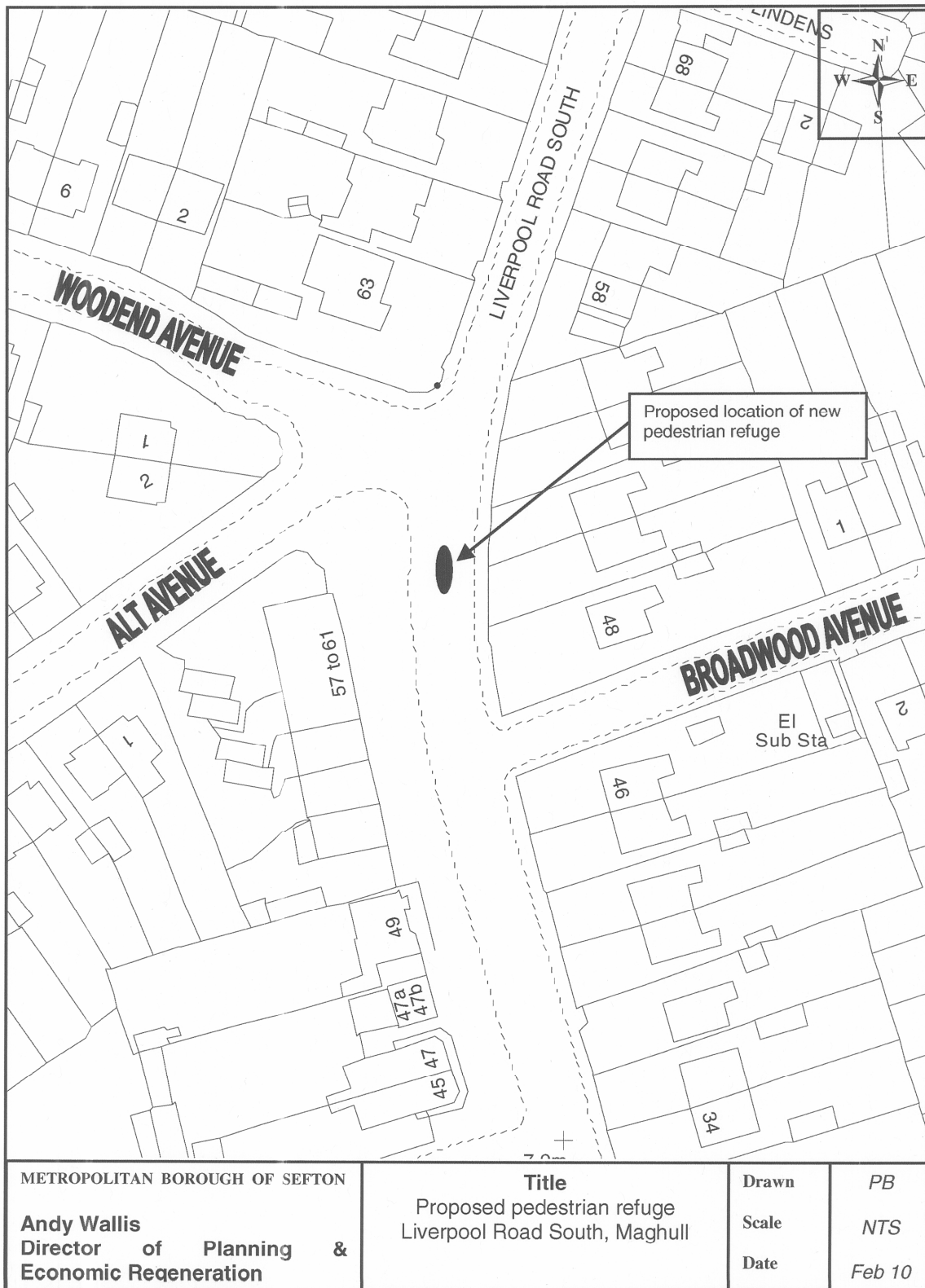
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- 3.3 Subject to a positive outcome from the public consultation, the design and implementation of a pedestrian refuge on Liverpool Road South, Maghull be progressed as soon as possible.

Andy Wallis
Director of Planning & Economic Regeneration



METROPOLITAN BOROUGH OF SEFTON	Title	Drawn	PB
Andy Wallis Director of Planning & Economic Regeneration	Proposed Pedestrian Refuge Liverpool Road South, Maghull	Scale	NTS
		Date	Feb 10



Agenda Item 8

Meeting: **SEFTON EAST PARISHES AREA COMMITTEE**

Date of Meeting: **18 MARCH 2010**

Title of Report: **PROPOSED AMENDMENT TO EXISTING TRAFFIC
REGULATION ORDER – DAMFIELD LANE, MAGHULL.**

Report of:
Andy Wallis
Planning and Economic Regeneration
Director

Contact Officers:
Dave Marrin 0151 934 4295
Colin Taylor: 0151 934 4189

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?		

Purpose of Report

To seek approval for the amendment to the existing traffic regulation order on Damfield Lane, Maghull.

Recommendation(s)

It is recommended that :-

- (i) The Traffic Regulation Order, as set out on the plan in Annexe A be approved;.
- (ii) the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order, be approved

Agenda Item 8

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		✓	
2.	Creating Safe Communities	✓		
3.	Jobs and Prosperity		✓	
4.	Improving Health and Well-Being	✓		
5.	Environmental Sustainability	✓		
6.	Creating Inclusive Communities	✓		
7.	Improving the Quality of Council Services and Strengthening local Democracy		✓	
8.	Children and Young People		✓	

Financial Implications

	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
<u>CAPITAL EXPENDITURE</u>				
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	700			
Funded by Sefton East Parishes Area Committee				
Sefton funded Resources	700			
Funded from External Resources				
Does the External Funding have an expiry date? N	When?			
How will the service be funded post expiry?	Traffic Management Budget			

Departments consulted in the preparation of this Report

None

List of background papers relied upon in the preparation of this Report

None

1.0 BACKGROUND

- 1.1 A complaint has been received via the prospective candidate for parliament that on-street parking obscures vehicular sightlines whilst exiting Chapelhouse onto Damfield Lane in Maghull.

2.0 SITE CONDITIONS

- 2.1 Damfield Lane lies just off the A59 Northway. It carries predominantly local traffic between the main A59 and Maghull railway station. It is a busy local route with St. Andrews Primary School and Maricourt High School within two hundred metres of the junction. It forms part of many bus routes and is subject to a speed limit of 30 mph.
- 2.2 Site surveys have revealed that whilst parking is not prevalent during the normal working day, the whole of the north east side of Damfield Lane in the vicinity and adjacent to Chapelhouse is extensively parked up at school start and finish times.

3.0 PERSONAL INJURY ACCIDENT RECORD

- 3.1 There have been no personal injury accidents recorded at this location in the latest three year study period.

4.0 CONSULTATION

- 4.1 This matter has been discussed at a recent meeting of the Traffic Management Liaison Group where it was agreed to introduce waiting restrictions as shown on the plan in Annex A

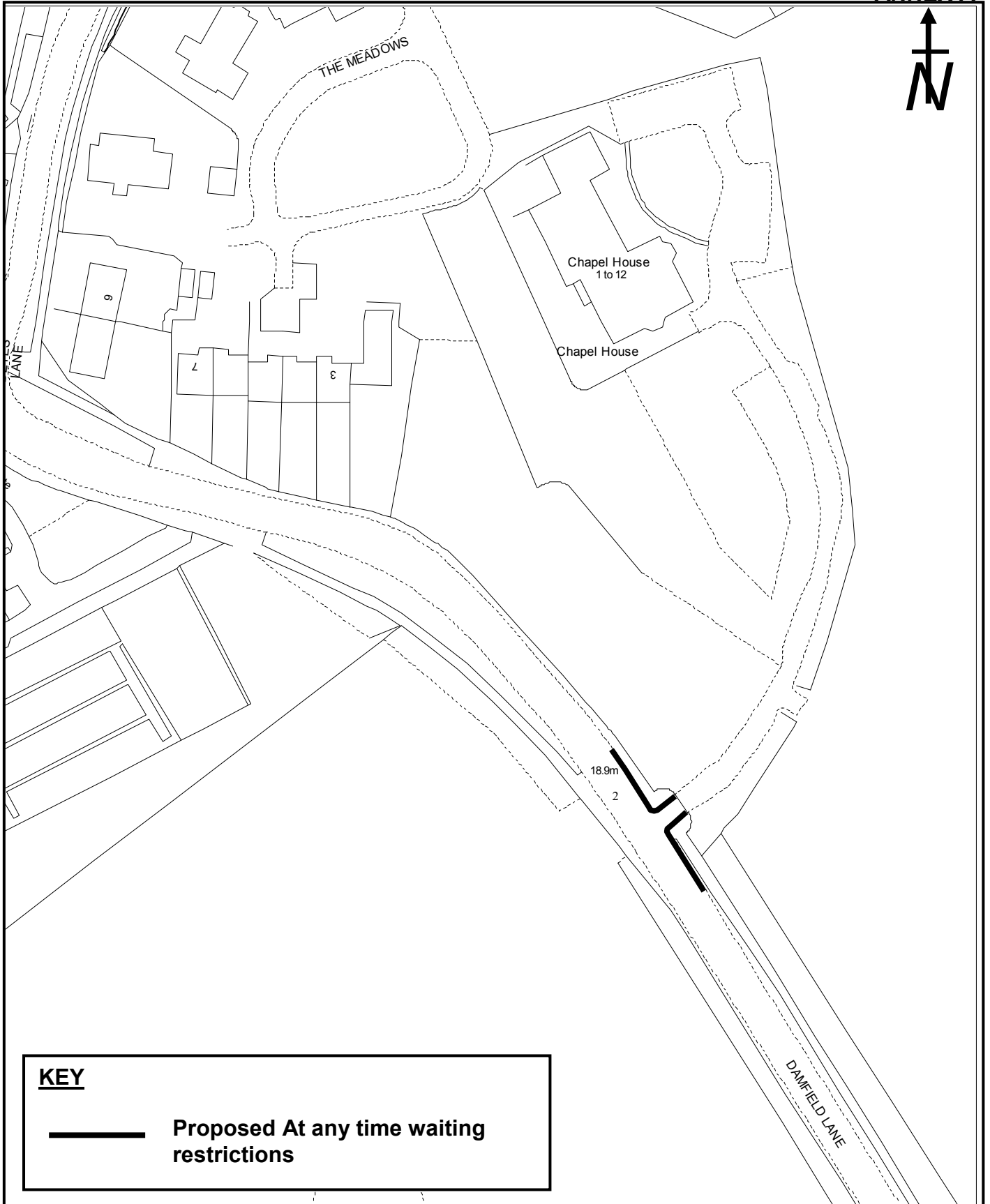
4.0 DISCUSSION AND PROPOSAL

- 4.1 It is proposed to amend the existing Traffic Regulation Order for Damfield Lane, Maghull, as shown on the Plan in Annex A.

Andy Wallis
Planning & Economic Regeneration Director

Agenda Item 8

ANNEX A



KEY

— Proposed At any time waiting restrictions

<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Andy Wallis Planning & Economic Regeneration Director</p>	<p>Title</p> <p>Damfield Lane, Maghull</p> <p>Proposed At any time waiting restrictions</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>CMT</p> <p>NTS</p> <p>MAR '10</p>
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Agenda Item 9

Meeting: **SEFTON EAST PARISHES AREA COMMITTEE**

Date of Meeting: **18 MARCH 2010**

Title of Report: **RESULTS OF ON-STREET PARKING RE-CONSULTATION –
MAGHULL STATION AREA.**

Report of:

Andy Wallis
Planning & Economic Regeneration
Director

Contact Officer:

Dave Marrin 0151 934 4295
Colin Taylor 0151 934 4189

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information is marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?	√	

Purpose of Report

To report the results of the recent re-consultation with residents in residential roads in the vicinity of Maghull station where parking measures were not implemented last year, and to recommend the way forward

Recommendation(s)

It is recommended that :-

- (i) the results of the public consultation shown in Annex B of this report be noted.
- (ii) a Traffic Regulation Order restricting waiting Monday to Friday 10.00 am – 11.00 am be implemented on Melling Lane (part), Hurst Road and Heathfield Road as shown on the plan in Annex C, be approved.
- (iii) the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order(s), be approved.

