

MEETING: CABINET MEMBER - TECHNICAL SERVICES  
DATE: Wednesday 16 December 2009  
TIME: 10.00 am  
VENUE: Town Hall, Bootle (video conferenced Town Hall, Southport)

Councillor

DECISION MAKER: Councillor Fairclough  
SUBSTITUTE: Councillor Maher

SPOKESPERSONS: Councillor T Jones Councillor Tonkiss

SUBSTITUTES: Councillor Ibbs Councillor Sumner

COMMITTEE OFFICER: Ian Williams  
Telephone: 0151 934 2788  
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E-mail: [ian.williams@legal.sefton.gov.uk](mailto:ian.williams@legal.sefton.gov.uk)

The Cabinet is responsible for making what are known as Key Decisions, which will be notified on the Forward Plan. Items marked with an \* on the agenda involve Key Decisions

A key decision, as defined in the Council's Constitution, is: -

- any Executive decision that is not in the Annual Revenue Budget and Capital Programme approved by the Council and which requires a gross budget expenditure, saving or virement of more than £100,000 or more than 2% of a Departmental budget, whichever is the greater
- any Executive decision where the outcome will have a significant impact on a significant number of people living or working in two or more Wards

**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.**

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# A G E N D A

Items marked with an \* involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	<b>Apologies for Absence</b>		
2.	<b>Declarations of Interest</b> 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.	<b>Minutes of the Meeting held on 2 December 2009</b>		(Pages 5 - 10)
4.	<b>Request for Temporary Road Closure - Rose Hill, Southport</b> Report of the Planning and Economic Regeneration Director	Kew; Norwood;	(Pages 11 - 16)
5.	<b>Section 228 Adoptions - Highways Act 1980</b> Report of the Assistant Director – Transportation and Development	Derby; Litherland; Molyneux;	(Pages 17 - 22)
* 6.	<b>Thornton Switch Island Link Layout Approval and Public Exhibition Proposals</b> Report of the Planning and Economic Regeneration Director	Manor; Molyneux; Netherton and Orrell; Park; St. Oswald; Sudell;	(Pages 23 - 60)
7.	<b>Energy Carbon and Water Progress Report</b> Head of Regeneration and Technical Services	All Wards	(Pages 61 - 88)
8.	<b>Funding for Transport Asset Management</b> Report of the Planning and Economic Regeneration Director	All Wards	(Pages 89 - 94)

**9. Regeneration & Technical Services  
Departmental Service Plan Monitoring -  
2009/10 Quarter 2 Review**

All Wards

(Pages 95 -  
136)

Head of Regeneration and Technical Services

**THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON THURSDAY 10 DECEMBER 2009. MINUTES NOS 93, 94 AND 95 ARE NOT SUBJECT TO 'CALL-IN'.**

## **CABINET MEMBER - TECHNICAL SERVICES**

### **MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 2 DECEMBER 2009**

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors T Jones and Tonkiss

#### **88. APOLOGIES FOR ABSENCE**

No apologies for absence were received.

#### **89. DECLARATIONS OF INTEREST**

No declarations of interest were received.

#### **90. MINUTES OF THE MEETING HELD ON 18 NOVEMBER 2009**

RESOLVED:

That the Minutes of the Meeting held on 18 November 2009 be confirmed as a correct record.

#### **91. REVENUE AND CAPITAL EXPENDITURE MONITORING TO 30TH SEPT 2009**

The Cabinet Member considered the joint report of the Finance and Information Services Director, the Planning and Economic Regeneration Director, and the Head of Technical Services, regarding the quarterly forecast position, based on information as at 30 September 2009, in relation to the Portfolio's 2008/09 Revenue Budget and Capital Programme; and indicating that a decision on the matter was required to comply with the corporate performance management process.

The report also sought a view on whether any comments should be made to the Cabinet regarding the overall performance of the revenue budget and the schemes within the capital programme.

RESOLVED: That

- (1) the progress of the Technical Services Portfolio's revenue budgets that are subject to risk based monitoring be noted;
- (2) the progress made on the schemes within the portfolio's elements of the Council's Capital Programme be noted; and

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CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 2  
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- (3) the fact that the Council's budget freeze (which has been in place for two financial years) was now impacting on service delivery be raised with Cabinet and the Overview and Scrutiny Committee (Regeneration and Environmental Services).

**92. SECTION 116 HIGHWAYS ACT 1980 - PROPOSED STOPPING UP OF PUBLIC HIGHWAY – UN-NAMED AREA OF HIGHWAY LEADING FROM RAFTER AVENUE AND ADJOINING THE PROPERTY NUMBERED 7 RAFTER AVENUE, BOOTLE**

The Cabinet Member considered the report of the Planning and Economic Regeneration Director seeking approval for the Legal Director, in conjunction with the Strategic Director of Regeneration and Environmental Services, to make an application to the Magistrate's Court for the stopping up of an un-named area of highway leading to Rafter Avenue and adjoining the property numbered 7 Rafter Avenue, Bootle, under Section 116 of the Highways Act 1980, following an application from One Vision Housing Association under Section 117 of the Act; and indicating that a decision on the matter was required to enable the area to be closed for use by the general public.

RESOLVED:

That the Legal Director, in conjunction with the Strategic Director of Regeneration and Environmental Services, be authorised to request the Magistrate's Court to stop-up the areas of highway as referred to above and as shown on the plan numbered DC0484 attached to the report, subject to the applicant bearing all costs associated with the application.

**93. 2009/10 LOCAL TRANSPORT PLAN - REVISED TRANSPORTATION CAPITAL PROGRAMME**

The Cabinet Member considered the report of the Planning and Economic Regeneration Director on the 2009/10 Local Transport Plan – Revised Transportation Capital Programme; seeking approval for revised funding allocations for individual schemes within the approved 2009/10 Local Transport Plan Transportation Capital Programme which, when amended would reflect the current financial and programme position for the 2009/10, and the Provisional 2010/11 Local Transport Plan Transportation Capital Programme in terms of the Integrated Transport and Highway structures programmes contained within it; and indicating that a decision on this matter was required as the detail and the funding profile of the programme had changed due to amendments in scheme cost estimates and project delivery timetables, and the Cabinet Member - Technical Services had the delegated powers to approve the programme of schemes within the Local Transport Plan Transportation Capital Programme.

The report indicated that the programme had been revised as Sefton Council had initially received funding from Transportation Capital Funding programme via the Council's Single Funding Pot in November 2007, (£4,873,000) for the provision of Integrated Transport, Maintenance

(Carriageways, Drainage, Bridges and Street Lighting) and Supplementary schemes for 2009/10; but that the Council had subsequently been awarded a number of grants from the Department of Transport including £793,000 for the maintenance on the detrunked A565; £89,000 for maintenance on the detrunked A570, and £69.100K to develop asset management capability for highway assets; and that latest cost estimates, provision for fees paid to Capita Symonds to carry out work within the partnership contract and fees relating to Client Services had also been taken into account.

RESOLVED: That

- (1) the revised 2009/10 Local Transport Plan Transportation Capital Programme be approved;
- (2) the revised Provisional 2010/11 Local Transport Plan Transportation Capital Programme, in terms of the Integrated Transport and Highway Structures programmes contained within it, subject to approval of the 2010/11 Capital Programme by Cabinet, be approved; and
- (3) work to develop Sefton Council's asset management capacity for its highway assets, subject to Cabinet approval for the inclusion of the Department for Transport funding into the 2009/10 Transportation Capital Programme, be approved.

#### **94. POTENTIAL FUNDING OPPORTUNITY 1 ENERGY EFFICIENCY & RENEWABLE ENERGIES IN SOCIAL & LOW INCOME HOUSING**

Further to Minute No 87 of the meeting held on 18 November 2009, the Cabinet Member considered the joint report of the Strategic Director of Regeneration and Environmental Services and the Planning and Economic Regeneration Director on potential funding for energy and efficiency and renewable energies in social and low income housing; and seeking approval to make a request to Cabinet for the approval of Sefton Council to take on the financial and legal responsibility of being an accountable body for a sub-regional project.

The report indicated, that in addition to the £7 billion made available by Central Government, the European Commission had agreed to devote £29 million of European Regional Development Fund (ERDF) Programme resources to domestic energy and renewable actions; that in response to Department for Communities and Local Government guidance issued in August 2009 which stated that measures should be directed at existing social housing, defined in Articles 68-70 of the Housing and Regeneration Act 2008, and a call from the Regional Development Agency for a sub-regional bid to directly stimulate the market for low carbon and environmental technologies and renewable energies via their application within existing social and low income housing, five officers from five local

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authorities, plus Halton, representatives of local universities, RSLs and Utilities had submitted a proposal, to address five themes as follows:

- (a) Physical housing improvement works to reduce CO2 emissions;
- (b) Developing small to medium sized enterprises (SMEs) and the local supply chain;
- (c) Growing the market for a low carbon economy through renewables and energy efficiency;
- (d) Evaluation and local learning; and
- (e) Engagement with private landlord sector to complement the work on a sub regional accreditations scheme.

The report also indicated that monies from the ERDF could be used for the administration of the bid; and that whilst taking on the accountable status would impose financial and legal responsibilities on the Local Authority, it would allow existing expertise and experience to be developed in this area.

The Assistant Director of Asset Management updated the committee and indicated that the bid had been successful in moving to the next stage; and that positive feedback on the bid had been given following a meeting with the North West Development Agency (NWDA).

A copy of the expression of interest was attached as an Annex to the report.

RESOLVED: That

- (1) the report be noted;
- (2) Cabinet be requested to note the Expression of Interest submitted to North West Regional Authority; and
- (3) Cabinet be requested to support the principle of Sefton Council to be the accountable body for this sub-regional bid, subject to sufficient external funding being made available for the management of the project, and Cabinet approval.

## **95. POTENTIAL FUNDING OPPORTUNITY 2 LOW CARBON COMMUNITIES CHALLENGE 2010 2012**

The Cabinet Member considered the joint report of the Strategic Director of Regeneration and Environmental Services and the Planning and Economic Regeneration Director on the potential funding opportunity for low carbon communities challenge 2010-2012 indicating that Central Government had made (£500,000) worth of resources available under the Low Carbon Communities Challenge Programme; that the Government were seeking to work with 20 'test beds' communities to spur the development of broader plans for cutting carbon emissions in their area; that following discussions with Formby Parish Council agreement had been reached for the Parish Council to submit a bid to the Low Carbon



Communities Challenge Programme; that Formby Parish Council had requested assistance in the development and delivery of a successful bid for which the Parish Council would be the accountable body; and that, if successful, the project would require significant officer time input, for which Cabinet approval would be necessary.

RESOLVED: That

- (1) the report be noted;
- (2) Cabinet be requested to approve that assistance from Sefton officers be given to Formby Parish Council in the development of the bid, and then, if successful, with the bid's delivery; and
- (3) Cabinet be requested to approve the submission of further update reports as necessary.

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# Agenda Item 4

**REPORT TO:** CABINET MEMBER – TECHNICAL SERVICES  
**DATE:** 16 DECEMBER 2009  
**SUBJECT:** REQUEST FOR TEMPORARY ROAD CLOSURE –  
ROSE HILL, SOUTHPORT  
**WARDS AFFECTED:** KEW & NORWOOD  
**REPORT OF:** ANDY WALLIS – PLANNING & ECONOMIC REGENERATION  
DIRECTOR  
**CONTACT OFFICER:** PETER McCABE 0151-934-4538  
**EXEMPT/  
CONFIDENTIAL:** NO

**PURPOSE/SUMMARY:**

To seek approval for a temporary road closure of Rose Hill, Southport, to enable Railway Bridge reconstruction works to be carried out.

**REASON WHY DECISION REQUIRED:**

Cabinet Member has delegated powers to approve a temporary road closure.

**RECOMMENDATION(S):**

It is recommended that:-

- (i) the Cabinet member approve the temporary closure of Rose Hill, Southport to all traffic.
- (ii) the Planning & Economic Regeneration Director be authorised to execute the necessary legal procedures, including those of consultation and objection and to advertise the Council's intention

**KEY DECISION:** No  
**FORWARD PLAN:** Not appropriate  
**IMPLEMENTATION DATE:** Monday 1 February, 2010

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**ALTERNATIVE OPTIONS:** None available

**IMPLICATIONS:**

**Budget/Policy Framework:**

**Financial:**

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>
Gross Increase in Capital Expenditure	600			
Funded by:				
Sefton Capital Resources	600			
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
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?				

**Legal:**

**Risk Assessment:** N/A

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**

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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		√	

## LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

NIL

# Agenda Item 4

## **CABINET MEMBER - TECHNICAL SERVICES – 21 October 2009**

### **PROPOSED TEMPORARY ROAD CLOSURE – ROSE HILL, SOUTHPORT.**

#### **1.0 INTRODUCTION**

- 1.1 Rose Hill is located between Kensington Road and Forest Road, Southport.
- 1.2 It is necessary to close Rose Hill to enable Railway Bridge reconstruction works to be carried out.

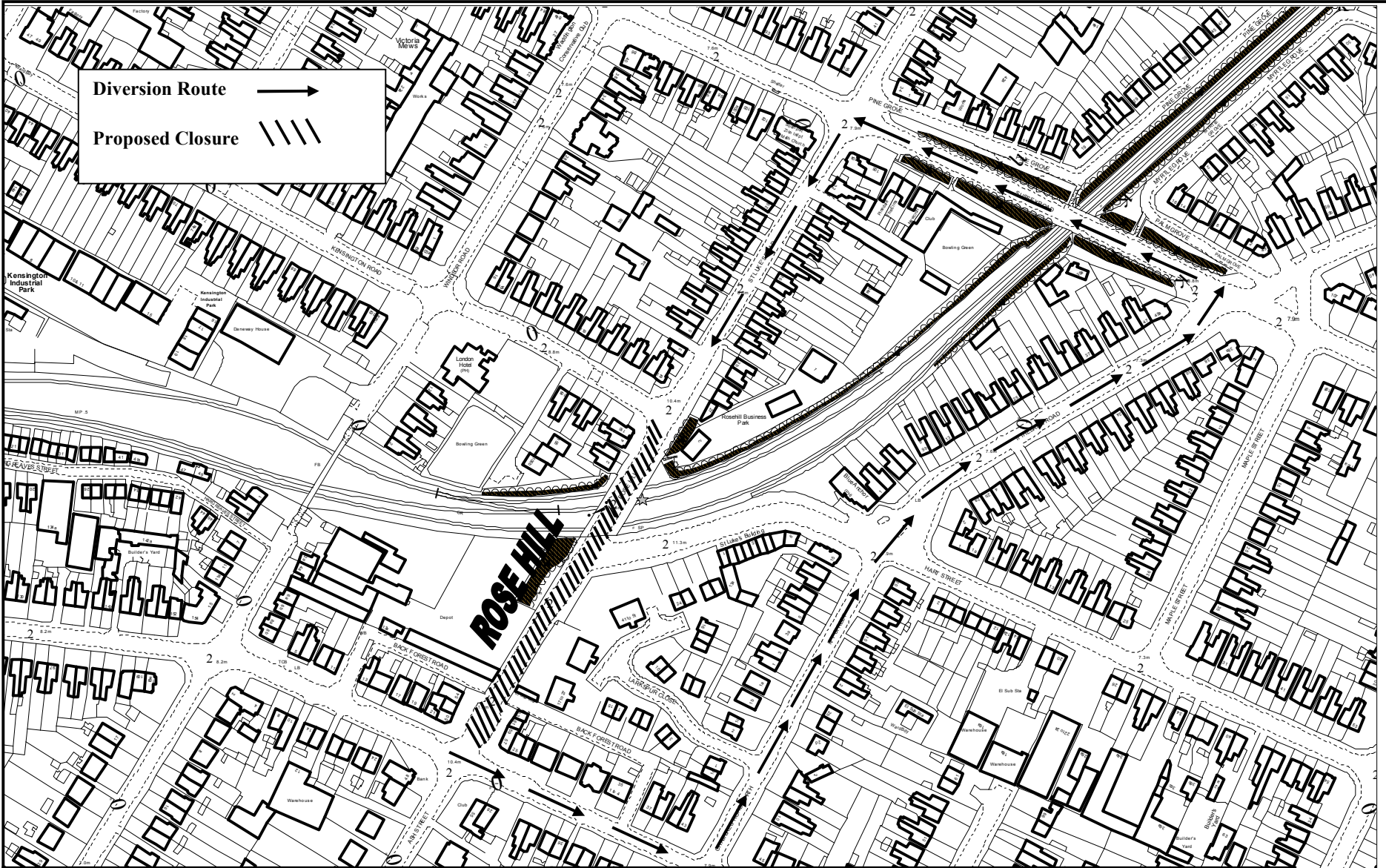
#### **2.0 PROPOSALS**

- 2.1 It is proposed to introduce a temporary road closure, which will prohibit vehicular traffic from the area indicated above.
- 2.2 The temporary road closure is expected to commence on Monday 1 February, 2010 and will remain in force up to a maximum of 18 months, or until the works are completed, whichever is the sooner. The works to be undertaken under the road closure are expected to take 6 weeks to complete.
- 2.3 Access will be maintained for the emergency services and, where possible, for residents.
- 2.4 The proposed diversion route for vehicular traffic will be via, Forest Road, Chambres Road North, Ivy Street, Tithebarn Road, Sussex Road St Lukes Road and vice versa.
- 2.5 In accordance with Council policy, the contractor for the works will publicise his intentions to close the aforementioned highway, by distributing a letter of intention to retail premises / residents who may be affected by the road closure.
- 2.6 The cost of the closure will be met from the scheme costs through the Local Transport Plan.

#### **3.0 RECOMMENDATION**

- 3.1 It is recommended that :
  - 3.1.1 the proposed temporary closure of Rose Hill be approved.
  - 3.1.2 The Planning & Economic Regeneration Director be authorised to execute the necessary legal procedures, including those of consultation and objection and to advertise the Council's intention.