Corporate Objective Monitoring

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<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		✓	
2.	Creating Safe Communities	✓		
3.	Jobs and Prosperity		✓	
4.	Improving Health and Well-Being	✓		
5.	Environmental Sustainability		✓	
6.	Creating Inclusive Communities		✓	
7.	Improving the Quality of Council Services and Strengthening local Democracy		✓	
8.	Children and Young People	✓		

Financial Implications

	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
<u>CAPITAL EXPENDITURE</u>				
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	£2000			
Funded by:				
Sefton funded Resources	£2000			
Funded from External Resources				
Does the External Funding have an expiry date? Y/N		When?		
How will the service be funded post expiry?		Traffic Management Budget		

Departments consulted in the preparation of this Report

NIL

List of background papers relied upon in the preparation of this Report

Sefton East Parishes Area Committee 21 March 2002 – Receipt of Petitions – On-street parking conditions Swan Walk, Rutherford Road & Gatley Drive, Maghull

Sefton East Parishes Area Committee 18 July 2002 – Results of On-Street parking surveys, Maghull Station / Results of speed surveys – Station Road & Melling Lane, Maghull

Sefton East Parishes Area Committee 22 March 2007 – Assessment of on-street parking surveys – Maghull Station area

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Sefton East Parishes Area Committee 13 September 2007 – Results of on-street parking consultation – Maghull Station area

Sefton East Parishes Area Committee 11 September 2008 – Results of on-street parking consultation – Maghull Station area

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1.0 BACKGROUND

- 1.1 Members will recall that the issue of on-street parking in residential roads in the vicinity of Maghull railway station has been the subject of a number of complaints, consultations and Committee reports over the past five years or so.
- 1.2 As a result of an extensive consultation with residents in the vicinity of Maghull railway station with regard to this matter a scheme of parking restrictions was implemented in 2009. The parking restrictions operate between Monday to Friday 10.00 am to 11.00 am. These are designed to deter all day parking by commuters whilst still providing residents with some flexibility by enabling them and their visitors to park on-street outside of the restricted hour.
- 1.3 It is normal, following the implementation of such a scheme to review the effectiveness and any comments / complaints about the scheme after a suitable period following implementation, that period is usually approximately six months. The scheme was completed in May 2009, however, in the past few months a number of complaints have been received from residents from adjacent streets to the above mentioned waiting restrictions.
- 1.4 As a consequence it was approved by this Committee to complete a further consultation with residents of properties in adjacent roads to where the recently implemented waiting restrictions are located.
- 1.5 The roads included in the consultation were Hurst Road, Daisy Mount and Spring Gardens where residents will be re-consulted on potential parking restrictions. It was also approved that initial consultation take place with residents of Heathfield Road, Molyneux Road, Ashleigh Road, Poverty Lane and Melling Lane (between its junction with Summerhill Drive and No. 55 Melling Lane)
- 1.6 The roads to be initially consulted regarding proposed waiting restrictions are Melling Lane (part), Heathfield Road, Ashleigh Road, Molyneux Road and Poverty Lane.

2.0 PUBLIC CONSULTATION

- 2.1 The public consultation took place between Wednesday, 27 January and Friday, 19 February. A total of 130 questionnaires were delivered out of which 73 were returned. This equates to a return rate of 56%, which is considered to be a good response rate for this type of consultation.

The totals are summarised in Annex B of this report

- 2.3 Analysis of the responses from each of the individual roads has been carried out. These are shown in the following paragraphs, together with a resume of any comments made by residents.

3.0 INITIAL CONSULTATION WITH RESIDENTS

- 3.1 Response from **Melling Lane** residents:-

13 questionnaires delivered, 11 returned. This equates to an 85% response rate.

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Preference		
Short term waiting restrictions 10 am – 11 am	9	(82%)
No current action required	2	(18%)

Comments were included by some residents, a summary of the comments are :

- Since the introduction of the waiting restrictions commuters now park outside my house restricting my view of oncoming traffic on Melling Lane, which is dangerous.
- Expand the railway station car park.
- Parking opposite our driveway causes us difficulty in getting in and out of our house.
- Speeding is the problem in Melling Lane, if cars are allowed to park it slows vehicle speeds down.

3.2 It can be seen that all but two respondents are in favour of the introduction of parking restrictions. The resident not in favour of the proposals stated that vehicles parked in Melling Lane slow the traffic down, which they consider to be a problem.

3.3 Response from **Ashleigh Road** residents:-

16 questionnaires delivered, 9 returned. This equates to a 56% response rate.

Preference		
Short term waiting restrictions 10 am – 11 am	2	(22%)
No current action required	7	(78%)

Comments were included some residents, a summary of the comments are :

- During the weekday there does not appear to be a parking problem.
- We are totally opposed to parking restrictions in our road, we are not affected by overspill parking from Maghull station.
- Everybody has off road parking so nobody should be inconvenienced if parking restrictions are introduced.

3.5 Response from **Molyneux Road** residents:-

30 questionnaires delivered, 16 returned. This equates to a 53% response rate.

Preference		
Short term waiting restrictions 10 am – 11 am	9	(56%)
No current action required	7	(44%)

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Comments were included by most residents, a summary of the comments are :

- Not bothered about people parking for the station, I don't want my visitors penalised between 10am – 11am as they have been in neighbouring roads.
- If parking restrictions are placed in adjoining Heathfield Road then parking could become a problem, in which case please ask us again.
- If more parking at the railway station cannot be arranged then the Maghull North station should be built as soon as possible.
- The station should be for residents of Maghull and Lydiate – not Lancashire residents.
- Parking at the junction of Summerhill Drive and Heathfield Road causes problems.
- We need traffic calming in Molyneux Road, this road is used as a shortcut.
- Parking outside Blueline Taxis is a danger.
- Parking on the pavements is a particular problem.

3.6 The results show that the results are close, however most respondents are in favour of waiting restrictions.

3.7 Response from **Heathfield Road** residents:-

16 questionnaires delivered, 12 returned. This equates to a 75% response rate.

Preference		
Short term waiting restrictions 10 am – 11 am	8	(66.6%)
No current action required	3	(25%)
Don't know	1	(8.3%)

Comments were included by most residents, a summary of the comments are :

- Only 4-5 cars park in Heathfield, they don't park in front of houses.
- A parking restriction will inconvenience residents and visitors more than the current situation.
- If waiting restrictions are implemented, exemption for residents should be honoured.
- Cars park on Heathfield blocking my driveway.
- Commuters now park in roads not suitable for all day parking.
- All day parking prevents Sefton Council from cleaning the road.

3.8 The results show that most respondents are in favour of waiting restrictions.

3.9 Response from **Poverty Lane** residents:-

18 questionnaires delivered, 9 returned. This equates to a 50% response rate

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Preference		
Short term waiting restrictions 10 am – 11 am	3	(33%)
No current action required	6	(66%)

Respondents commented as follows :

- The problem affects us when we wish to use the shops at Station Road, we have generally been prevented from doing so as every parking space is occupied by commuters.
- Being next to Summerhill Primary school we have had problems for years.
- Parking is only an issue at 9.00am and 3.30pm due to the school.
- Tarmac the grass verge outside the school to give more room for parking.
- The recent parking restrictions have made no difference to the parking in our road.

3.10 The results show that most respondents are not in favour of the introduction of the waiting restrictions.

4.0 PREVIOUSLY CONSULTED RESIDENTS

4.1 Response from **Hurst Road** residents:-

10 questionnaires delivered, 8 returned. This equates to a 80% response rate.

Preference		
Short term waiting restrictions 10 am – 11 am	8	(100%)
No current action required	0	(0%)

Comments were included by almost half of all respondents, a summary of the comments are:

- Most necessary
- Since the parking restrictions have been in place, Hurst Road has now become the main attraction for commuter and shoppers who have no consideration for residents. I have made five calls to the Police and this has resulted in at least two cars being towed away.
- We have suffered almost daily difficulty just in leaving and returning to our homes.
- I suggest the restriction should be 10am to 1pm to aid refuse collection and home deliveries.
- Double parking has resulted in no bin collections, deliveries and not even being able to get out of our own road.

It can be seen that all respondents are in favour of the introduction of the proposed waiting restrictions.

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4.2 Response from **Daisy Mount** residents:-

16 questionnaires delivered, 8 returned. This equates to a 50% response rate.

Preference		
Short term waiting restrictions 10 am – 11 am	3	(38%)
No current action required	4	(50%)
Don't know	1	(13%)

Most respondents included comments, a summary of the comments are:

- We have no off road parking and would have to move our car if the proposal went through.
- The answer to the whole problem is to build a new station.
- My primary objection is that this would result in fines for residents.
- In theory if you implement these parking restrictions the problem will move to Poverty Lane and Brook Road – why not do every road in Maghull now ?
- If the scheme gets the approval enforcement officers should be given a list of residents vehicle registration numbers that should not be ticketed if they are parked on the road.
- I feel this parking restriction is now required in Daisy Mount.
- The refuse collection could not take place today due to parked vehicles.
- Once this parking restriction was applied to adjacent streets it was always going to have a knock-on affect.

It can be seen that a majority respondents are not in favour of the introduction of the waiting restrictions. A point to note is that many of the residential properties on one side of Daisy Mount cannot provide off street parking facilities.

4.3 Response from **Spring Gardens** residents:-

11 questionnaires delivered, 2 returned. This equates to a 18% response rate.

Preference		
Short term waiting restrictions 10 am – 11 am	1	(50%)
No current action required	1	(50%)

No comments were provided by either of the respondents.

It can be seen that there is an even split on the response. Given the very low response rate and that there is an even split between respondents, it is suggested that no action be taken at the current time.

5.0 SUMMARY & PROPOSALS

- 5.1 The consultation results show that in roads previously consulted, residents of Hurst Road and Heathfield Road are in favour of the introduction of the proposed waiting restrictions.
- 5.2 The split of responses from residents of Molyneux Road shows that, in the main the respondents in favour of the proposed waiting restrictions reside closest to the railway station. However, there have been three respondents closest to its junction with Heathfield Road who are not in favour of the implementation of waiting restrictions. It is highly likely that if waiting restrictions are implemented in Heathfield Road parked vehicles will migrate into the adjacent Molyneux Road, however, at the current time it is proposed not to introduce waiting restrictions.
- 5.3 Residents of Melling Lane who were consulted have responded generally in favour of the introduction of the parking restrictions. It is therefore suggested that the 10 am to 11 am parking restriction be implemented between its junction with Willow Hey and No. 55.
- 5.4 Residents of Ashleigh Road, Poverty Lane, Spring Gardens and Daisy Mount are generally not in favour of the introduction of waiting restrictions. It is therefore not proposed to introduce any waiting restrictions in these roads.
- 5.5 Given the results of the consultation, it is proposed to introduce a Traffic Regulation order restricting waiting between the hours 10.00 am to 11.00 am Monday to Friday in :

Melling Lane (part)
Hurst Road
Heathfield Road

All existing waiting restrictions will be retained for the purposes of road safety and freeflow of traffic.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The initial parking restrictions in the vicinity of Maghull Station were funded from within existing traffic management budgets. However, given recent budgetary restrictions, parking schemes are continued to be funded from within traffic management budgets if the scheme delivers a road safety benefit as opposed to those which deliver an amenity or environmental benefit for residents.
- 6.2 Elsewhere in the Borough recent parking schemes that have been approved by Area committee's and implemented as a result of amenity or environmental parking issues have been funded by the Area Committee and not from within traffic management budgets.

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- 6.3 It is therefore recommended, to ensure consistency and fairness to other Wards in the Borough that the scheme described in the residential roads listed in paragraph 5.5 of this report be funded from the Sefton East Parishes Area Committee budget.

Andy Wallis
Planning & Economic Regeneration Director



NEWSLETTER

ON-STREET PARKING SITUATION - MAGHULL RAILWAY STATION

The purpose of this newsletter is to invite you to give us your thoughts following the recent introduction of waiting restrictions in the vicinity of Maghull Station.

You may be aware that during last Summer a parking restriction was introduced into many residential streets in the vicinity of Maghull Station following complaints from residents. The parking restriction was designed to restrict all day parking by commuters as it operated between the hours of 10 am and 11 am Monday to Friday. In the main the scheme has worked well, however, recently we have received comments from residents in adjacent roads commenting that parking is now taking place in their street.

Parking assessments and discussions with some residents has taken place, and to some extent the problem has migrated into adjacent roads.

You were not consulted during the original consultation as it was considered that your residential street was a significant distance from Maghull Station and any displacement of parking caused by the introduction of the short term waiting restrictions would not affect you. However, given the volume of complaints about displaced parking, it has been approved by the Sefton East Parishes Area Committee to consult you on your current views concerning the parking situation in your street.

It is considered that the one hour parking restriction provides a deterrent to commuters who cannot park all day on the waiting restriction. However, it still provides residents with some flexibility outside of the hour whilst preserving a road virtually free from commuter parking throughout the day. It is realised that at peak times e.g. lead up to Christmas, the restriction will not remove parking by afternoon / evening shoppers from visiting Liverpool.

As other streets in the area have been offered the chance to have the one hour parking restriction in their street the same action can be considered for your street. This is your opportunity, if you consider the parking situation to have deteriorated, to provide us with your views and vote accordingly on the attached questionnaire.

Residents have asked us why Residents Privileged parking schemes cannot be considered for this area to resolve the parking problem. In answer to those enquiries, any proposals

Agenda Item 9

1/2

would have to be included in the priority rating list currently held by Technical Services, This list includes well over 100 roads or areas in the borough where requests for Residents Privileged Parking have been received. However, due to the financial and staffing situation in our Traffic Management team at the current time, it is envisaged that no Residents Privileged parking schemes will be considered for the foreseeable future. There is a priority list and residents of some roads on the list, who have no opportunity to park in their private gardens or garages and have no option but to park on-street, form the highest priority. Where residents suffer overspill parking from shopping centres or office quarters in some parts of the borough would also be considered a high priority.

However, as most residents in the vicinity of Maghull railway station have, or could make use of parking within the curtilage of their own property, this would be considered a low priority. In this case, although the area could be included on the priority list it will be many years before it reached the top of the priority list.