**Andy Wallis**  
**Planning & Economic Regeneration Director**



METROPOLITAN BOROUGH OF SEFTON

P A Williams BSc., D.I.S., C.Eng., M.I.C.E.,

Technical Services Director

ROSE HILL, SOUTHPORT

Drawn

PMcC

Scale

NTS

Date



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# Agenda Item 5

**REPORT TO:** CABINET MEMBER – TECHNICAL SERVICES

**DATE:** 16<sup>th</sup> DECEMBER 2009

**SUBJECT:** HIGHWAYS ACT 1980, SECTION 228 ADOPTIONS.

**WARDS AFFECTED:** MOLYNEUX, LITHERLAND, DERBY.

**REPORT OF:** R S WALDRON – ASSISTANT DIRECTOR  
TRANSPORTATION AND DEVELOPMENT

**CONTACT OFFICER:** D. MARRIN – TRAFFIC SERVICES MANAGER – Ext. 4295  
M. HUNTER – HIGHWAYS DEVELOPMENT CONTROL –  
Ext. 4240

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To seek approval for the Legal Director in conjunction with the Director of Planning and Economic Regeneration to legally adopt three areas of highway as detailed below, pursuant to s228 of the Highways Act 1980 on behalf of the organisations listed within the report.

1)

**REASON WHY DECISION REQUIRED:**

The decision is required in order to allow the Local Authority to legally maintain and adopt three areas of highway, which do not form part of the adopted highway network at the present time.

**RECOMMENDATION(S):**

That : -

The Director of Legal Services be authorised in conjunction with the Director of Planning and Economic Regeneration to adopt three areas of highway pursuant to Section 228 of the Highways Act, 1980 at the locations as detailed within the report and shown upon the attached plans subject to the applicants bearing all costs associated with the proposal.

- 1) **Two areas of highway adjoining new scout hall and community centre, Captains Lane, Bootle – Capita Symmonds – Plan No DC0495**
- 2) **Area of highway off Prescott Road, Melling – Traffic Services Section – Plan No DC0494**
- 3) **Area of Highway at Junction of Hawthorne Road and Linacre Road, Bootle – Capita Symmonds – plan No DC0493**

No

**FORWARD PLAN:** No

**IMPLEMENTATION DATE:** Following the expiry of the 'call in 'period for the minutes of the meeting.

**ALTERNATIVE OPTIONS:**

There are no alternative options.

**IMPLICATIONS:**

**Budget/Policy Framework:** None

**Financial:** The applicants have met the legal and administrative cost

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of the adoption.

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>
Gross Increase in Capital Expenditure	N/A			
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE EXPENDITURE</u></b>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources	No			
Funded from External Sources	Yes			
Does external funding have an expiry date? Y/N	No			
How will the service be funded post expiry				

**Legal:**

**Risk Assessment:** None

**Asset Management:** None

## **CONSULTATION UNDERTAKEN/VIEWS**

None

## **CORPORATE OBJECTIVE MONITORING:**

<b><u>Corporate Objective</u></b>		<b><u>Positive Impact</u></b>	<b><u>Neutral Impact</u></b>	<b><u>Negative Impact</u></b>
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	✓		

<b>LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT</b>
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None
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## **1.0 BACKGROUND**

1.1 The Traffic Services Manager has received applications as detailed below to formally adopt as highway under s228 of the Highways Act 1980.

1.1.1 **Capita Symmonds, Magdalen House, Trinity Road, Bootle – PLAN NO. DC0494 and DC0495**

1.1.2 **Traffic Services Section, Magdalen house, Trinity Road, Bootle– PLAN NO. DC0493**

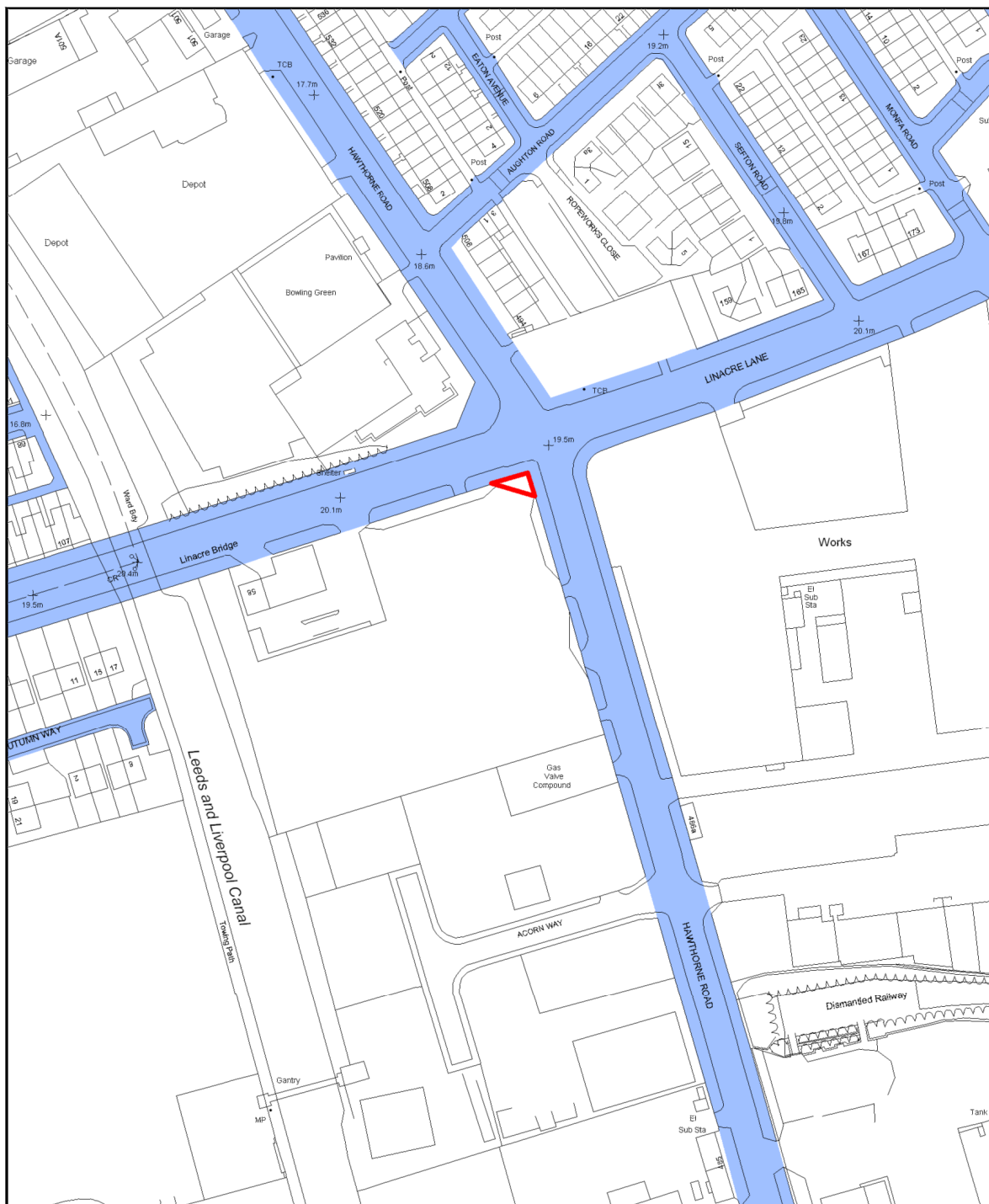
1.2 The location of the proposed adoption is shown upon the attached plans numbered DC0493, DC0494 and DC0495.

1.3 The Ward Councillors have been informed of the applications and have raised no concerns or objections to-date.

## **2.0 SUMMARY**

2.1 A Section 228 Highways Act 1980 application is essentially approval for the Local Highway Authority to adopt a piece of land as a highway at public expense. Land of this nature will only be considered for adoption if it is brought up to adoption standard previously.

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SEFTON M.B.C.



HIGHWAYS DEVELOPMENT CONTROL  
 Andy Wallis  
 Director of Planning & Economic Regeneration  
 Magdalen House  
 30 Trinity Road  
 Bootle, L20 3NJ

**Section 228 Location Plan**

**Proposed Adoption  
 Area of highway at Hawthorne Road  
 J/O Linacre Lane, Bootle.**



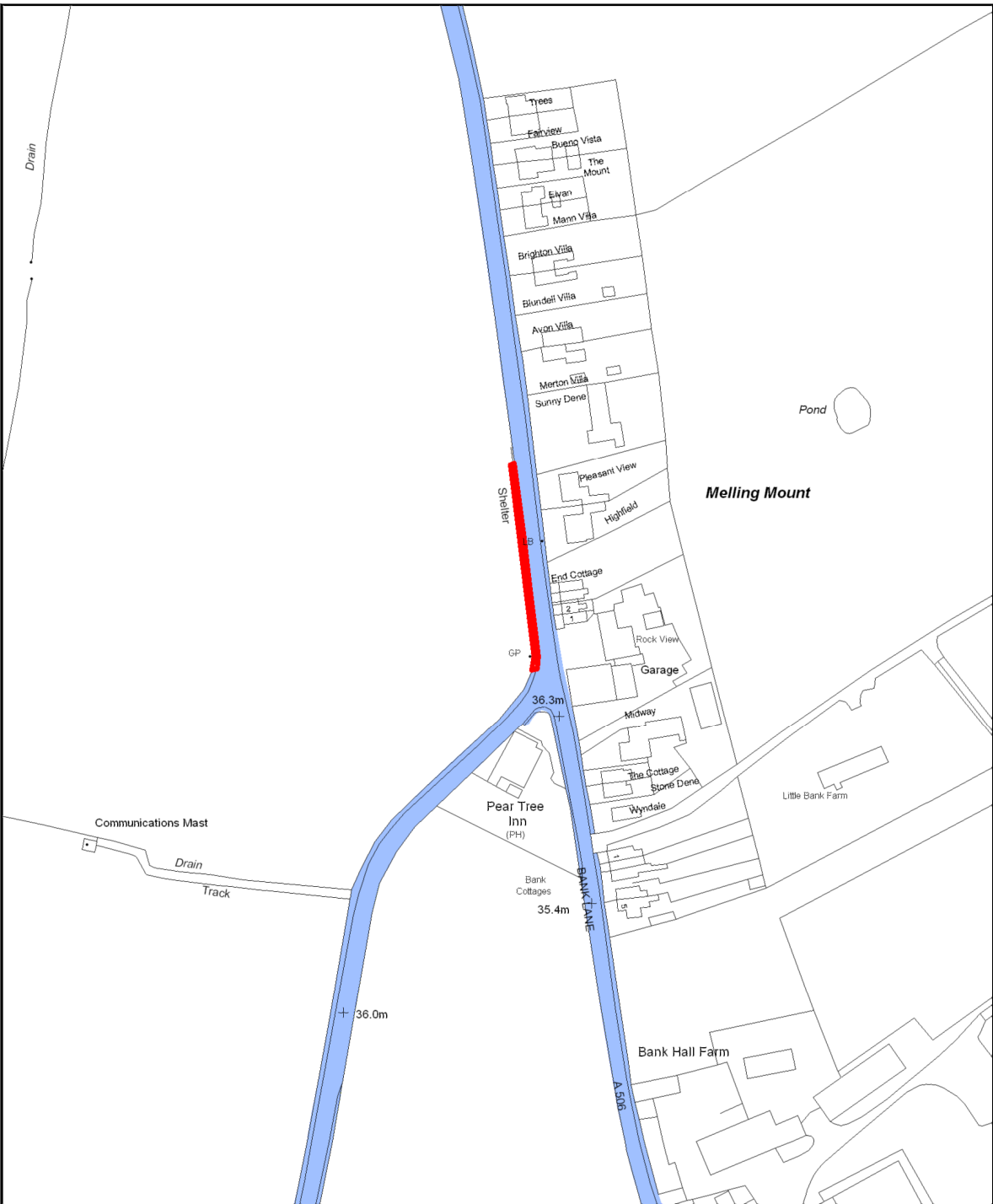
Area of Section 228 shown as: ▬



**Drawn By: MAH** | **Scale: nts** | **Date: 25/11/09** | **Checked: BAM**

**Ward: Derby** | **OS: na** | **Plan: DC0493**

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**File: File No.**



<p><b>SEFTON M.B.C.</b></p> 	<p><b>Section 228 Location Plan</b></p> <p><b>Proposed Adoption</b></p> <p><b>Area of highway at Prescott Road</b></p> <p><b>J/O Bank Lane, Melling.</b></p> <p>Area of Section 228 shown as: <span style="color: red;">———</span></p>			
<p>HIGHWAYS DEVELOPMENT CONTROL Andy Wallis Director of Planning &amp; Economic Regeneration Magdalen House 30 Trinity Road Bootle, L20 3NJ</p>	<p><b>Drawn By: MAH</b></p>	<p><b>Scale: nts</b></p>	<p><b>Date: 25/11/09</b></p>	<p><b>Checked: BAM</b></p>
<p><b>Ward: Molyneux</b></p>		<p><b>OS: na</b></p>	<p><b>Plan: DC0494</b></p>	
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<b>SEFTON M.B.C.</b>  <small>HIGHWAYS DEVELOPMENT CONTROL          Andy Wallis          Director of Planning &amp; Economic Regeneration          Magdalen House          30 Trinity Road          Bootle, L20 3NJ</small>	<b>Section 228 Location Plan</b> <b>Proposed Adoption</b> <b>Areas of highway at</b> <b>Captains Lane, Litherland.</b>			
	Area of Section 228 shown as: <span style="color: red; font-weight: bold;">▬</span>			
<b>Drawn By: MAH</b>	<b>Scale: nts</b>	<b>Date: 25/11/09</b>	<b>Checked: BAM</b>	
<b>Ward: Litherland</b>		<b>OS: na</b>	<b>Plan: DC0495</b>	
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# Agenda Item 6

**REPORT TO:** Cabinet Member Technical Services  
Cabinet

**DATE:** 16<sup>th</sup> December 2009  
17<sup>th</sup> December 2009

**SUBJECT:** **Thornton Switch Island Link Layout Approval and Public Exhibition Proposals**

**WARDS AFFECTED:** Park, St Oswald, Netherton and Orrell, Molyneux, Manor, Sudell

**REPORT OF:** Andy Wallis Planning & Economic Regeneration Director

**CONTACT OFFICER:** Stuart Waldron Assistant Director  
0151 934 4006  
Stephen Birch Team Leader STPU  
0151 934 4225  
Nigel Wilkinson Assistant Director Capita Symonds  
0151 934 4243

**EXEMPT/  
CONFIDENTIAL:** N/A

**PURPOSE/SUMMARY:**

To advise Members of the progress of the Thornton Switch Island Link Scheme and to approve the proposed scheme layout, the proposals for public exhibition in advance of the planning application and the initial approaches to landowners to open discussions about land acquisition.

**REASON WHY DECISION REQUIRED:**

To keep Members fully apprised of progress and to seek approval for scheme proposals, that they should be presented to the public and so that initial discussions about land acquisitions can be started.

**RECOMMENDATION(S):**

**Cabinet Member Technical Services:**

- **Notes the report and supports the recommendations to Cabinet.**

**Cabinet:**

- **Members note the progress of the Thornton to Switch Island Link.**
- **Cabinet approves the proposed scheme layout.**
- **Cabinet approves the proposal for a public exhibition of the scheme plans to be held in advance of the submission of the planning application.**
- **Cabinet gives approval for initial discussions to be held with landowners about land acquisition for the scheme.**

**KEY DECISION:** Yes

**FORWARD PLAN:** Yes

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**IMPLEMENTATION DATE:** Following the expiry of the 'call in 'period for the minutes of the meeting

**ALTERNATIVE OPTIONS:**

**IMPLICATIONS:**

**Budget/Policy Framework:** The budget remains as previously approved by Cabinet in May 2007, and included in the approved Capital Programme.

**Financial:** This is for a Sefton Council contribution of up to £5.912m, to a total scheme cost of £21.4m

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2006/ 2007 £</b>	<b>2007/ 2008 £</b>	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
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?				

**Legal:** N/A

**Risk Assessment:** "Based on the project plan, full scheme approval will not be until December 2011. Current expectations are that the scheme will receive full approval in due course. However, there is a risk that the scheme may not receive full approval. In this event any costs incurred by the Council may be classed as abortive. Capital accounting rules require that abortive costs are charged to revenue which would require them to be funded from General Fund balances."

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**

FD 251 – The Finance and Information Services Director has been consulted and his comments have been incorporated into this report.



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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		✓	

### LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Cabinet Report – 14<sup>th</sup> May 2009 – Thornton to Switch Island Link Acceptance of Early Contractor Involvement Tender

Cabinet Report – 23<sup>rd</sup> September 2009 – Thornton Switch Island Link Commissioning Report/ Revised Project Management/ Programme & Scheme Cost Profile

# Agenda Item 6

## 1.0 Background

- 1.1 On the 14<sup>th</sup> May 2009, Cabinet approved the award of an Early Contractor Involvement (ECI) contract to design, develop and construct the Thornton Switch Island Link scheme to Balfour Beatty Civil Engineering Ltd. The contract includes Balfour Beatty's partnership with Jacobs as design engineers. On 23<sup>rd</sup> September 2009, Cabinet approved the revised governance arrangements for the scheme and the revised programme and funding profile.
- 1.2 The client management and governance of the scheme is through the Planning and Economic Regeneration Department Strategic Transportation Planning Unit with Capita Symonds engaged as the Client's Agent to provide the client (the Council) with technical and project management support.
- 1.3 The proposed scheme programme outlined in the Cabinet report on the 23<sup>rd</sup> September 2009 identified the completion of preliminary design in December 2009, the holding of a public exhibition in February 2010 and the submission of the planning application in April 2010.
- 1.4 The purpose of this report is to provide Members with a update on the progress of the scheme and to seek approval for:
- The scheme layout proposals (or preliminary design), which will form the basis of the planning application.
  - Holding a public exhibition of the scheme proposals in advance of the planning application so that members of the public will be informed about the scheme and have the opportunity to raise any concerns they have before the application is submitted.
  - Opening discussions with landowners about the possible future acquisition of land for the scheme.

## 2.0 Scheme Progress

- 2.1 The project team have been developing the design of the Thornton to Switch Island Link scheme and undertaking the environmental assessment since the summer. Regular weekly working group meetings and monthly progress meetings have been held between Sefton Council, Capita Symonds, Balfour Beatty and Jacobs.
- 2.2 A series of further surveys have been completed, mainly in September. These included :
- Ground investigation and topographic surveys
  - Traffic surveys
  - Use of footpaths and tracks
  - Baseline noise surveys
  - Bat, water vole and badger surveys
  - Landscape and land use
- 2.3 The traffic model used to predict the impacts on traffic is also being updated, so that it will meet Department for Transport (DfT) requirements. The new traffic data collected in September will be used to update the model and other modifications needed to satisfy the DfT are being incorporated. This work is making good progress and the model calibration and validation process is under way.
- 2.4 A detailed environmental assessment scoping report has been prepared by the design and environmental consultants, Jacobs. This provides details of all the environmental assessment work that will be undertaken for the scheme. In conjunction with the Planning Department, this report has been provided to statutory consultees and key stakeholders as the basis for providing a formal scoping opinion. The report has been published on the scheme website.
- 2.5 In accordance with the approach and detailed methods described in the scoping report, the environmental assessment has been started. Detailed assessments of the potential impacts of

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the scheme on air quality, noise, landscape, land use and agriculture, water quality, hydrology and flood risk, soils, ecology and cultural heritage are being undertaken and will be reported in the Environmental Statement that will be submitted with the planning application.