So, the most appropriate options for action are :

- A short term waiting restriction eg Monday - Friday 10 am - 11 am
(Removes all commuter parking, may be restrictive to residents who have to park on-street during hour of operation)
- No action at the current time

The proposed short term waiting restrictions are considered to be a positive workable solution, as their introduction can be funded from within existing budgets, are easy to enforce by the Council's parking contractor and within reason will generally give residents flexibility.

This consultation is your opportunity to indicate to Sefton Council what action you may wish to take place.

Included with this correspondence is questionnaire. Please take the time to complete the questionnaire and return it in the pre-paid envelope provided to reach us **no later than Friday, 19 February 2010.**

Should you require any further information before completing your questionnaire please telephone our call centre on 0845 140 0845 and leave a message for Colin Taylor, the officer co-ordinating this consultation to return your call, you should receive a response within two working days. Please telephone if you require this information in large print.

Many Thanks,

Andy Wallis

PLANNING AND ECONOMIC REGENERATION DIRECTOR

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REQUIREMENT FOR PARKING MEASURES RESIDENTIAL STREETS - VICINITY OF MAGHULL RAILWAY STATION

QUESTIONNAIRE

Do you consider that a short term waiting restriction (10 am - 11 am Monday to Friday) is required to address the current parking situation in your residential road ?
(Place a tick (✓) in the appropriate box): -

YES

NO

Comments (continue overleaf if necessary):

.....
.....
.....
.....

Name:

House Number

Address:
.....
.....

Please complete and return in the pre-paid envelope provided, to reach us
no later than **Friday 19 February 2010**

Sefton MBC Planning & Economic Regeneration Department
Traffic Services Unit

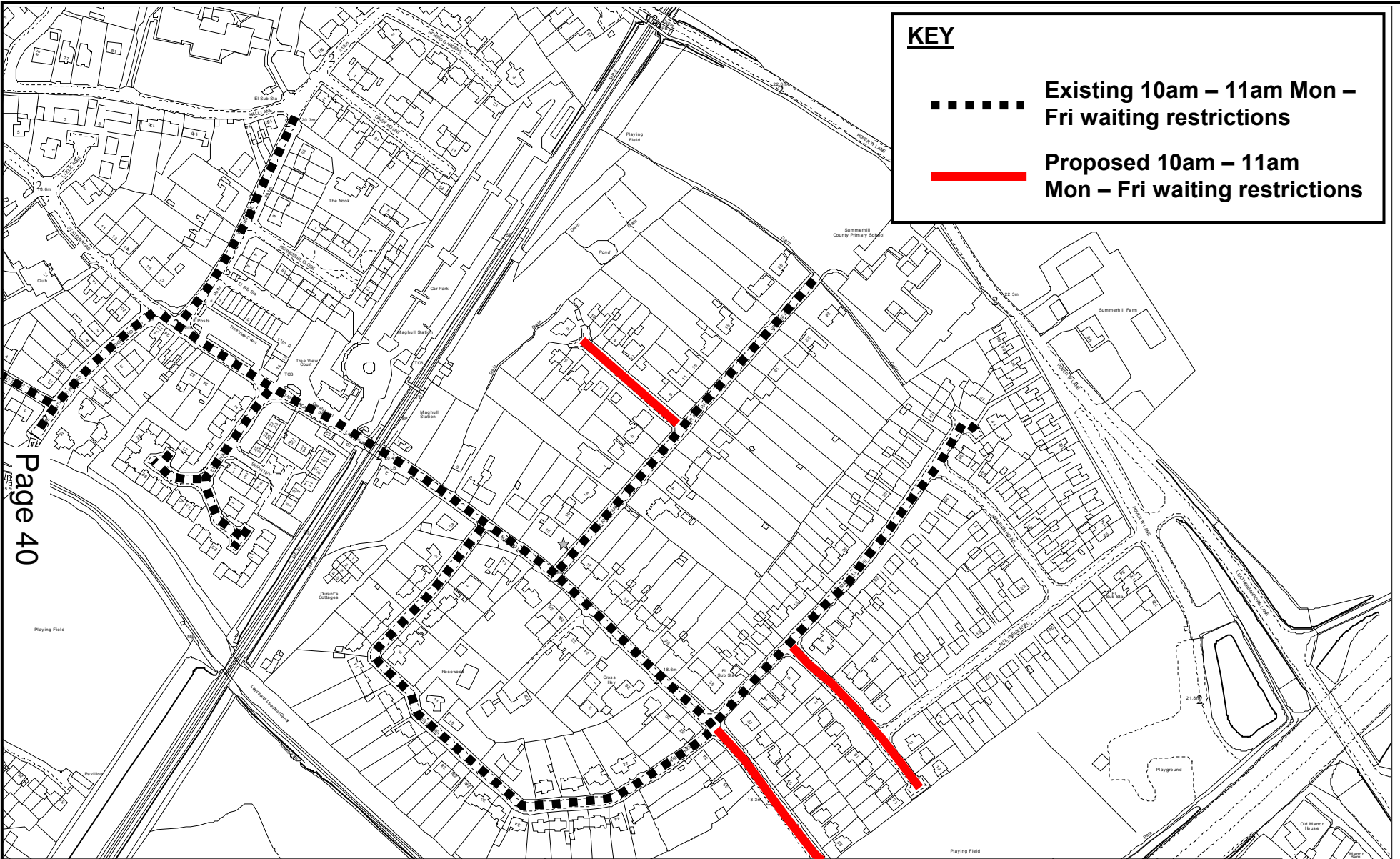
MAGHULL STATION RE-CONSULTATION RESULTS - RETURNS

FAVOUR	NO. DELIVERED	IN FAVOUR	NOT IN
MELLING LANE	13	9	2
ASHLEIGH ROAD	16	2	6
MOLYNEUX ROAD	30	9	7
HEATHFIELD ROAD	16	8	3
POVERTY LANE	18	3	6


STREETS THAT HAVE PREVIOUSLY BEEN CONSULTED

HURST ROAD	10	8	0
DAISY MOUNT	16	3	4
SPRING GARDENS	11	0	1

TOTAL	130		
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<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Andy Wallis</p> <p>Planning & Economic Regeneration Director</p>	<p>Title</p> <p>MAGHULL RAILWAY STATION</p> <p>PROPOSED WAITING RESTRICTIONS</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>CMT</p> <p>NTS</p> <p>MAR '10</p>	
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Agenda Item 10

Meeting: **SEFTON EAST PARISHES AREA COMMITTEE**

Date of Meeting: **18th MARCH 2010**

Title of Report: **PROVISION OF ALLEYGATE – A PASSAGEWAY
LEADING FROM ALT AVENUE, MAGHULL**

Report of:

Andy Wallis
Director of Planning and Economic
Regeneration

Contact Officer:

Brian Mason (Highways Development
Control) 934 4175

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?	√	

Purpose of Report

To obtain approval to proceed with a Gating Order following requests from the Neighbourhoods Division for the area identified in the report and as shown upon the attached plan.

Recommendation(s)

It is recommended that:-

- (1) The Director of Planning and Economic Regeneration in conjunction with the Legal Director be authorised to:-
 - (a) Process a Gating Order application pursuant to s129a of the Highways Act 1980 by advertising the Council's intention to install a gate to the effect of which would be to restrict access to the passageway as highlighted in the report and shown on the attached plan numbered DC0567.
 - (b) Subject to there being no objections during the statutory advertising period, the Legal Services Director be authorised to confirm the respective Order. Where an objection is raised, a report will be prepared to the Area Committee, unless the objection is raised by the

Agenda Item 10

Emergency Services in which case, the matter would be referred to a Public Inquiry.

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		√	
2.	Creating Safe Communities	√		
3.	Jobs and Prosperity		√	
4.	Improving Health and Well-Being	√		
5.	Environmental Sustainability		√	
6.	Creating Inclusive Communities		√	
7.	Improving the Quality of Council Services and Strengthening local Democracy	√		
8.	Children and Young People		√	

Financial Implications

	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
<u>CAPITAL EXPENDITURE</u>				
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by: Neighbourhoods	1000			
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? No		When?		
How will the service be funded post expiry?				

Departments consulted in the preparation of this Report

Planning and Economic Regeneration, and Legal Services.

List of background papers relied upon in the preparation of this Report

None

1.0 BACKGROUND

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- 1.1 A passageway leading from Alt Avenue, Magull has been highlighted for alleygating as shown upon the attached plan. Numbered DC0567. Funding has been allocated from the Neighbourhoods Division to alleygate those areas which would most benefit from the scheme to reduce incidents of anti – social behaviour within the communities.
- 1.2 The application has been assessed to determine if it meets the essential criteria and the Director of Planning and Economic Regeneration is now satisfied that the application should be processed in accordance with s129a-g of the Highways Act 1980, particularly as the general public are provided with a reasonable suitable alternative.
- 1.3 It is therefore considered that the support for the Order is sufficient to justify its introduction and the making of the Order will be of benefit to the residents and the environment.
- 1.4 Any objections raised during the statutory advertising period will be submitted to the Area Committee, in due course.
- 1.5 Under Section 129A of the Highways Act 1980, a person desiring a highway to be gated may request the Highway Authority (in this case the Council) to make a Gating Order in respect that the highway is facilitating high and persistent levels of crime and anti-social behaviour which adversely affects local residents.
- 1.6 The Council must give 28 days notice of making the Order specifically to adjoining owners/occupiers and statutory undertakers and in addition must publish notices on the Council website, in a local newspaper and also display a site notice.
- 1.7 Any person who receives the notice referred to above, or uses the highway or who would be aggrieved by the gating, has a right to be heard. Under the Councils present constitution, this consideration will be carried out by the Area Committee. The Council can determine the continuation of the Gating Order, even if objections are made and it is in the best interests of the local community to do so.
- 1.8 If the Order is confirmed the passageway will be maintained as a public highway, however its effect is to end the right of the public to use it as a highway until such a time that the Order is revoked.

2.0 Conclusion

- 2.1 An application has been received from the Neighbourhoods Division for the gating a passageway leading from Alt Avenue, Magull, as shown upon the attached plan. The Director of Planning and Economic Regeneration is satisfied that the application meets the strict criteria and as such, can be processed under s129a-g of the Highways Act 1980. Subject to there being

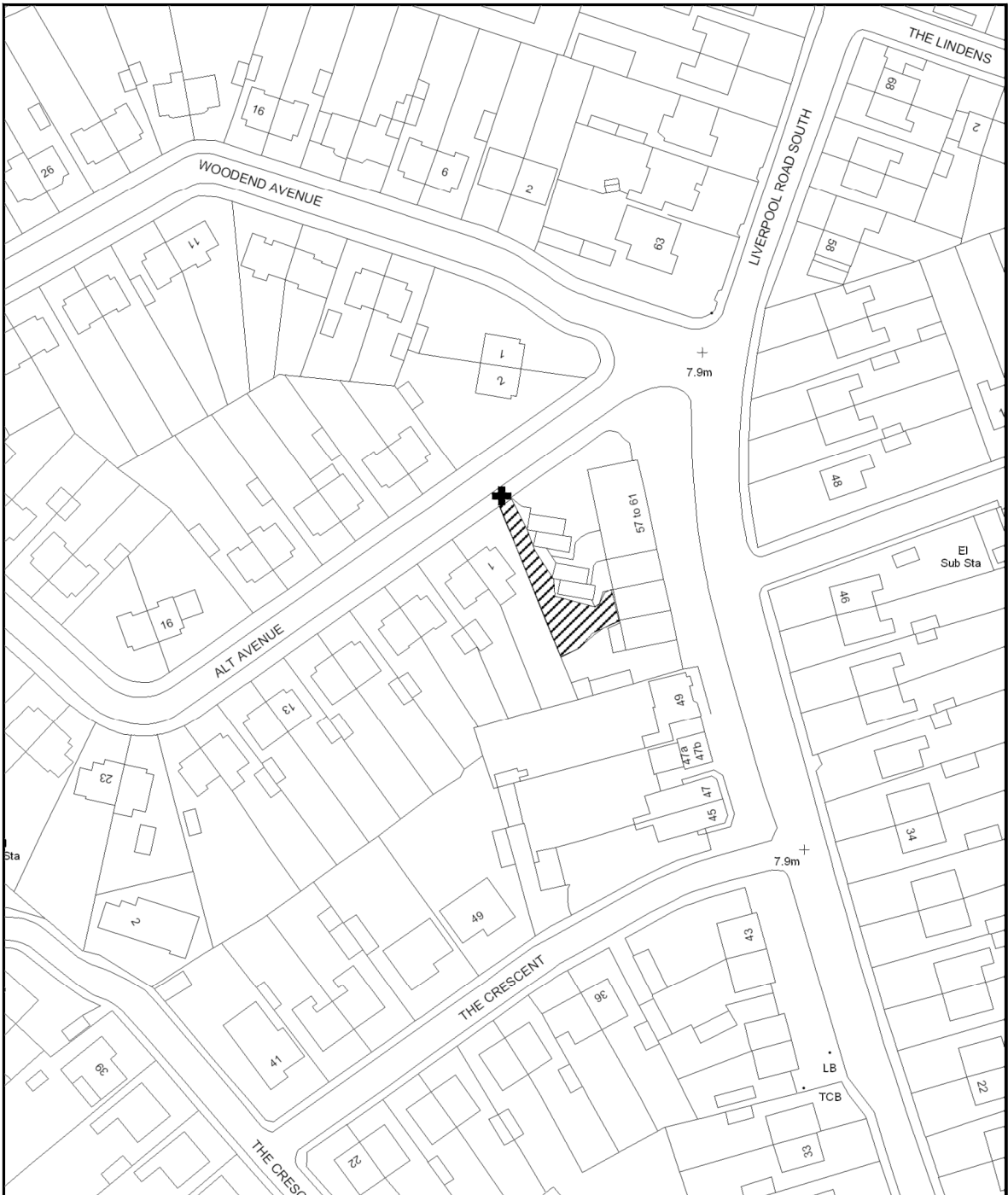
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no objections being raised during the statutory advertising period, the Legal Director will confirm the Order however, if any objections are raised, a report will be prepared to the Area Committee for consideration.

- 2.2. The cost of processing the application including the gate will be funded by the applicant.

ANDY WALLIS

Director of Planning and Economic Regeneration



Gating Order Location Plan

Passageway leading from Alt Avenue, Maghull



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SEFTON EAST PARISHES AREA COMMITTEE

Date of Meeting: 18th MARCH 2010

Title of Report: **HIGHWAYS MAINTENANCE PROGRAMME**
2010/11.

Report Of: Mike McSorley – Head of Technical Services

Contact Officer: Mr A Hogan, Highway Manager
Telephone: 0151 934 4253

This report contains	Yes	No
CONFIDENTIAL information/		√
EXEMPT information by virtue of paragraph(s) of Part 1 of Schedule 12A to the Local Government Act 1972		√
Is the decision on this report DELEGATED?	√	

Purpose of Report

To advise Members of those locations which have been identified for inclusion in the Highway Maintenance Programme for 2010/11.

Recommendation(s)

It is recommended that Members examine the Programme and make known their comments, which shall be reported to the Cabinet Member, Technical Services.

Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		√	
2.	Creating Safe Communities		√	
3.	Jobs and Prosperity	√		
4.	Improving Health and Well-Being	√		
5.	Environmental Sustainability	√		
6.	Creating Inclusive Communities	√		
7.	Improving the Quality of Council Services and Strengthening local Democracy		√	
8.	Children and Young People		√	

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Financial Implications

The cost of the schemes will be contained within the Highways Management budget allocations and Transport Capital Settlements for 2010/11.

Departments consulted in the preparation of this Report:

Central Departments - None

	Director	Date
Finance		
Legal		
Personnel		

Other Departments:

List of background papers relied upon in the preparation of this report

None

SEFTON M.B.C. SEFTON EAST PARISHES AREA COMMITTEE.

1.0 BACKGROUND.

- 1.1 Following the format adopted in previous years, the 2010/11 Highway Maintenance Programme, is being shared with Area Committee's for consultation and comment, prior to it being referred to the Cabinet Member, Technical Services for formal approval on 7th April 2010.
- 1.2 Unlike previous submissions to Area Committee, a single years programme of works is being presented at this time. Unfortunately, the damaging effects of the recent severe weather conditions will 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 is not possible to predict future deterioration levels across the whole network with any degree of confidence at this time; consequently, it is considered premature to attempt to identify schemes for inclusion in financial year 2011/12 and beyond.
- 1.3 The Highway Maintenance Programme for the whole of the Borough, is appended at the back of this report and includes a range of highway treatments, namely, Major Reconstructions, Carriageway Resurfacing, Micro-Asphalt Carriageway Surface Treatments and Footway Resurfacing/Relay schemes.
- 1.4 The programmes identify the volume of schemes which are likely to be completed during 2010/11 based upon anticipated budget allocations and preliminary cost estimates

2.0 SCHEME IDENTIFICATION.

- 2.1 Since June 2001, this Department has operated the MARCH Pavement Management System to monitor the structural condition of highways throughout the Borough. This System incorporates national standards for the collection and analysis of survey data.
- 2.2 Structural condition surveys are primarily intended to identify deficiencies in the fabric of the highway, which if untreated are likely to adversely affect the value and performance of the highway network.
- 2.3 Typically the following defects are identified through these surveys:-
- | | |
|-------------------|--|
| Carriageways: | Wearing Course and wheeltrack cracking, chipping loss, fattening up, fretting, local settlement, edge deterioration and rutting. |
| Kerbs: | Inadequate upstand, kerb misalignment and disintegration. |
| Flagged Footways: | Cracked and depressed flags, spot defects, longitudinal trips. |
| Bitmac Footways: | Cracking, fretting, local settlement, spot defects, and longitudinal trips. |

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- 2.4 These surveys capture those sections of highway (footway and carriageway) which would benefit from programmed maintenance works. Given the range of maintenance treatments available (see paragraph 4.0) those locations with significant surface erosion, and/or structural defects would generate a subsequent Engineer's assessment with a view to being considered in the resurfacing/reconstruction programmes. Whilst those locations with relatively minor surface deterioration might justify preventative works being carried out, such as a slurry seal/surface dressing or a micro-asphalt treatment.
- 2.5 Prior to Christmas this traditional assessment process was being successfully applied in establishing local priorities, however, the severe weather conditions since then, particularly the cycle of freeze/thaw has accelerated deterioration levels in many roads across the Borough. This has resulted in the formation of an unprecedented number of potholes and other surface defects, predominantly, in the carriageway surfaces.
- 2.6 This, in turn, has prompted a re-evaluation of those prospective schemes, particularly carriageways which need to be included in the forthcoming programme of works.

3.0 EVALUATION PROCESS

- 3.1 Based upon the levels of deterioration being reported, and the subsequent visual assessments carried out by technical staff, the relative need for treatments at individual locations has been determined and prioritised accordingly.
- 3.2 This evaluation has included an on-site assessment of the causation of the 'wear and tear', the type and depth of the construction materials, traffic loadings and density etc to support the decision making process of what, when and where to treat. This has included reviewing the impact of doing no programmed work at this time and continuing to maintain the section of highway through routine maintenance/patching operations. Consequently, the prioritisation of individual schemes has been based on its perceived need.

4.0 TREATMENT SELECTION

- 4.1 The selection of individual treatments will depend upon the nature and severity of the defective lengths of highway.
- 4.2 Surface Dressing and Slurry Seal applications are essentially preventative treatments, which are applied to bituminous surfaces, which are relatively sound but which are showing initial stages of surface deterioration e.g. fretting. They seal the surface against the ingress of water and arrest their further deterioration. Consequently the levels of deterioration evident at the time of selection would be substantially less than for the resurfacing options. Both treatments will also increase the skid resistance of the surface.

- 4.3 Resurfacing can be carried out for one or more of the following reasons:-
- i) to restore the riding quality of the pavement
 - ii) to restore the skid resistance of the wearing course
 - iii) to achieve an impermeable surface to prevent water ingress to the existing pavement
 - iv) to renew the wearing course when the existing surfacing has oxidised and embrittlement of the binder has caused fretting and loss of cohesion of the aggregate, and thus to prolong the life of the existing pavement
 - v) if settlement or subsidence has taken place to restore the profile and reduce the dynamic load on the pavement.
- 4.4 Micro-asphalt surfacing is a cold applied treatment, which can be applied to a deteriorated surface, where the platform layer is in otherwise sound condition. It will seal surfaces against the ingress of water and thereby prolong the life of the underlying construction layers. It has limited re-profiling qualities but will provide a durable hard wearing surface for many years.
- 4.5 Reconstruction is the replacement of a significant depth of the existing road construction. It should take place only at the end of the serviceable life of the associated construction layers and when such procedures as strengthening overlays are not viable. It becomes necessary when traffic loading has exceeded the load bearing capacity of the road, causing unacceptable strain.
- 4.6 Anti-skid Treatment and/or re-texturing can be used where the skid resistance of the carriageway is at or below investigatory levels.
- 4.7 An annual programme of Footway reconstruction works is becoming more difficult to sustain because of the relative costs and the small amount of network coverage each year. Typically 8 to 10 streets can be relaid out of the 3500 plus streets which exist. Consequently, the reuse/relay of existing materials, predominantly kerbs and flags will have to be utilised more frequently in the future. In addition, fewer schemes will be undertaken, with some of the available budget being targeted toward lifting and relaying larger sections of uneven footway. Sections of flags which are consistently being damaged by vehicular over-ride etc will be looked at with a view to being replaced with bituminous materials.
- 5.0 **FINANCIAL ISSUES**
- 5.1 Annual condition surveys will indicate that maintenance works are required on a significant percentage of the network, however works can only be undertaken to the value of the budget which the Council sets each year.
- 5.2 Members will be aware that the current revenue budget for structural maintenance works (i.e. the planned maintenance) is at roughly the same cash value as in 1986/87. This means that taking inflation into account, the Department can do less than half of the volume of maintenance work that used to be carried out in 1986/87.
- 5.3 Additional Capital allocations for structural maintenance work through the Local Transport Plan (LTP) is available, but even with this funding, there

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remains a substantial backlog in the maintenance work required across the Borough.

5.4 Basic calculations have shown that

(a) to achieve a surface renewal programme of carriageways and footways on an average 25 year cycle, additional funding for maintenance of around £8 million per year is needed.

(b) current funding for footway renewal, for instance, will allow us to reconstruct the Borough's footways approximately once every 250 years.

6.0 **POTENTIAL 'ONE OFF' FUNDING INITIATIVE**

6.1 Members should be aware that at the time of preparing this report, Cabinet were due to consider making a one off additional budget allocation of £900k to support highway maintenance works in 2010/11. This potential allocation is not reflected in the attached programmes and in conjunction with the Cabinet Member, there will need to be further assessment as to how best this funding should be used to achieve maximum impact. This may comprise a combination of programmed patching works and/or additional resurfacing schemes being reported to this Committee at a later date.

7.0 **GEOGRAPHICAL ISSUES**

7.1 The Council as local highway authority has a statutory duty to manage the lengths of highway for which it is responsible as defined in the 1980 Highways Act. The Council follows the nationally accepted Code of Practice for Maintenance Management.

7.2 Council Policy is to manage all the highways in Sefton on a needs basis dealing with those roads, which are considered to justify more immediate treatment, first. This will

- make best use of available resources
- enable the Council to discharge its statutory duty
- take into account road usage/deterioration
- mitigate the risk of insurance claims

7.3 Without significantly increasing the resources available to carry out maintenance works on an annual basis it will not be possible to start to address the outstanding backlog of maintenance work, which is required in the Borough.

8.0 **CONCLUSIONS**

- 8.1 Members are requested to examine the Programme and advise the Technical Services Department of any comments they may have. All comments and any additional schemes recommended at this Meeting shall be investigated to determine whether any adjustment to the current listings is appropriate.
- 8.2 The comments of the Area Committee, the results of the further assessment and any suggested amendments shall be reported to the Technical Services Cabinet Member for his final approval.
- 8.3 The final programme approved by the Cabinet Member shall then be circulated to Area Committees for information purposes.

M McSorley
Head of Technical Services

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ANNEX D

GLOSSARY OF TERMS

MARCH	Maintenance Assessment, Rating and Costing for Highways.
PMS	Pavement Management System.
Pavement	The structure, comprising footway and/or carriageway composed of one or more constructional layers, to assist the passage of pedestrian or vehicular traffic.
Sub-base	A course of material, typically graded stone, laid as the initial constructional layer to give structural strength to the pavement.
Surface Course	The upper layer of the pavement (footway or carriageway) which is in contact with the traffic (pedestrians or vehicles).
Slurry Seal	A mixing of bitumen emulsion, aggregates and filler which is mixed in situ by specialised equipment and is screeded out onto a bituminous surface. It sets after evaporation of the water in the emulsion. Slurry seals are usually single applications.
Micro Surfacing	Similar to the above but the bitumen emulsion normally incorporates polymers which strengthen the mix.
Surface Dressing	A surface layer that consists of chippings spread and rolled into a film of sprayed bitumen.
Fretting	Loss of aggregate particles from the surface course due to hardening of the binder over time.
Fatting Up	Development of a smooth texture on a surface course due to excess bituminous binder.
Chipping Loss	Loss of Surface applied chippings, normally on Hot Rolled Asphalt or Surface Dressed Carriageways.