**2.6** A series of meetings and discussions have been held with key stakeholders, specifically :

- Environment Agency
- Natural England
- Government Office
- Highways Agency
- Vehicle Operations Service Agency (VOSA)
- Merseyside Archaeological Service
- Merseyside Environmental Advisory Service
- Sefton Council Environmental Protection Department

**2.7** The design consultants have developed the engineering details of the scheme and a proposed layout for the scheme is described in the following section.

**2.8** The Project Board have also accepted and endorsed the recommendation that the scheme is registered for the Civil Engineering Environmental Quality Assessment and Awards Scheme (CEEQUAL). This scheme draws on current guidance and environmental good practice, providing an incentive and protocol for assessing, benchmarking and labelling the environmental quality of projects. Achieving a CEEQUAL award will provide evidence to stakeholders and other parties of the good environmental practice adopted for the scheme.

**2.9 Recommendation**

**Members note the progress of the Thornton to Switch Island Link.**

**3.0 Scheme Proposals (Layout)**

**3.1** The design consultants Jacobs have been developing the design of the scheme, in conjunction with the rest of the project team. The scheme has been designed in accordance with the Highways Agency "*Design Manual for Roads and Bridges*", which is the industry standard for new roads. Specifically, the scheme has been designed as a wide single carriageway (WS2) standard. Details of the scheme proposals are given in Annex A and are summarised briefly below. One of the key reasons for this report is to secure Members' agreement to the scheme proposals (i.e. layout approval).

**3.2** The proposed alignment of the scheme, as shown in Annex A, remains largely the same as that approved by Members in May 2009. There has been a minor re-alignment in the vicinity of Chapel Lane in order to reduce the number of landowners directly affected and to move the link slightly further from The Lodge. The scheme has been designed to follow the existing topography as far as possible, so that the environmental impacts are minimised and so that it can be drained effectively. There are a few sections where the link road will be on a small embankment and others where it will be in slight cutting and these are illustrated in the alignment plans and typical cross sections provided in Annex A.

**3.3** Design proposals for all the junctions along the route have been developed and these are described in Annex A. Wherever possible, the scheme has been designed to accommodate all turning movements. A new roundabout will be provided at the western end of the scheme, linked to Park View and a full traffic signal controlled junction will be provided at Brickwall Lane. Traffic signals will also be provided at Chapel Lane, permitting access to and from Brook House Farm. The junction with Switch Island is critically important for the scheme and discussions are ongoing with the Highways Agency to make sure that the proposals will enable traffic to enter and leave the new link efficiently. An indication of the proposals for Switch Island is included in Annex A. These proposals also allow for the existing VOSA site to be accommodated.

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- 3.4** Various drainage collection options have been considered taking into account the lengths of sections to be drained, existing topography and options for discharge. It has been determined that the best approach is to use a kerb and gully system, similar to that in existing highways, and to carry the drainage in pipes to outfall locations. The scheme has been split into four sections for drainage purposes and an outfall location for each section has been discussed with the Environment Agency. The drainage systems will include pollution control facilities and an attenuation pond will be constructed at each outfall location so that the discharge rates required by the Environment Agency can be achieved. The drainage systems and pond locations are shown in Annex A.
- 3.5** Provisions for existing bridleways, footpaths and tracks have also been developed and these have been discussed with the Sefton Public Rights of Way Forum and presented to Thornton Parish Council. Details of the proposals are given in Annex A. It is proposed to stop up Holgate and Chapel Lane to vehicular traffic to the south of the proposed new link road but retain access for pedestrians, cyclists and equestrians by providing signal controlled crossings at both locations. To the north of the link road, it is proposed to stop up Back Lane and replace it with a bridleway, but still retaining access for land owners and farmers. Footpaths at the Thornton end and between Brickwall Lane and Chapel Lane are proposed to be diverted alongside the new link road, as shown in Annex A.
- 3.6** Full details of the Environmental Masterplan will not be available until all the environmental impact assessment work has been completed, but an indication of some of the key issues along the route is given in Annex A. More detailed proposals will be provided at the public exhibition and with the planning application, but the initial indications are that environmental mitigation measures will be required at different parts of the route to address concerns about landscape character impacts, visual impact, bats, great crested newts and noise. In addition, the Masterplan will also identify opportunities for landscape and habitat improvements in the vicinity of the new link road.

## **3.10 Recommendation**

**Cabinet approves the proposed scheme layout (preliminary design).**

## **4.0 Public Exhibition**

- 4.1** Public support for the scheme is strong and the project team is keen to ensure that it remains so. As a means of giving the public a chance to see the proposals and raise any questions and concerns that they may have, it is proposed to hold a public exhibition of the scheme proposals early in the New Year, in advance of the planning application being submitted.
- 4.2** It is proposed to hold public exhibitions of the scheme proposals on the afternoons and evenings of the 2<sup>nd</sup> and 3<sup>rd</sup> of February 2010. One exhibition will be held in Netherton (St Benet's Church Hall) and the other in Thornton (St Frideswyde's Church Hall). Members of the project team from the Council, Capita Symonds, Balfour Beatty and Jacobs will be available to explain the scheme and answer questions. The exhibitions will be publicised as widely as possible in the local area.
- 4.3** In addition to the public exhibitions, it is 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). Individual discussions will also be offered to the local landowners and farmers who would be affected. Reports will be presented to all the relevant Area Committees and offers will be made to the Parish Councils for one of the project officers to attend their meetings and explain the scheme proposals.
- 4.4** The public exhibitions will provide an opportunity to inform members of the public about the proposals in advance of the planning application and also give them a chance to raise any concerns that they may have. It will also enable to project team to identify and assess issues raised by the public and to address those concerns within the planning application where appropriate.

## **4.5 Recommendation**

**Cabinet approves the proposal for a public exhibition of the scheme plans to be held in advance of the submission of the planning application.**

## **5.0 Land acquisition**

**5.1** Although the details of the proposed alignment are largely finalised (as presented in Annex A), the final extent of the land required for the scheme will still depend on the extent of the environmental mitigation proposals and the assessment of the viability for continued agricultural use of parcels of land severed by the scheme. Nevertheless, the bulk of the land required for the scheme has been identified.

**5.2** It has always been the intention to secure land through agreement with existing landowners, but Compulsory Purchase Orders will be prepared for the land needed for the scheme. These will be published alongside the planning application, but only enforced if required. Given the progress of the scheme to date and the proposal to submit the planning application in April 2010, it would be prudent to make some initial approaches to the existing landowners about the possibility of securing land purchase by agreement. This process would be undertaken by Capita Symonds on behalf of the Council.

## **5.7 Recommendation**

**Cabinet gives approval for initial discussions to be held with landowners about land acquisition for the scheme.**

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## **ANNEX A : LAYOUT APPROVAL REPORT**

# Thornton to Switch Island Link

## LAYOUT APPROVAL REPORT



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- Figure 2.2 Alignment (Sheet 2 of 3)**
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## 1 Introduction

The proposed Thornton to Switch Island Link Road scheme consists of the provision of a new single carriageway highway between the A565 Southport Road at Thornton and the M57, M58, A59 and A5036 (T) Switch Island Junction, bypassing an existing route (A5207) and the local communities of Thornton and Nethererton. The proposed scheme layout is shown on Figure 1.

Following the successful submission of a Major Scheme Business Case to the Department for Transport, the scheme was granted entry to the (DfT) Local Authority Major Schemes Programme.

Following this, in June 2009, Sefton Metropolitan Borough Council (MBC) appointed Balfour Beatty, using Jacobs as their Designer, to deliver the scheme. Sefton Council are supported by Capita Symonds as their Agent. Since then, the Project Team have reviewed the scheme included in the MSBC submission and undertaken preliminary design as described in this report, which is now being submitted to the Council for Layout Approval.

## 2 Scheme Description

The Thornton to Switch Island Link is approximately 4.3km long and is proposed as a wide single carriageway (WS2). This standard of highway has a cross-section consisting of a 5m wide running carriageway in each direction flanked by 1 m wide hardstrips and 2.5m wide grass verges, giving an overall width from back of verge to back of verge of 17.0m.

### 2.1 Standards

The highway has been designed in accordance with the Highways Agency "*Design Manual for Roads and Bridges*"; this is the accepted industry standard used for high standard new roads.

The new Link Road is intended to have a speed limit of 50mph throughout, continuing the present speed limit imposed on the adjoining part of the A565 at the western terminal; the geometry has been developed on this basis.