M McSorley
Head of Technical Services

SEFTON TECHNICAL SERVICES

HIGHWAY MAINTENANCE
PROGRAMME

2010 2011

FOOTWAY RECONSTRUCTION

ANNEX A

**HIGHWAY MAINTENANCE PROGRAMME 2010 2011
FOOTWAY RECONSTRUCTION - WHOLE BOROUGH**

Priority	Road Name	Location	Section Length	Ward	Treatment
1	Harington Road	Netherton	50%	FORD	Reconstruction
2	Whitehaven Close	Ainsdale	Patterdale/Thursby Close Included	AINSDALE	Reconstruction
3	Alt Avenue	Maghull	Woodend Avenue Included Carriageway Tied	MOLYNEUX	Reconstruction

SEFTON TECHNICAL SERVICES

**HIGHWAY MAINTENANCE
PROGRAMME**

2010 2011

**FOOTWAY SURFACE
TREATMENT**

ANNEX A

HIGHWAY MAINTENANCE PROGRAMME 2010 2011
FOOTWAY SURFACE TREATMENT - WHOLE BOROUGH

Priority	Road Name	Location	Section Length	Ward	Treatment
1	Liverpool Road South	Maghull	Sefton Lane to Red Lion Bridge (1 side)	PARK	Surface Treatment
2	ONeil Street	Bootle	Radius Cleary Street Included	LINACRE	Surface Treatment
3	Southport Road	Lydiate	Bells Lane to L'pool Road North	PARK	Surface Treatment
4	Southport Road	Lydiate	Scotch Piper to Farm Shop (1 side)	PARK	Surface Treatment
5	Prescot Road	Maghull	Slip Road The Chesterfield Hotel	MOLYNEUX	Surface Treatment
6	Station Road	Lydiate	Southport Road to End of houses	PARK	Surface Treatment
7	Waddicar Lane	Melling	Hayes Drive To Chapel Lane	MOLYNEUX	Surface Treatment
8	Deyes Lane	Maghull	Damfield Lane to Eastway	SUDELL	Surface Treatment
9	Durham Avenue	Bootle	Salisbury Avenue To Durham Way	NETHERTON & ORRELL	Surface Treatment
10	Durham Avenue West	Bootle	All	NETHERTON & ORRELL	Surface Treatment
11	Scott Close	Maghull	Verge both sides	SUDELL	Surface Treatment
12	Duke Street	Waterloo	Verge both sides	CHURCH	Surface Treatment
13	Green Lane	Maghull	Canal bridge to Turnbridge Rd	PARK	Surface Treatment
14	Hornby Road	Bootle	Verge Areas	LINACRE	Surface Treatment
15	Ripon Close	Bootle	All	NETHERTON & ORRELL	Surface Treatment
16	Thirmere Close	Maghull	Windermere Drive to End	SUDELL	Surface Treatment
17	Woodland Close	Formby	All	HARRINGTON	Surface Treatment
18	Albert Road	Waterloo	Verge both sides	CHURCH	Surface Treatment
19	Bibbys Lane	Bootle	Peel Road to Marsh Lane Verge both sides	LINACRE	Surface Treatment

20	Hillary Crescent	Maghull	Verge both sides	SUDELL	Surface Treatment
21	Old Hall Close	Maghull	All	SUDELL	Surface Treatment
22	Shelly Street	Bootle	Marsh Lane to Peel Road Verge both sides	LINACRE	Surface Treatment
23	Southy Street	Bootle	Peel Road to Marsh Lane Verge both sides	LINACRE	Surface Treatment
24	Tennison Street	Bootle	Peel Road to Marsh Lane Verge both sides	LINACRE	Surface Treatment
25	Valentines Grove	Aintree	verge	MOLYNEUX	Surface Treatment
26	Wordsworth Street	Bootle	Peel Road to Marsh Lane Verge both sides	LINACRE	Surface Treatment
27	York Road	Maghull	Verge both sides	SUDELL	Surface Treatment
28	Twig Lane	Maghull	All	SUDELL	Surface Treatment
29	Lichfield Close	Bootle	All	NETHERTON & ORRELL	Surface Treatment
30	Spencer Street	Bootle	Peel Road to Marsh Lane Verge both sides	LINACRE	Surface Treatment
31	Gray Street	Bootle	Peel Road to Knowsley Rd Verge both sides	LINACRE	Surface Treatment
32	Quigley Avenue	Bootle	Verge both sides	NETHERTON & ORRELL	Surface Treatment
33	Tebay Close	Maghull	Moss Lane to End	SUDELL	Surface Treatment
34	Ridley Lane	Maghull	All	SUDELL	Surface Treatment
35	Pennington Avenue	Bootle	Verge Areas	NETHERTON & ORRELL	Surface Treatment
36	Haweswater Grove	Maghull	Windermere Drive to End	SUDELL	Surface Treatment
37	Sandringham Road	Maghull	L'pool Rd Sth to Buckingham Rd	PARK	Surface Treatment
38	Salt Pit Lane	Maghull	All	SUDELL	Surface Treatment
39	Hesketh Drive	Maghull	Deyes Lane to End	SUDELL	Surface Treatment
40	Bluestone Lane	Maghull	All	SUDELL	Surface Treatment
41	Flatfield Lane	Maghull	All	SUDELL	Surface Treatment
42	Durham Mews East & West	Bootle	All	NETHERTON & ORRELL	Surface Treatment
43	Dark Lane	Maghull	All	SUDELL	Surface Treatment
44	Norton Street	Bootle	Peel Road to Pope Street Verge both sides	LINACRE	Surface Treatment
45	Brecon Avenue	Bootle	One Side Only	NETHERTON & ORRELL	Surface Treatment
46	Claremont Ave	Maghull	Access points	PARK	Surface Treatment

47	Durham Way	Bootle	All	NETHERTON & ORRELL	Surface Treatment
48	Epsom Close	Aintree	All	MOLYNEUX	Surface Treatment
49	Exeter Close	Aintree	All	MOLYNEUX	Surface Treatment
50	Hunt Road	Maghull	All	SUDELL	Surface Treatment
51	Cheltenham Close	Aintree	All	MOLYNEUX	Surface Treatment
52	Rossllyn Ave	Maghull	All Access areas	PARK	Surface Treatment
53	Farmdale Drive	Maghull	All	SUDELL	Surface Treatment
54	Downside Drive	Aintree	All	MOLYNEUX	Surface Treatment
55	Edinburgh Close	Bootle	All	NETHERTON & ORRELL	Surface Treatment
56	Sandon Street	Waterloo	All	CHURCH	Surface Treatment
57	Eastway/Northway	Maghull	Service Road cul-de-sac	SUDELL	Surface Treatment
58	Keswick Close	Maghull	Eskdale Drive to End	SUDELL	Surface Treatment
59	Greenheys Drive	Maghull	Deyes Lane to End	SUDELL	Surface Treatment
60	Highfield Park	Maghull	Verge both sides	SUDELL	Surface Treatment
61	King Street	Waterloo	All	CHURCH	Surface Treatment
62	Cartmel Ave	Maghull	All	SUDELL	Surface Treatment
63	Waltho Ave	Maghull	Eastway to End	SUDELL	Surface Treatment
64	Avondale Road	Southport	Saunders Street to Alexandra Road	CAMBRIDGE	Surface Treatment
65	Cambridge Road	Southport	Manor Road to Preston New Road	MEOLS	Surface Treatment
66	Ennerdale Avenue	Maghull	Eskdale Drive to End	SUDELL	Surface Treatment
67	Hawkshead Close	Maghull	Eskdale Drive to End	SUDELL	Surface Treatment
68	Heymans Green	Maghull	Easway to End	SUDELL	Surface Treatment
69	Monmouth Drive	Aintree	All	MOLYNEUX	Surface Treatment
70	Oakham Drive	Aintree	All	MOLYNEUX	Surface Treatment
71	Ravenglass Ave	Maghull	Ambleside to Kendal	SUDELL	Surface Treatment
72	St Asaph Grove	Bootle	All	NETHERTON & ORRELL	Surface Treatment
72	Arnside Road	Southport	Church Street to Manchester Road	DUKES	Surface Treatment

73	Nedens Grove	Lydiate	All	PARK	Surface Treatment
74	Windsor Road	Maghull	All	PARK	Surface Treatment
75	Patterdale Crescent	Maghull	Cartmel Drive to Windermere	SUDELL	Surface Treatment
76	Eskdale Drive	Maghull	Langdale Drive to End	SUDELL	Surface Treatment
77	Scott Street	Bootle	All	LINACRE	Surface Treatment
78	Abbotsford Road	Blundellsands	All	BLUNDELLSANDS	Surface Treatment
79	Deyes End	Maghull	All bitmac areas (including all adjoining roads)	SUDELL	Surface Treatment
80	Rochester Avenue	Bootle	All	NETHERTON & ORRELL	Surface Treatment
81	Tensing Road	Maghull	Eastway to Hunt Road	SUDELL	Surface Treatment
82	Alexandra Road	Southport	Albert Road to Avondale Road	CAMBRIDGE	Surface Treatment
83	Boyer Ave	Maghull	Old Hall Road to Greosvenor Road	SUDELL	Surface Treatment
84	Brook Street	Southport	Rufford Road to End	MEOLS	Surface Treatment
85	Langdale Drive	Maghull	Kendal Drive to Moss Lane	SUDELL	Surface Treatment
86	Beaumont Drive	Aintree	All	MOLYNEUX	Surface Treatment
87	Dodds Lane	Maghull	Park Lane/Kenyons Lane to Lathom Drive	SUDELL	Surface Treatment
88	Shop Lane	Maghull	Green Lane to End	PARK	Surface Treatment
89	Brighton Road	Birkdale	Kew Road to L'pool Road	BIRKDALE	Surface Treatment
90	Salisbury Avenue	Bootle	All	NETHERTON & ORRELL	Surface Treatment
91	Penrith Crescent	Maghull	Langdale Drive to Windermere Dr	SUDELL	Surface Treatment
92	Irlam Road	Bootle	Atlas Road to Strand Road	LINACRE	Surface Treatment
93	Chester Avenue	Bootle	All	NETHERTON & ORRELL	Surface Treatment
94	Church Street	Southport	All	DUKES	Surface Treatment
95	Sankey Road	Maghull	Northway Service Rd to Grosvenor Rd	SUDELL	Surface Treatment
96	Windermere Drive	Maghull	Moss Lane to Kendal Drive	SUDELL	Surface Treatment
97	Canning Road	Southport	Cobden Road to Bispham Road	NORWOOD	Surface Treatment
98	North Road	Southport	Rufford Road to No 43 / Roselea Drive	MEOLS	Surface Treatment
99	Wennington Rd	Southport	Cobden Road to Bispham Road	NORWOOD	Surface Treatment

100	Kendal Drive	Maghull	All include link to Deyes Lane	SUDELL	Surface Treatment
101	Moss Lane	Maghull	Deyes Lane to Langdale Drive	SUDELL	Surface Treatment
102	Buckingham Road	Maghull	All	PARK	Surface Treatment
103	Deyes lane	Maghull	Hesketh Drive to End of cul-de-sac	SUDELL	Surface Treatment
104	Balfour Road	Southport	Forest Road to Scarisbrick New Road	KEW	Surface Treatment
105	Hereford Drive	Bootle	All	NETHERTON & ORRELL	Surface Treatment
106	Lulworth Road	Birkdale	Waterloo Road to Aughton Road	DUKES	Surface Treatment
107	Wango Lane	Aintree	All Including Service Road	MOLYNEUX	Surface Treatment
108	Rotten Row	Birkdale	All	DUKES	Surface Treatment
109	Broadoak Road	Maghull	All	SUDELL	Surface Treatment
110	Sefton Estate	Netherton	Isolated Locations		

SEFTON TECHNICAL SERVICES

HIGHWAY MAINTENANCE
PROGRAMME

2010 2011

CARRIAGEWAY RESURFACING

ANNEX A

**HIGHWAY MAINTENANCE PROGRAMME 2010 2011
CARRIAGEWAY RESURFACING - WHOLE BOROUGH**

Priority	Road Name	Location	Section Length	Ward	Treatment
1	Lady Green Lane	Ince Blundell	Approach To Carr House Lane	RAVENMEOLS	Plane & Inlay
2	Bleasedale Avenue	Aintree	All	MOLYNEUX	Plane & Inlay
3	A565 Lord Street	Southport	Roundabout At Leicester Street	DUKES	Plane & Inlay
4	Liverpool Road	Lydiate	A59 Northway to Farming Premises	PARK	Plane & Inlay
5	Brownmoor Lane	Crosby	Approach To Chesterfield Road	VICTORIA	Plane & Inlay
6	Foxhouse Lane	Maghull	Hillcrest To Poverty Lane	SUDELL	Plane & Inlay
7	Croxteth Avenue	Litherland	All	LITHERLAND	Plane & Inlay
8	Palmerston Avenue	Litherland	All	LITHERLAND	Plane & Inlay
9	Henley Drive	Southport	All Footway Tied	CAMBRIDGE	Plane & Inlay
10	Curzon Road	Waterloo		CHURCH	Plane & Inlay
11	The Serpentine South	Blundellsands	Across Junction Of Burbobank Road	BLUNDELLSANDS	Plane & Inlay
12	The Serpentine South	Blundellsands	Merrilocks Road To Agnes Road	BLUNDELLSANDS	Plane & Inlay
13	Hall Road West	Blundellsands	Bend at car park	BLUNDELLSANDS	Plane & Inlay
14	Warren Road	Blundellsands	Approach To The Serpentine South	BLUNDELLSANDS	Plane & Inlay
15	Hermitage Grove	Bootle	All	NETHERTON & ORRELL	Plane & Inlay
16	A565 Albert Road	Southport	Saunders Street To Leicester Street	CAMBRIDGE	Plane & Inlay
17	A565 Liverpool Avenue	Ainsdale	Green Walk To Segars Lane	AINSDALE	Plane & Inlay
18	Hawthorne Road	Bootle	Roundabout at Merton Road	DERBY	Plane & Inlay
19	Merton Road	Bootle	Stanley Road To Hawthorne Road Selected Repairs	LINACRE	Plane & Inlay
20	Ormskirk Road	Aintree	Service Road Opposite Old Road Station	MOLYNEUX	Plane & Inlay
21	Haileybury Avenue	Aintree	All	MOLYNEUX	Plane & Inlay
22	Roselea Drive	Southport	All	MEOLS	Plane & Inlay

SEFTON TECHNICAL SERVICES

HIGHWAY MAINTENANCE
PROGRAMME

2010 2011

CARRIAGEWAY SURFACE
TREATMENT

ANNEX A

**HIGHWAY MAINTENANCE PROGRAMME 2010 2011
CARRIAGEWAY MICRO SURFACING - WHOLE BOROUGH**

Priority	Road Name	Location	Section Length	Ward	Treatment
1	Park Avenue	Southport	150m Approach To Park Crescent	CAMBRIDGE	Micro Surfacing
2	Park Road West	Southport	Fairways To Albert Road	CAMBRIDGE	Micro Surfacing
3	ONeil Street	Bootle	Parking Bays Seafield Road Included	LINACRE	Micro Surfacing
4	Knowsley Road	Southport	Saunders Street To Park Road West	CAMBRIDGE	Micro Surfacing
5	Lathom Road	Southport	All	CAMBRIDGE	Micro Surfacing
6	Somerville Road	Crosby	All	VICTORIA	Micro Surfacing
7	Goldsmith Street	Bootle	All	LINACRE	Micro Surfacing
8	Wrekin Drive	Aintree	All	MOLYNEUX	Micro Surfacing
9	Maple Street	Southport	All	NORWOOD	Micro Surfacing
10	Hesketh Drive	Maghull	All including Deyes Lane Service Road	SUDELL	Micro Surfacing
11	Court Road	Southport	Leyland Road To Alexandra Road	CAMBRIDGE	Micro Surfacing
12	Mason Street	Waterloo	All	CHURCH	Micro Surfacing
13	Neville Road	Waterloo	South Road to Hadfield Rd	CHURCH	Micro Surfacing
14	Derwent Avenue	Formby	All	HARINGTON	Micro Surfacing
15	Fir Street	Southport	All	NORWOOD	Micro Surfacing
16	Berkeley Road	Crosby	All	BLUNDELLSANDS	Micro Surfacing
17	Railway Street	Southport	All	KEW	Micro Surfacing
18	Fawcett Road	Lydiate	All	PARK	Micro Surfacing

SEFTON TECHNICAL SERVICES

HIGHWAY MAINTENANCE
PROGRAMME

2010 2011

CARRIAGEWAY
SURFACE DRESSING

ANNEX A

**HIGHWAY MAINTENANCE PROGRAMME 2010 2011
CARRIAGEWAY SURFACE DRESSING - WHOLE BOROUGH**

Priority	Road Name	Location	Section Length	Ward	Treatment
1	Duke Street	Formby	Cross Green To Kings Road	RAVENMEOLS	Surf Dressing
2	Cockledicks Lane	Southport	All including Churchill Avenue	CAMBRIDGE	Surf Dressing
3	Liverpool Road	Lydiate	Oakhill Drive to Kenyons Lane	PARK	Surf Dressing
4	Rotten Row	Southport	All	DUKES	Surf Dressing
5	Lydiate Lane	Thornton	Buckley Hill Lane To Lydiate Park	MANOR	Surf Dressing
6	Thornbeck Avenue	Hightown	RBT to End	MANOR	Surf Dressing
7	Ravemeols Lane	Formby	Liverpool Road To Level Crossing	RAVENMEOLS	Surf Dressing
8	Kings Road	Formby	All	RAVENMEOLS	Surf Dressing
9	Brewster Street	Bootle	Bedford Road To Liverpool City Boundary	DERBY	Surf Dressing
10	Brewster Street	Bootle	Liverpool City Boundary To Bedford Road	DERBY	Surf Dressing
11	Banks Road	Southport	All	MEOLS	Surf Dressing

SEFTON TECHNICAL SERVICES

HIGHWAY MAINTENANCE
PROGRAMME

2010 2011

CARRIAGEWAY
RECONSTRUCTION

ANNEX A

**HIGHWAY MAINTENANCE PROGRAMME 2010 2011
CARRIAGEWAY RECONSTRUCTION - WHOLE BOROUGH**

Priority	Road Name	Location	Section Length	Ward	Treatment
1	Town Lane	Kew	Cheltenham Way To Hythe Close	KEW	Reconstruction
2	Duke Street	Southport	Cemetery Road To Duke Avenue	KEW	Reconstruction
3	Preston New Road	Southport	Approach To Rathmore Crescent	MEOLS	Reconstruction
4	Southport Road	Bootle	Maguire Avenue To Aintree Road	DERBY	Reconstruction
5	Rawson Road	Seaforth	Princess Way To Claremont Road	LINACRE	Reconstruction
6	Halsall Lane	Formby	All	RAVENMEOLS	Reconstruction

SEFTON TECHNICAL SERVICES

HIGHWAY MAINTENANCE
PROGRAMME

2010 2011

CARRIAGEWAY
ANTI-SKID
SURFACE TREATMENT

ANNEX A

**CARRIAGEWAY ANTI-SKID SURFACE TREATMENT 2010 2011
WHOLE BOROUGH**

Priority	Road Name	Location	Section	Treatment	Ward
	Various Sites to be included in 2010 2011 Maintenance Programme Data Still Being Analysed				

SEFTON TECHNICAL SERVICES

HIGHWAY MAINTENANCE
PROGRAMME

2010 2011

STREET LIGHTING

ANNEX A

STREET LIGHT IMPROVEMENTS 2010 2011 WHOLE BOROUGH
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Priority	Road Name	Ward
1	Marine Terrace, Waterloo Phase II Adelaide Terrace, Beach Lawns	Church
2	Stannyfield Drive, Crosby Saffron Mews, Bretlands Road, Newfield Close, Humphreys Hey, Tanhouse Road, Field Walk, Caraway Close, Masefield Road, Blakefield Road, Hedgecroft, Coney Crescent	Manor
3	Cast Iron Replacement Phase I Southbank Road, Shakespeare Street, St James Street, Talbot Street, Cross Street, Bentham Street, Marlborough Road, Marlborough Gardens, Halsall Buildings.	Kew/Dukes Ward
4	Cast Iron Replacement Phase II Chester Avenue, Chester Road, Vernon Road, Bengarh Road, Hawkshead Street, Windsor Road, Hartwood Road, Marsden Road, St Lukes Grove, Myrtle Grove, Olive Grove, Cypress Street, Mill Lane Crescent, Mill Lane Cul De Sacs, Devonshire Road, Bibby Road.	Norwood

5	Cast Iron Replacement Phase III Brighton Road, Barrett Road, Clifford Road, Lyndhurst Road, Longford Road Shaftsbury Road	Birkdale
6	Strategic Replacements Phase 3 2010-2011 Locations to be confirmed following CMT test in 2010	Various
7	Stanton/Stavely Replacement Phase II, Southport Kingston Crescent, Ferryside Lane, Norbury Close, Surrey Close, Primrose Close	Meols
8	Stanton/Stavely Replacement Phase III, Southport Skipton Ave, Whitby Ave, Ilkey Ave, Beverley Close, Harrogate Way, Fell View, Baytree Close, Shenley Way, Woodlea Close, Tarvin Close, The Pastures, Bridge Wills Lane	Meols
9	Almonds Turn Concrete column replacement with associated illuminated signs and re-cabling.	St Oswalds
10	Fernhill Close	Linacre/Derby
11	Bank Lane, Melling South of the "Pear Tree" to boundary	Molyneux
12	Operation Replacements April-September	Various
13	Operation Replacements October-March	Various

Agenda Item 12

Meeting: Sefton East Parishes Area Committee

Date of Meeting: 18 March 2010

Title of Report: Update on Waddicar Lane Housing Development Issues

Report of:
Steph Prewett –Asst Director
Neighbourhoods and Investment
Programmes

Contact Officer: As above
(Telephone No.) 0151 934 3485

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?	√	

Purpose of Report

To update the Sefton East Parishes Area Committee of progress made on resolving issues on both the Village Estate and the Satinwood Estate on Waddicar Lane, Melling

To reassure members that every effort will continue to be made to resolve these issues faced by the residents of Satinwood Crescent and the Village Estate

Recommendation(s)

To note the progress made to date.

To request that this item remain a standing agenda item until these issues are resolved

To ask the Sefton East Parishes Area Committee for their continued support to resolve these issues

Corporate Objective Monitoring

Corporate Objective		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1.	Creating a Learning Community		X	
2.	Creating Safe Communities	X		
3.	Jobs and Prosperity		X	
4.	Improving Health and Well-Being	X		

Agenda Item 12

5.	Environmental Sustainability	X		
6.	Creating Inclusive Communities	X		
7.	Improving the Quality of Council Services and Strengthening local Democracy	X		
8.	Children and Young People		X	

Financial Implications

<u>CAPITAL EXPENDITURE</u>	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Departments consulted in the preparation of this Report

Planning and Economic Regeneration Department
Community Safety Division

List of background papers relied upon in the preparation of this Report

None

SEFTON M.B.C.

1.0 BACKGROUND

- 1.1 There have been long standing issues on both housing developments which have put barriers in the way for formal adoption by the Council and United Utilities. The Sefton East Parishes Area Committee in November 2009 resolved that this will be a standing agenda item until these matters can be resolved. Melling Parish Council has been working with the Council on this to resolve issues.
- 1.2 The main barrier to formal adoption has been the requirement to bring the sewers up to a standard whereby they could be adopted, by United Utilities. Until that happens, the Council think that there would be a risk that if they did the outstanding works to the highways then if the roads had to be dug up then the Council would be liable for the costs of repairing the roads.

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1.3 The main reason for the length of time taken to move this forward is the fact that there was a long legal wrangle over land ownership of some of the road where the sewers would go. This is now resolved and the Council are absolutely determined to do all that they possibly can to move this along for the benefit of those people living on the two estates.

1.4 The following sets out the progress to date on the formal adoption of the sewers and highways on the two estates. It also sets out the range of measures which have been put into place to alleviate problems of anti-social behaviour and burglaries which have particularly affected the Satinwood estate.

2.0 Progress to Date

2.1 Outcomes of Meetings with Morris and Persimmon Homes 8 and 9 February 2010

2.1.1 The attached letters to Morris Homes and Persimmon Homes set out in great detail the series of action points agreed with them. It was clearly stated that the Council expected these to be actioned by 2 March 2010. To the great disappointment of the Council, this has not been the case. The only action point which has been partly met is agreement with United Utilities for the type of fencing which can be used to secure the pumping station.

2.1.2 The Council are continuing to chase these action points up with the two housing developers and are now working in partnership with United Utilities as set out below in 2.2 to move this forward

2.2 Meeting with United Utilities

2.2.1 The Council met with UU on 2 March 2010 to agree a way forward which would enable them to adopt the sewers. The outcome of the meeting was that UU would formally notify Morris Homes that the bonds would be called in if they did not action necessary works by 31 March 2010.

2.2.2 Bonds are financial sums held back until the completion of works to UU and the Council's satisfaction. If a bond is called in, then it can affect a housing developer's ability to get another one. It's like credit scoring when you apply for a loan, etc.

2.3 Satinwood Estate Specific Issues

2.3.1 Land Ownership

The Satinwood estate is basically split into two parts in terms of land ownership with Morris Homes owning some and Persimmon Homes owning the rest. This has led to some lack of clarity as to who owns what. To resolve this, a land registry search has been undertaken to clarify this and make sure that this doesn't lead to any abdication of responsibility. All green space on the left of the estate and where the pumping station is in Morris Homes

ownership. The play area behind the Horse and Jockey Pub is owned by Morris Homes and Bank of Scotland.

2.3.2 Maintenance of Green Space

All green space is maintained by Persimmon Homes through a management development company. The frequencies on this are still to be determined.

2.3.3 Play Area

Now that the ownership of the play area has been determined, work can begin to determine whether residents on that estate think that this is what the estate needs. There have been reported incidents of anti-social behaviour here and some residents have already expressed a view that it should be removed. It is suggested that a short questionnaire could be circulated asking for views on the usage of the play area and if it isn't needed alternative ideas for it.

This is not an easy thing to resolve and will take some time to do. Members will be kept informed of progress.

2.3.4 Anti-Social Behaviour and Crime Preventative Measures

There has been an increased police presence on the estate to respond to the problems experienced by local residents. Leaflets have gone to all homes setting out the measures that householders can take to protect their properties, including smart water and visits from the Crime Prevention Officers. The mobile police station was on the estate and feedback from local residents was that this was very reassuring.

The Council have removed the bricks from the pumping station and tidied up the area around it. They have installed hoop barriers and A frames to stop motor bikes, stolen vehicles causing more problems on the estate. The Council also continue to pro-actively replace broken street lights immediately and charge the housing developers the costs to ensure resident safety wherever possible.

2.3.5 Brook at the back of Satinwood Crescent

The Council arranged for Community Pay Back to clear out the brook to see if this was causing the leak. Unfortunately it wasn't and so more investigative works are under way to determine the reasons for why it leaks.

2.3.6 Stopping Up Order for Entrance onto Satinwood Estate at the back of the Brook

As the land is owned by Knowsley Council, Sefton Council are awaiting permission to see whether we can process the stopping up order. The Council is also getting a quote to remove the tarmac path running from this and turn it back into green space. This will be dependent on getting the go ahead from Knowsley to progress the stopping up order.

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2.3.7 Gating off of Canal Entrance

The gate has been manufactured and will be installed within the next two weeks.

3 Next Steps

3.1 If the Council are unable to progress this any further with the housing developer, there is a need to accelerate the pressure. To this end, the Council may wish for our Chief Executive to meet with the Chief Executives from the Housing Developers.