### 2.2 Highway Alignment

The road conforms to modern single carriageway road design requirements, using clear overtaking and non-overtaking sections, and avoiding curves with dubious overtaking opportunity; this improves driver safety. The vertical alignment has been designed to minimise the environmental impact of the road, by following the topography as close as possible, and by placing in cutting where close to property. With the existing topography being relatively flat, the vertical alignment has been developed to allow the road to be drained longitudinally into existing watercourses (drainage proposals are described further in section 2.5 below).

Figures 2.1, 2.2 and 2.3 show the highway alignment proposals, and Figure 2.4 shows the proposed layout at Switch Island.

Beginning on the A565 Southport Road, adjacent to the 'Jospice' at Thornton, the new road then leads off on a left hand curve, in a south-easterly direction, from Long Lane, to a new roundabout junction with Park View; which has been extended northwards by a new spur link (junctions are described in section 2.4 below). The road then continues in an easterly direction, on a right hand curve, passing to the north of Orchard House, towards the existing junction of Holgate and Back Lane, The road has been placed in cut adjacent to Orchard House to minimise the environmental impact (especially noise reduction).

Behind the Thornton Garden of Rest, the road continues approximately on the line of Back Lane. Here the road is at, or just above existing ground level, which is necessary to achieve a drainage outfall in the vicinity of Rakes Lane; then continues on a straight alignment, on shallow embankment, to a traffic signal junction at Brickwall Lane. This embankment reaches a maximum height of approximately 2.3m at chainage 2100, resulting from a low area in the existing ground at this location.

From Brickwall Lane the road continues initially on a left hand curve, and in slight cut, then on a right hand curve crossing Netherton Brook to Chapel Lane. Adjacent to the existing properties of 'The Lodge', 'Manor House Farm' and 'The Stables' the road is placed in shallow cut; again to mitigate the environmental impacts on these properties.

At Chapel Lane there is a traffic signal controlled junction located south of Brook House Farm, and from here the road continues on a large radius left hand curve to its junction with Switch Island. The road is at existing ground level over this section, but rises onto embankment to join the junction. The eastbound entry to Switch Island deviates from the mainline to tie-in with the north part of Switch Island. This approach entry is widened to provide sufficient traffic storage capacity at the signalised junction and to allow all traffic movements.

From Switch Island vehicles can enter the new road via one of two arms. The first, for traffic coming from the direction of the M57, which also caters for traffic entering from the M58 and from the A59 southbound direction; this arm travels straight across the existing VOSA site, allowing free flow onto the new road. The other arm caters for traffic travelling northwards along A59, and A5036 Dunnings Bridge Road; this arm is along the currently abandoned south west section of the former Switch Island roundabout and joins the other entry arm, at a Give Way priority junction.

## 2.3 Highway Cross-section

As mentioned earlier, the road carriageway consists of two 5m wide lanes flanked by 1m hardstrips giving an overall paved width of 12m. The adjacent verges are 2.5m wide and are intended to be grassed. No footways are proposed on these

verges; to discourage pedestrian usage along the new link for safety reasons; the existing routes will cater for this requirement. Where existing footpaths are required to be diverted along the highway, these will be located away from the carriageway just inside the highway boundary.

The road will be kerbed on both channels, which will be used to collect highway run-off from the road surface. This will be consistent with other roads in Sefton Borough; which will give a similar appearance; and will be a provision familiar to the Council's maintenance section.

It is intended that the route will be lit with columns located on one side; and safety barrier will be provided where required in accordance with current highway standards. The indicative highway cross-sections are shown on Figure 3.

## 2.4 Junctions

### 2.4.1 Ince Road / Long Lane Junction

At the western end of the scheme a staggered ghost island junction with Ince Road and Long Lane will be provided. To achieve the staggered layout Long Lane is to be re-located approximately 75m west of its current location; with Ince Road remaining in its present position. There is a bend in Long Lane that lends itself to this re-alignment.

This layout, providing a ghost island for traffic turning right off the main line, is a safer provision than at present; and will allow for all movements. The existing bus stops close to the junction will be re-located in a similar location on the new road.

A skew junction similar to the present layout was also considered with some of the right turning movements restricted, but was rejected in favour of this safer layout allowing all turning movements.

### 2.4.2 Park View Junction

This will be a roundabout junction with Park View; which is extended along a new spur link, approximately 300m long from the existing Park View. The roundabout will have a central island of 41m diameter with a circulatory carriageway 12m wide. Each entry arm will be three lanes wide.

Dedicated left turn lanes at the roundabout were also been considered for the east bound main line and for the Park View to Southport movements but rejected; the assessment did not demonstrate sufficient benefits. A traffic signaled controlled junction was also considered, rather than a roundabout, and although appropriate, on balance the assessment demonstrated better performance from the roundabout.

### 2.4.3 Holgate

Although not a junction with the main line, a demand controlled traffic signalised crossing is to be provided, allowing safe crossing of the new road by all non

motorised users (pedestrians, cyclists, equestrians and the like); Holgate will be stopped up for vehicular traffic on the south side of the new road.

#### 2.4.4 Brickwall Lane Junction

A traffic signal controlled junction will be provided where the new road crosses Brickwall Lane (B5422). The new road and Brickwall Lane will be widened on the approaches to give sufficient storage for queuing traffic. A pedestrian crossing phase will be incorporated into the junction to maintain the existing footway along the eastern verge of Brickwall Lane.

Where Brickwall Lane will be widened to accommodate the new junction, the widening will be on the west side of the existing road to retain the existing brick wall on its eastern boundary.

A roundabout was also considered but rejected on traffic grounds due to its poor performance over the signalised layout.

#### 2.4.5 Chapel Lane Junction

A traffic signal controlled junction will be provided to allow vehicular access between the new road and the north part of Chapel Lane; for agricultural access and the property of Brook House Farm. Chapel Lane will be stopped up to vehicular traffic on the south side of the new road, with no vehicular access between the new road and the south part of Chapel Lane.

Chapel Lane is part of the “Trans Pennine Trail” and this important recreation facility will be maintained by the provision of non motorized users (NMU) facilities incorporated into the traffic signals; allowing safe crossing of the new road.

For the above provision, the traffic signals will be provided with phases for traffic pulling out of Chapel Lane, and for the NMU crossing. The phases for traffic pulling out of Chapel Lane, and for the pedestrian crossing will both be ‘on demand’, triggered by a detector in the road for traffic, or by the pedestrian crossing.

#### 2.4.6 Switch Island

At its eastern end, the new link will be connected into the major Trunk Road traffic signal controlled junction at Switch Island. For traffic entering Switch Island from the new link road, the road will be widened to 7 lanes to provide adequate traffic storage at the traffic signals and allow the various turning movements.

A computer simulation of the amended Switch Island junction has been undertaken to model the predicted traffic flows within the junction area. Different scenarios have been considered; the proposed year of opening, both with and without the new road, and the future design year, again both with and without the new road. This work has both informed the proposed layout, such as the number of lanes required on the approach, and used to demonstrate the impact of the proposals to the Highways Agency (the Highway Authority for this junction).

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Consultation has also taken place with VOSA, who currently have a testing facility on the abandoned section of highway; previously used as the western segment of the former Switch Island roundabout. The new road will remove a large part of the area of the existing facility, which will be re-created in the remaining area between the arms of the new link road. A preliminary layout of the replacement VOSA facility has been developed that meets their requirements; the intended replacement area and access and egress points are shown on Figure 2.4.

## 2.5 Drainage

### 2.5.1 Highway Drainage

Drainage from the highway surface will be collected along the kerblines by gullies, and led by carrier pipe systems along the new road to outfall into existing natural watercourses. These outfall locations have been agreed with the Environment Agency (EA) who have also stipulated that the discharge flow rates from the highway drainage into these watercourses are restricted to the equivalent 'Greenfield Run-off' rates. This requires that ponds are provided prior to these outfalls to attenuate the run-off flows. Additionally the EA require that pollution control facilities be provided prior to the outfalls; these normally consist of oil interceptors, but the actual provision will be agreed later.

There are four such drainage systems throughout the scheme, and these are shown on Figures 4.1 and 4.2.

Other drainage collection methods were considered; such as surface water channels (1.2m wide concrete channels), but these were considered more appropriate for motorways; over-the-edge drainage into swales, but these are not applicable over long sections (mainly at the junction approaches and in the cuttings); and filter drains, again these are not appropriate on embankments and at junctions. With each of these alternatives still requiring kerbs to be used in the vicinity of the junctions for safety reasons, and with the maintenance of kerb and gully's being more suited to the present operation of the Council's Maintenance Department, kerb and gully provision throughout the scheme was adopted.

Catchment A, the first system, drains the surface water from the new road between the west end and a high point, east of Holgate. This system flows westwards, collecting water from the new road, Park View Roundabout and the new Park View spur and then into Pond A, adjacent to Long Lane. The flow from the pond outlet, restricted to the required 'Greenfield Rate', discharges via a pipe, installed alongside the A565, into Hunt's Brook, approximately 300m to the west

Catchment B, the second system, drains the new road from the highpoint near Holgate eastwards to discharge at the low point near Rakes Lane; and also from the highpoint west of Brickwall Lane westwards to the same outfall, and then into Pond B; located to the north of the new road. The outlet from this pond, restricted to the equivalent 'Greenfield Rate', will discharge into the existing ditch along the

western verge of Back Lane. This ditch flows northwards towards Lunt, into Harrison's Brook and then into the River Alt.