3.2 Members will be kept informed of any developments on this.

4.0 Recommendations

4.1 To note the progress made to date.

4.2 To request that this item remain a standing agenda item until these issues are resolved

4.3 To ask the Sefton East Parishes Area Committee for their continued support to resolve these issues

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ANNEX ONE

Neighbourhoods and Investment
Programmes Department
1st Floor Magdalen House
30 Trinity Road
Bootle
Merseyside
L20 3NJ

Mr Scott Grady
Technical Director
Morris Homes

Date: 9 February 2010
Our Ref: Satinwood Crescent
Your Ref:

Please contact: Steph Prewett
Contact Number: 0151 934 3485
Fax No:

Dear Scott,

Satinwood Crescent Development and Village Estate Development Melling, Sefton, Merseyside

I am writing to you after a very useful meeting with Darren Henson today from your organisation to set out what we agreed with associated timescales. I also think that this is a good opportunity to emphasise to you the critical importance that the Council attaches to getting the issues resolved on the above two developments as soon as possible.

I want you to be reassured that the Council takes its role as community leader very seriously and we really want to work with you to move this forward. We are prepared to be pro-active and take action where it is needed and we see our role as making sure that our customers get the services that they deserve and expect. We are absolutely determined to resolve these outstanding issues as soon as possible. I have impressed on Darren the importance of making sure that any obstacles to progress are highlighted to us as soon as possible, so that we can help you. On a practical level this does mean that I have requested that I am copied into all communication on these two estates to keep me informed and alert me to any issues.

The following sets out the context for the discussion that was had between the Council and Darren this morning with agreed action points for each area that needs to be addressed.

1. Satinwood Crescent Development, Melling

You will no doubt be aware that the Satinwood Crescent development is currently experiencing disproportionately high numbers of burglaries and incidents of anti-

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social behaviour. This coupled with the sewer system breaking in December 2009 has meant that residents on the estate are understandably concerned and frustrated about the apparent lack of progress in moving forward with adoption issues. As a Council we have responded to some of these concerns by commissioning a series of preventative crime measures on the estate. We wrote to Darren about these with the detail on the 21 December 2010. These will begin to be installed on the estate week commencing 15 February 2010. In our meeting with Darren today, confirmation and agreement was reached with him that we would invoice Morris Homes for these works. This includes the removal of bricks from the pumping station site and the demolition of the walls to clear the site (this was completed on 8 February 2010).

The major issue that needs to be resolved is the formal adoption and vesting of the sewers. Darren has confirmed today that from your perspective there are two outstanding items of work that need to be done. These are set out below with the barriers to adoption and vesting and a set of agreed action points to resolve them.

1. Barriers to Vesting of Sewers

(i) Works to Sewer System at Beginning of Satinwood Crescent

The cause of the sewer over-flowing in December 2009 has been identified as an open joint in the sewer system at the start of Satinwood Crescent. Darren had not managed to view the CD of the sewer investigation, but the contractor had set this out as the problem. He had a verbal agreement from Gordon Ramsdale, Inspector from United Utilities UU that he had agreed that the works to rectify this, which were to dig down and sink the sewer 2m from the current invert level on the backdrop would be acceptable and UU would be in a position to formally vest the sewers. Gordon has subsequently left UU, but Darren felt that this message had been communicated to Graham Perry the person appointed within UU who was responsible for Sefton assets. I confirmed to Darren that unfortunately that wasn't the case as we had spoken to Graham and he was waiting for Morris Homes to contact him on progress.

Darren was going to bring copies of the quotes for the works to rectify the sewers with him today, but had not been able to get both quotes in time. He had a quote from Grizedale of £2,500 and was awaiting one from GRS. Both of these were contractors that UU would feel comfortable doing the works.

Agreed Action Points

- a. Darren would email quotes from Grizedale and GRS to me
- b. Darren would get in touch with Graham Perry at UU and ask him to confirm in writing that the suggested work would be acceptable to UU and enable them to formally vest the sewers. Although this was also dependent on the works to the pumping station detailed below being done to the necessary standard

- c. Based on agreement by UU in writing to the above, Darren to raise an order which would be agreed by Mike Gaskell, Chief Executive, Morris Homes to progress the works
- d. All correspondence on the above to be copied to me and problems encountered in resolving issues to be communicated to me as soon as possible
- e. Notification of timescales for implementation to be communicated to me for circulation to residents
- f. Confirmation on completion of the works that UU are happy with it to be sent to me and evidence of the inspection

(ii) Outstanding Works to the Pumping Station

Barriers to Vesting

At a meeting between the Council, Persimmon and Morris Homes on 19 November 2009, there was obviously a difference in opinion as to whether Persimmon Homes should contribute towards the costs of both repairing the pumping station when it broke down and bringing it up to a standard for UU to formally vest the sewer system. It was agreed at this meeting and confirmed in a letter to you and Persimmon Homes on 20 November 2009 that you would both come to a resolution on payment relating to the works to the pumping station by 24 December 2009. Following that works to the pumping station would be initiated and completed by 31 January 2010. The works would include sub level works as well as works to secure the actual pumping station.

Unfortunately, there is still an issue as to whether Persimmon Homes are liable for any further contributions. Darren has a quote (Pump Supplies) for the remedial works and this includes the replacement of one pump and the rebuilding of the other pump. This should cost approximately £5,000 with a further £3,500 to secure the pumping station. According to Darren today, the Section 104 Agreement which is a joint agreement with Persimmon Homes sets out that all works to the sewers was a joint responsibility with Morris and Persimmon sharing the costs 50/50. This would equate to £4,250 each to complete the works.

To be honest, I appreciate that this is a barrier to progress, but bearing in mind that the two temporary pumps which are on hire at the moment and have been for the past two months cost approx £2,000 per month, surely it would be more cost effective for Morris Homes to swiftly resolve this and save money.

Another issue around actual ownership of the land was a source of some confusion to me. Darren has intimated that UU actually own the land that the pumping station is on and that Morris and Persimmon Homes jointly own the pumping station. This needs some clarification from you.

Agreed Action Points

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- a. Your organisation and Persimmon Homes to come to a resolution over payment and responsibility for the pumping station.
- b. Darren to confirm with evidence who owns the land and the pumping station
- c. Works to the pumping station including securing the site to be discussed with UU and agreed before works commence
- d. Darren to send me a copy of the Section 104 agreement

(iii) Remedial Works to the Highways

Barriers to Adoption

As discussed the main barrier to undertaking the remedial highways works is the outstanding works to the sewers. A list of remedial highways works has been drawn up and it was agreed between Darren and Kevin Walker from the Council at our meeting that this would need to be revisited once the works to the sewer was underway. A fundamental principle was that the Council expected one contractor to undertake all the works on the estate at one time irrespective of land ownership issues. It was agreed that this would most likely be TWI.

Agreed Action Points

- a. Remedial works would be agreed with Kevin Walker before commencement on site with timescales for completion
- b. Kevin Walker would inspect each section of site and sign it off on a daily basis if necessary before the next section was undertaken to ensure that it met Highway standards for adoption
- c. A single contractor would be appointed by both Persimmon and Morris Homes for minimum disruption to the residents and a seamless programme of works

(iv) Play Area and All Public Open Spaces

Darren was asked whether the play area and open spaces fell within the ownership of Morris Homes. He confirmed that from his perspective they didn't and that the maintenance of these was the responsibility of Persimmon Homes.

2. Village Estate

(i) Formal Adoption and Vesting of the Sewers

Barriers to Adoption

This site is wholly owned by Morris Homes and has been delivered in four phases. The issues with the sewers was discussed. A CCTV investigation of the sewers for the Village showed that they are now fit for purpose according to Darren. The pump which had broken at the Village Estate pumping station had been replaced and he was now awaiting inspection from UU to sign off the sewer system for formal adoption and vesting.

Agreed Action Points

- a. Darren to contact Graham Perry at UU and ask for an inspection to enable UU to formally adopt and vest the sewers
- b. Darren to copy me into any communication with Graham so that the Council is kept fully informed

(ii) Formal Adoption of the Highways

Barriers to Adoption

Kevin Walker confirmed that we have only been able to issue a Part 1 Certificate at this point which is disappointing. It was clear that the formal adoption of the sewers was the deciding factor for when the remaining works could be undertaken.

Agreed Action Points

- a. After UU were content with the works to the sewer and had formally adopted and vested them. Darren would need to liaise with Kevin Walker to agree a programme of remedial works.
- b. The Village Estate is **not** to be tackled in four phases, but a collective package of works to be instigated
- c. All works to be inspected and signed off by Kevin Walker as per the Satinwood Estate process stated above

In conclusion and sincere apologies for the epic length of this letter! I feel that it is really important that I set out details of barriers to progress and agreed action points to move this on. **It was agreed at the meeting that all of the above action points with the exception of the actual undertaking of the highways works would be actioned and resolved by the 2 March 2010.** I am meeting Graham Perry on 2 March 2010 and as the works leading to the adoption and vesting of the sewers on both developments is critical to moving this on. I expect to meet with Graham and for him to be fully up to speed on this and able to confirm to me that he is confident that they can vest the sewers.

I understand that Darren rang you from his mobile directly after this meeting today. He has intimated that you are as keen to resolve these issues as we are and would

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be presenting an urgent paper to your Chief Executive setting out a plan to do this. I am really pleased to hear that this is the case and would really appreciate it if you could get in touch and let me know the outcome of this as soon as possible.

Look forward to hearing from you soon and obviously no later than 2 March 2010.

Yours sincerely

**STEPH PREWETT
ASSISTANT DIRECTOR- NEIGHBOURHOODS AND INVESTMENT
PROGRAMMES DEPARTMENT**

CC: Darren Henson - Morris Homes
Brian Mason, Kevin Walker and Mark Hunter – Sefton MBC

Neighbourhoods and Investment
Programmes Department
1st Floor Magdalen House
30 Trinity Road
Bootle
Merseyside
L20 3NJ

Letter To Persimmon Homes

Date:
Our Ref: Satinwood Crescent
Your Ref:

Please contact: Steph Prewett
Contact Number: 0151 934 3485
Fax No:

Dear Lester

Satinwood Crescent Development, Melling

Thank you for taking the time to come in today to discuss the significant concerns that the Council has over the above development. I thought that it would be worth setting down in writing what we agreed at the meeting with a deadline for achievement.

Firstly, to set this in context we discussed the real concerns expressed by local residents about not feeling safe on the estate and actual incidents of crime and anti-social behaviour. This is in addition to the distress caused by the recent incidents with the sewers. As you know this is complicated further by the confusion amongst residents on the estate as to why the entire estate has yet to be formally adopted.

As a result, we then discussed what was actually stopping us from resolving these issues for the satisfaction of our customers. The following sets out the issues to be resolved and the actions that need to be taken to resolve them and by whom.

1. Formal Adoption of the Sewers

(i) Barriers to Adoption

At a meeting between Persimmon and Morris Homes on 19 November 2009, there was an issue identified as to an outstanding payment from your organisation for costs incurred in sorting out the pumping station. It was agreed at this meeting and confirmed in a letter to you and Morris Homes on 20 November 2009 that you would both come to a resolution on payment relating to the works to the pumping station by 24 December 2009. Following that works to the pumping station would be initiated and completed by 31

Agenda Item 12

January 2010. The works would include sub level works as well as works to secure the actual pumping station.

In the meeting today, you have asserted that Persimmon Homes have no outstanding payments towards the costs of the pumping station. You indicated that at one point it was expected that Morris Homes who own the land where the pumping station is would transfer ownership to Persimmon Homes. This has not happened and you have stated that you have previously committed and expended resources to the works and so there is no further liability for costs from your perspective on this.

As the sewer system and responsibilities for implementation and maintenance are split between your organisation and Morris Homes, you are confident that your parts of the sewer system are fit for purpose. You have a Final Section 104 Certificate which has been signed off by United Utilities.

Agreed Action Points:

- Copy of Section 104 Certificate to be sent to me for information
- Brian Mason to discuss formal adoption of the Persimmon Homes element of the sewers with Greg Jones, United Utilities
- Brian Mason to discuss with Morris Homes their understanding of whether there was still an outstanding payment from Persimmon Homes for works to the pumping station

2. Completion of the Outstanding Remedial Works to the Highways

(i) Barriers to Adoption

The main issue with completing the outstanding works has been the need for the sewer system to be formally adopted by United Utilities before the highways works can be undertaken. At the meeting between Morris Homes and Persimmon Homes on 19 November 2009 and the subsequent follow up letter of 20 November 2009. It was agreed that all highways remedial works would be completed by 31 March 2010.

It was intimated by you in our meeting today, that if the works to your elements of the sewer could be formally adopted then you would like to move towards a swift resolution of the outstanding highways works on your element of the site. This would enable this part to be formally adopted by the Council. You felt that your preferred contractor TWI could undertake the works within the next two weeks. The Council confirmed that this was a contractor who would have the necessary skills to undertake this work to the required standards for adoption. However, the works would be subject to inspection.

Although, this was considered to be a very pro-active response from you, it was pointed out that the Council needs to give this careful consideration.

Agreement to proceed would be dependent on two things. Firstly, that the formal adoption of the sewers needed to be done and secondly that all works to the estate irrespective of whose piece of the estate it was should be done by one contractor at the same time.

Agreed Action Points

- That Brian Mason would discuss progress on resolving any outstanding issues with the sewers with Morris Homes as the key stretch where any problems may be was within their ownership. The outcomes of this discussion would determine whether formal adoption of all or parts of the highways could be adopted.
- That Brian Mason would discuss with Morris Homes whether they would be comfortable with using Persimmon Homes preferred contractor for the outstanding remedial works
- That Kevin Walker would make sure that the outstanding list of remedial works was current and would meet on site with you to make sure that there was complete agreement on outstanding works needing to be done and the costs of these.

3. Maintenance of Grassed Areas

The issue of future maintenance of grassed areas was discussed. You confirmed that there was only one area of grass at the start of Satinwood Crescent which you shared responsibility with Morris Homes for. This piece of land after adoption of the estate would be the responsibility of the Management Development Company that had been appointed to maintain areas on the estate.

Agreed Action Points

- That you would ensure that this area was included within any future maintenance schedule for the estate and agreed with the Management Development Company before adoption

4. Broken Street Lights

A number of broken street lights were reported by residents to the Council. Due to the number of burglaries and incidents of anti-social behaviour, the Council had responded immediately on this and had fixed them. You were very appreciative of this and were happy for us to charge you for the costs of these. This amounted to £307.

Agreed Action Points

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- An invoice for this amount would be sent to you for payment.

In conclusion, you helpfully set out for me which elements of the site you had responsibility for. This certainly helped to clarify some issues for me. You also confirmed that the play area was Morris Homes responsibility to maintain.

As you know we are meeting Morris Homes tomorrow and I will get back to you as soon as I can with a view from them. I am really hoping that we can all work together for the benefits of our customers to now resolve all outstanding matters in a positive way. Certainly, the Council are willing to do all that they possibly can to facilitate this, so if there are any issues that you feel are holding back progress, please let me know.

In terms of timescales for resolving the above action points, I see no reason why they cannot be done by 2 March 2010. This is with the exception of the grounds maintenance issue.

If you feel that this letter does not reflect the tone of the meeting or the action points agreed then please let me know by 15 February 2010.

Yours sincerely

STEPH PREWETT

**ASSISTANT DIRECTOR – NEIGHBOURHOODS AND INVESTMENT
PROGRAMMES DEPARTMENT**

CC: Brian Mason, Kevin Walker and Mark Hunter – Sefton Council

Agenda Item 13

Committee: SEFTON EAST PARISHES AREA COMMITTEE

Date of Meeting: 18TH MARCH 2010

Title of Report: BUDGET MONITORING

Report of: A Lunt
Neighbourhood & Investment
Programmes Department Director

Contact Officer: S Prewett
Assistant Director - Neighbourhoods
(Telephone No.) 0151 934 3485

This report contains	Yes	No
CONFIDENTIAL Information/		√
EXEMPT information by virtue of paragraph(s).....of Part 1 of Schedule 12A to the Local Government Act, 1972 (If information <u>is</u> marked exempt, the Public Interest Test must be applied and favour the exclusion of the information from the press and public).		√
Is the decision on this report DELEGATED?	√	

Purpose of Report

To update Sefton East Parishes Area Committee on available resources for the Area Committee area and progress to date on those items approved at previous meetings.

To request confirmation from the Committee for any proposals made to the Assistant Director – Neighbourhoods for up to £1,000 contribution from the respective ward budgets as set out in Appendix A or raised at the meeting.

To provide the forum for consideration of formal reports for requests for allocations above £1,000.

Recommendation(s)

That the Area Committee:

- (i) note the current financial position and the progress to date on items previously agreed
- (ii) agree the requests for under £1,000 set out in Appendix A
- (iii) consider any further requests raised at the meeting for up to £1,000
- (iv) consider any further reports for allocations above £1,000
- (v) agree the request from Melling Parish Council as detailed in section 3

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Corporate Objective Monitoring

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		✓	
2	Creating Safe Communities	✓		
3	Jobs and Prosperity		✓	
4	Improving Health and Well-Being	✓		
5	Environmental Sustainability	✓		
6	Creating Inclusive Communities	✓		
7	Improving the Quality of Council Services and Strengthening local Democracy		✓	
8	Children and Young People	✓		

Financial Implications

Any financial proposals contained within this report can be contained within the Area Committee's delegated budgets.

Departments consulted in the preparation of this Report

FD 346 - The Finance and Information Services Director has been consulted and has no comments on this report.

List of background papers relied upon in the preparation of this report

None

1.0 BACKGROUND

- 1.1 In 2002/03 the Council allocated funds to Area Committees for expenditure on local priorities that would not otherwise be funded from Council budgets. Each Area Committee receives an amount each year and then decides how best to split it across the wards and whether or not to hold a central budget. Sefton East Parishes Area Committee (SEPAC) split the overall budget so that 80% is for the Parish and Town Councils to allocate and 20% for the SEPAC area split equally across the four wards. There is also an amount per ward for litter bins.

2.0 CURRENT POSITION

2.1 Current Budget Position

2.1.1 The following sets out the latest position on the budget and the amounts available to spend in each area, as well as commitments made in this year. As requested the amount for street name plates has been incorporated within the report as a defined amount per ward.

	Balance b/f £	2009/10 Budget £	2009/10 Litterbins £	2009/10 Street Signs £	2009/10 Available £	2009/10 Commitments £	Balance Available £
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SEPAC-wide by Ward							
Molyneux	1,047.00	1,767.00	-	-	2,814.00	1,960.67	853.33
Park	589.00	1,767.00	-	-	2,356.00	1,401.67	954.33
Sudell	2,211.00	1,766.00	-	-	3,977.00	3,691.66	285.34

Parish/Town Councils							
Aintree	-	3,860.00	-	-	3,860.00	3,860.00	-
Lydiate	3,610.00	3,610.00	-	-	7,220.00	-	7,220.00
Maghull	-	12,035.00	-	-	12,035.00	-	12,035.00
Melling	-	1,520.00	-	-	1,520.00	-	1,520.00
Sefton	175.00	175.00	-	-	350.00	-	350.00

Litterbins by Ward							
Molyneux	49.00	-	557.00	-	606.00	606.00	-
Park	779.00	-	557.00	-	1,336.00	1,140.00	196.00
Sudell	749.00	-	557.00	-	1,306.00	1,230.00	76.00

Street Signs by Ward							
Molyneux	-	-	-	1,000.00	1,000.00	1,000.00	-
Park	-	-	-	1,000.00	1,000.00	1,000.00	-
Sudell	-	-	-	1,000.00	1,000.00	1,000.00	-

Total	9,209.00	26,500.00	1,671.00	3,000.00	40,380.00	16,890.00	23,490.00
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Molyneux Ward

	2009/10 Commitments	Date Approved	Cost £	Action Status
1	Litterbin – Bus stop near Pear Tree Pub, Melling	16/07/09	380.00	Complete
2	Installation of bitmac on the road side verge on Oriel Drive, Aintree Village	16/07/09	1,000.00	
3	Match funding not found amount credited back to ward budget - Installation of bitmac on the road side verge on Oriel Drive, Aintree Village	10/09/09	-1,000.00	Complete
4	2 Litterbins at Altway Shops (outside Library)	12/11/09	760.00	Complete

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5	Concrete base for a litterbin to be re-sited from Prescot Road, Melling to outside Natwest Bank, Old Roan shops	12/11/09	50.00	Complete
6	Post mounted bin at Prescot Road, Melling	12/11/09	200.00	Complete
7	Additional street signs	12/11/09	80.00	Ongoing
8	Contribution towards Christmas Lights in Maghull Central Square	12/11/09	666.67	Complete
9	Metal litterbin with concrete base near Bobbies Wood, junction of Liverpool Road South & Northway	21/01/10	430.00	Complete
			2,566.67	

Park Ward

	2009/10 Commitments	Date Approved	Cost £	Action Status
1	Litterbin – Green Lane (bus stop)	21/05/09	380.00	Complete
2	Litterbin – Green Lane (near Leeds-Liverpool Canal)	16/07/09	380.00	Complete
3	Litterbin – Westway (bus stop near Westway Medical Centre)	16/07/09	380.00	Complete
4	'No Through' road sign – Knutsford Walk	12/11/09	200.00	Complete
5	Litterbin at the junction of Meadway and the Trans-Pennine Trail footpath	12/11/09	380.00	Complete
6	Contribution towards Christmas Lights in Maghull Central Square	12/11/09	666.67	Complete
7	Additional street signs	12/11/09	155.00	Ongoing
			2,541.67	

Sudell Ward

	2009/10 Commitments	Date Approved	Cost £	Action Status
1	Trees & shrubs on Deyes Lane, Dodds Lane & Damfield Lane	10/09/09	2,000.00	Complete
2	Trees & shrubs on the corner of Damfield Lane (inc £160 for maintenance)	10/09/09	700.00	Complete
3	1 Litterbin at the top of Hunt Road	12/11/09	380.00	Complete
4	Additional Street Signs	12/11/09	155.00	Ongoing
5	Contribution towards Christmas Lights in Maghull Central Square	12/11/09	666.67	Complete
6	Plastic litterbin and concrete base outside shops on Grosvenor Road	21/01/10	260.00	Complete
7	Plastic litterbin near to the Baptist Church, Hall Lane	21/01/10	210.00	Complete

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8	1 Metal replacement litterbin near Hudson Primary School, Moorhey Road	21/01/10	380.00	Complete
9	Street Signs – Poverty Lane & Derwent Close	21/01/10	170.00	Ongoing
			4,921.67	

Aintree Parish Council

	2009/10 Commitments	Date Approved	Cost £	Action Status
1	Harrow Drive Park Scheme	21/05/09	3,860.00	Ongoing
			3,860.00	

2.1.2 The requests received for agreement at this Area Committee are set out Appendix A to this report.

3.0 MELLING PARISH COUNCIL

3.1 At the Sefton East Parishes Area Committee meeting on 21st January 2010 it was agreed in principle to allocate £1,500 from the Melling Parish Council Area Committee budget to be used for Melling in Bloom activity subject a report detailing proposed expenditure.

3.2 Melling in Bloom is a recently established voluntary group set up with the aim of improving the physical environment in the Melling Parish area. The group has already carried out work in several areas of the parish and is developing a forward plan for appropriate planting of various plots of land and for provision of suitable planted containers along Waddicar Lane and elsewhere.

In January 2010 the Parish Council agreed to provide a grant of £1500, which would cover approximately £500 spent initially on plantings and the balance as a contribution towards the capital cost of planters etc.

The group is looking to enhance Waddicar Lane with hanging baskets outside the shops and planting troughs (known as barrier baskets) on the canal bridge. Presently there is ongoing discussion on the exact number of hanging baskets and barrier baskets but the likely quantities are as follows:

16 Barrier Baskets (on bridge) inc plants @ £195each	£3120
15 Hanging Baskets inc plants, brackets @ £65 each	£975
TOTAL	£4095 + VAT

These are capital costs with no provision for on-going watering. Volunteers, under the supervision of Sefton's Highways Department, will fix the brackets.

Ward Councillors had indicated that the group would be able to obtain "matched funding" in respect of any sum provided by the Parish Council with the understanding on their part that an adequate sum was available within the SEPAC allocation for

Agenda Item 13

Melling. The total amount allocated in this respect was £1520 and the Parish Council has no other plans, at this stage, which it would seek to fund from the SEPAC budget and would request that the Area Committee approve the allocation of this sum to Melling in Bloom for the purpose indicated.

Recommendations

That the Area Committee:

- (i) note the current financial position and the progress to date on items previously agreed
- (ii) agree the requests for under £1,000 set out in Appendix A
- (iii) consider any further requests raised at the meeting for up to £1,000
- (iv) consider any further reports for allocations above £1,000
- (v) agree the request from Melling Parish Council as detailed in section 3

Metropolitan Borough of Sefton

Request for an Area Committee Budget Allocation

Sefton East Parishes Area Committee

**NB PLEASE READ ALL OF THE GUIDANCE NOTES
OVERLEAF BEFORE COMPLETING THIS FORM**

Amount requested from the Area Committee: £380

Less than £1,000 - Send to the Strategic Director for the Area Committee

More than £1,000 - Send to the appropriate department of the Council for a full report to be prepared for the Area Committee

Applicant/Organisation:

Description of Project: Replacement metal litterbin Moorhey Road near to ATC & Hudson Primary School

Total cost of project: £380

Less other contributions/match funding (list with details):

.....£.....

.....£.....

Total of other contributions/match funding £ 0

Balance: i.e. the amount requested from Area Committee £380

Contact point: Name: Councillor R Connell...

Address:

.....

.....

Telephone 1 during office hours ...

2 out of office hours.....

I confirm this request has been submitted via me in accordance with the guidance notes for Area Committee budget allocations:

Councillor:- Councillor R Connell


Date:- 08/02/10

Ward:- Sudell

Requests for allocation up to £1,000:

I confirm that Sefton East Parishes Area Committee has sufficient funds available to meet this request.

Signed



Date.....08/02/10

Assistant Director Neighbourhoods Steph Cordon

For official use only	Date	Name	Min. No	Approved
Received				
Less than £1,000	Y/N			Y/N
Estimates included	Y/N or N/A			
Committee report (all)				Y/N
Copied to Finance				
Payment made	Y/N			
Evidence received	Y/N			Y/N
Inspection	Y/N			Y/N

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