Catchment C, the third system, collects surface run-off from highpoint west of Brickwall Lane eastwards, collecting run-off from part of the Brickwall Lane junction area, and outfalls into Pond C, located to the south side of the new link road, adjacent to Netherton Brook. The outlet from the pond, restricted to the 'Greenfield Rate', discharges into Netherton Brook.

Catchment D, the fourth system, collects highway run-off from Netherton Brook eastwards to the low point on the new road, to the west of Switch Island junction, and also from the new roads between this low point and Switch Island, and outfalls into Pond D located to the north of the new road at this location. The outlet from the pond, restricted to the 'Greenfield Rate', discharges via an existing field ditch into Moorhey Brook which leads into the River Alt. Pond D is located so as not to infringe on the River Alt flood plain.

In addition to the surface water drainage for the new road, drains will also be provided to drain the road pavement, to collect surface water runoff onto the highway from adjacent land, and to prevent surface runoff onto adjacent lands from the highway.

## 2.5.2 Land Drainage

There is extensive existing land drainage installed for agricultural purposes. Where these are encountered, or disrupted, 'cut off' drains will be installed alongside the new highway to intercept these drains and lead the drainage to suitable discharge points.

Similarly some of these existing land drainage systems have outfall pipes crossing the line of the new road and these will be protected, or diverted, as appropriate to protect and maintain the existing regime.

## 2.5.3 Existing Ditches

Existing ditches crossing the line of the new road will be either maintained by piping under the new road to continue on the original path, or stopped up if suitable alternative provision is available. These measures will be with the agreement of the landowners where appropriate.

The new link road passes over Netherton Brook, which is a recognized watercourse; this will be culverted beneath the new road on its present line.

## 2.5.4 Existing Drainage

Existing foul and surface water sewers run from Ince Road under the existing A565 and continue along Long Lane. The level of the new road will allow these to be left in their present position without diversion.



An existing highway drain runs along the eastern verge of Brickwall Lane; this will be replaced by a new system within the limits of the works and the area draining into this system will not be increased; some of the junction area drainage will be conveyed along the new road where achievable.

West of Chapel Lane, two large foul sewers running approximately parallel in a northwesterly direction, cross the line of the road; these are sufficiently deep to allow them to remain without diversion.

To the west of Switch Island a large diameter surface water drain crosses the route, and discharges into Moorhey Brook; here the new road is on shallow embankment which will allow this to remain without the need for diversion.

## **2.6 Existing Bridleway and Footpaths**

### **2.6.1 Overview**

The new road is an all purpose highway and as such there is a legal right to walk along, and to cross the road. However, with the high volumes of traffic predicted, the high traffic speeds anticipated, and the wide width of pavement, during long periods of the day crossing the road may not be safe. Where existing Rights of Way cross the line of the new road consideration has been given to preventing uncontrolled crossings, by stopping up these routes where necessary, and diverting the route to a safe controlled crossing point.

To establish usage of the Footpath and Bridleway system, surveys have been undertaken on all the Rights of Way to inform the intended future provision. The proposed provision described below has been shown to the Sefton Rights of Way Forum and to Thornton Parish Council and have received a favourable response.

The existing Rights of Way and proposed changes are shown on Figures 5.1 and 5.2.

### **2.6.2 Rear of Thornton Garden of Rest**

There are four crossings in this area; Holgate, Rothwell's Lane, Thornton FP2 and Rakes Lane. It is intended to connect Rakes Lane (a bridleway), along the southern boundary of the new road to Holgate, with a new bridleway; the other two footpaths will connect to this new bridleway. Back Lane will be replaced along the northern boundary of the new road between Holgate and Rakes Lane by a similar bridleway provision. Crossing of the new road in this area will be discouraged by hedging or fencing along the new highway boundary; but to allow safe crossing a new traffic signal controlled crossing, incorporating equestrian provision, will be provided at Holgate. It is noted that Holgate will be stopped up to vehicular traffic on the south side of the new road, and it is also intended to stop up Back Lane to vehicular traffic up to its junction with Longdale Lane, but reclassify this section as Bridleway (with appropriate agricultural access); to prevent unsocial behaviour, such as fly tipping.

## 2.6.3 East of Brickwall Lane

The route is crossed by Sefton FP5 and Sefton FP3 in this area. It is proposed to stop up these two crossings, but provide safer alternatives by; a) diverting Sefton FP 5 along the north side of the new route westwards to the traffic signaled junction at Brickwall Lane, where pedestrian phases are incorporated to allow safer crossing; b) diverting Sefton FP 3 along the north side of the new road eastwards to the traffic signal controlled crossing at Chapel Lane, where safer crossing can be made; c) diverting Sefton FP3 westwards along the south side of the new road to join with Sefton FP5 to maintain the footpath network.

## 2.6.4 Chapel Lane

The Trans Pennine Trail is a National Recreational Route used by equestrians, cyclists, walkers and the like, and runs along Chapel Lane crossing the new road near Brook House Farm. Here a traffic signal controlled crossing will provide safe crossing of the new road.

## 2.6.5 Dunnings Bridge Road

Presently there are footway and cycleway provisions along the west verge of Dunnings Bridge Road running northwards to the A59. This provision will be crossed no less than four times by new roads; however this present provision will be maintained with pedestrian phases incorporated into the traffic signals at these new crossings.

## 2.7 Environmental Mitigation

The potential environmental issues associated with the impact of the link road on landscape and visual, ecology and nature conservation, noise and vibration, cultural and built heritage and land use have been reviewed. This has been based on the current level of preliminary assessment and has indicated potential areas of mitigation. These will be used to inform the detailed mitigation measures to be included on the Environmental Masterplan.

The main environmental issues are shown on Figures 6.1 and 6.2.

The issues identified by this preliminary work includes locations along the route where woodland planting is to be considered to screen the road from visual receptors and to integrate the road into the existing landscape; hedgerow planting along the road boundary to integrate it into the existing landscape, and to provide some level of screen planting; and subject to the agreement of landowners off-site planting may also be considered, especially in areas where listed buildings are located (The Lodge and Manor House Farm). Additionally, there are locations where the route crosses bat flight paths which may require some mitigation measures. The route will cause a loss of one pond (adjacent to Back Lane), and consideration will be given to the provision of two new ponds in this area where there is evidence of Great Crested Newts and water voles, to create habitats suitable for these species. A few locations have been identified in field corners

and small severed parts of fields, which may be unsuitable for future agricultural use, where habitat creation or enhancement may be considered.



**Figures**

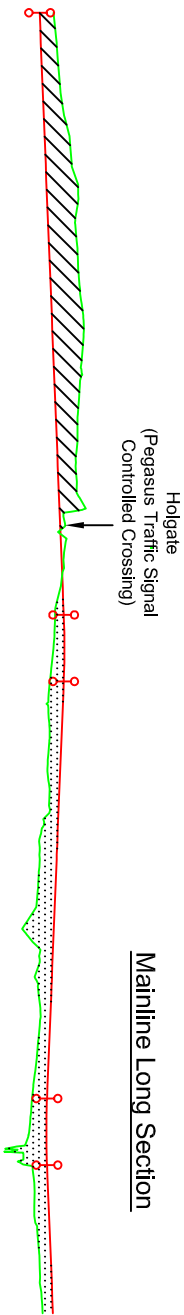
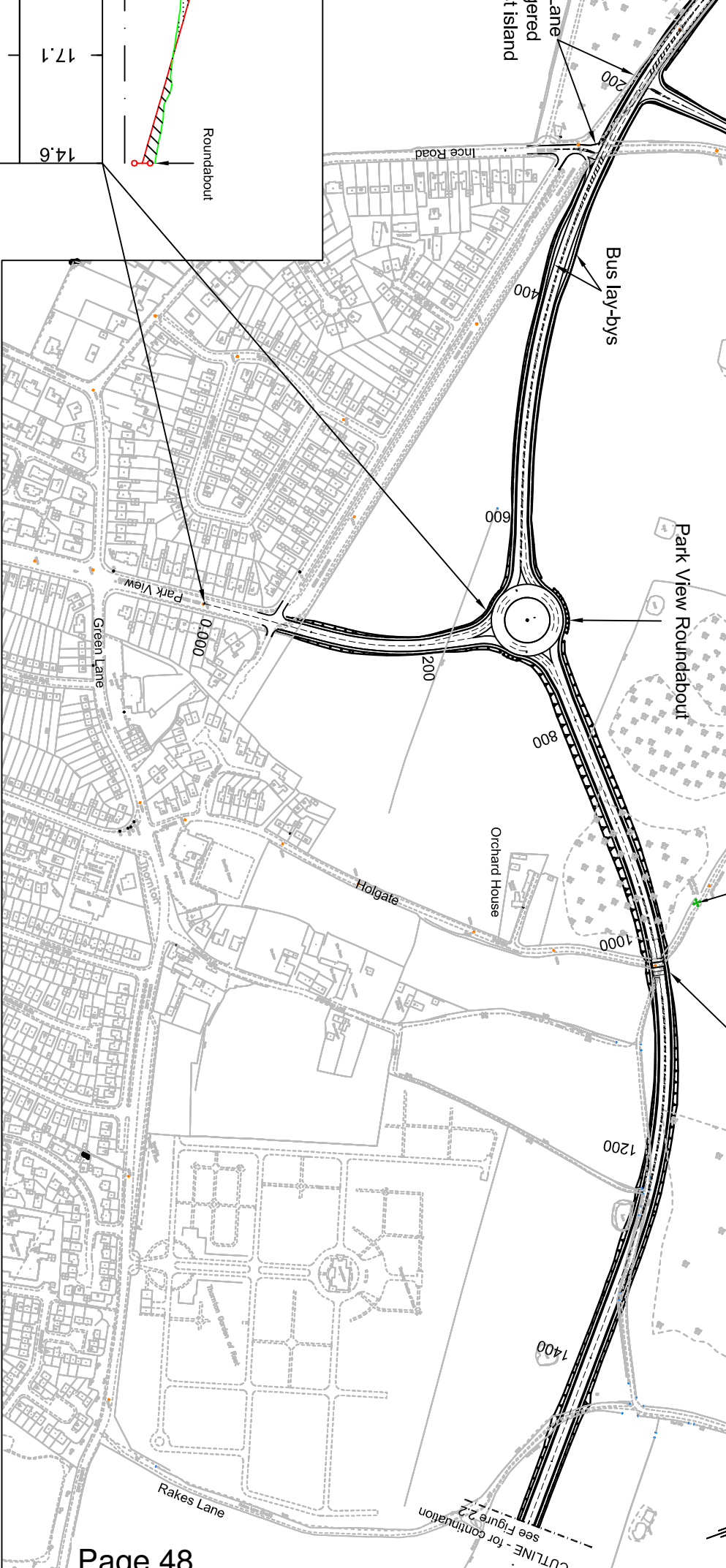
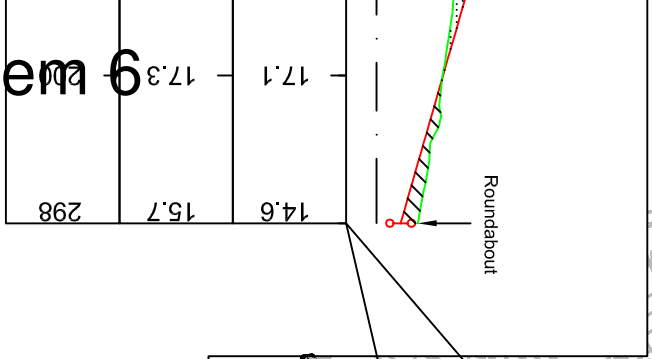


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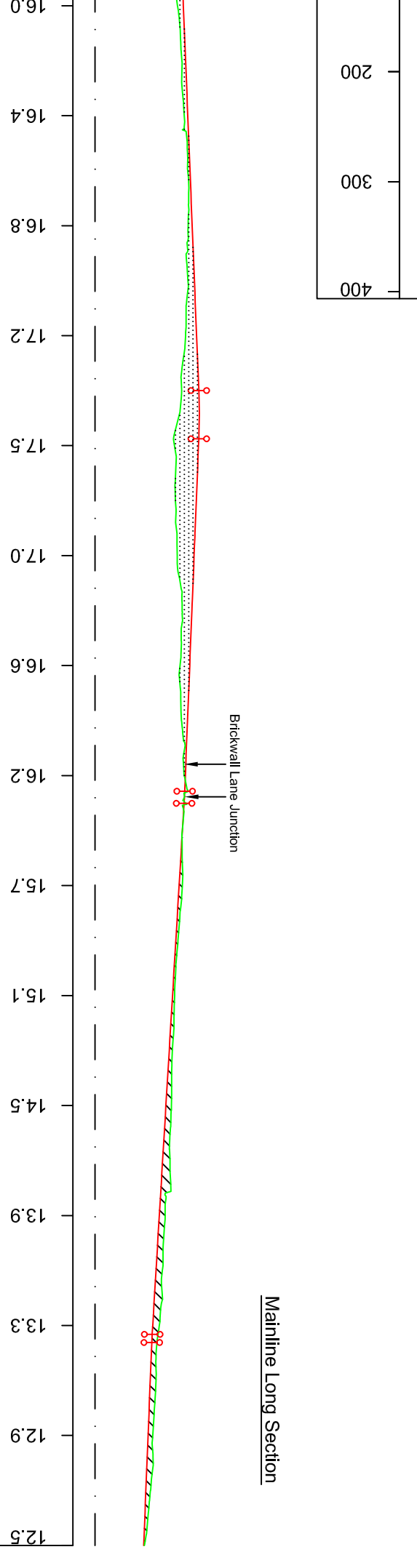
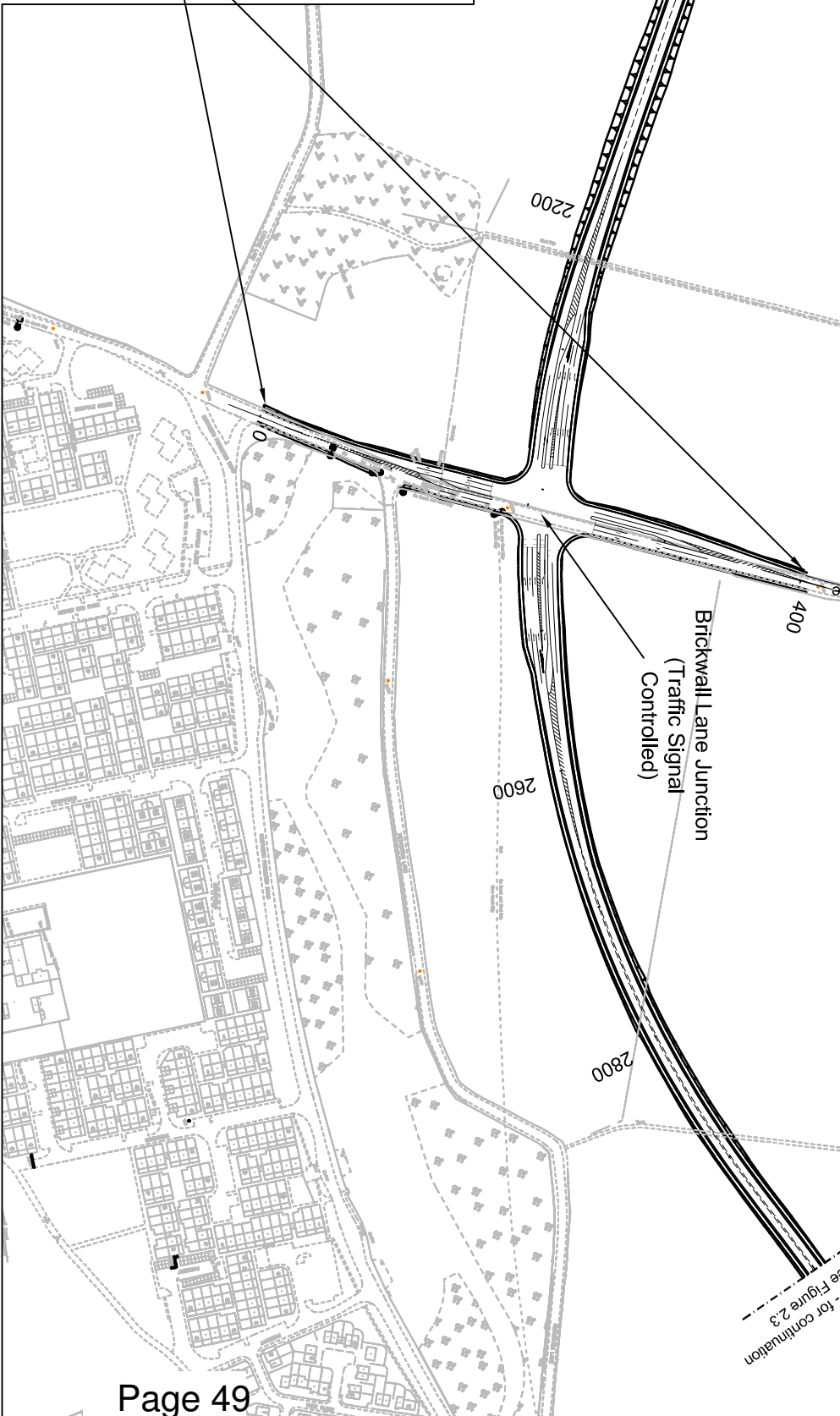
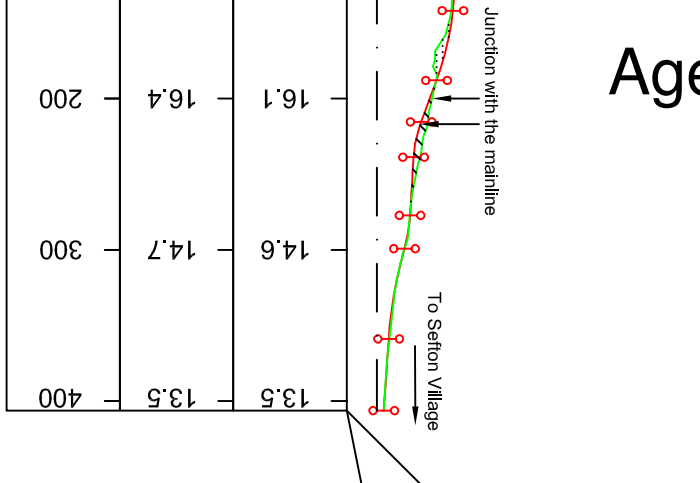
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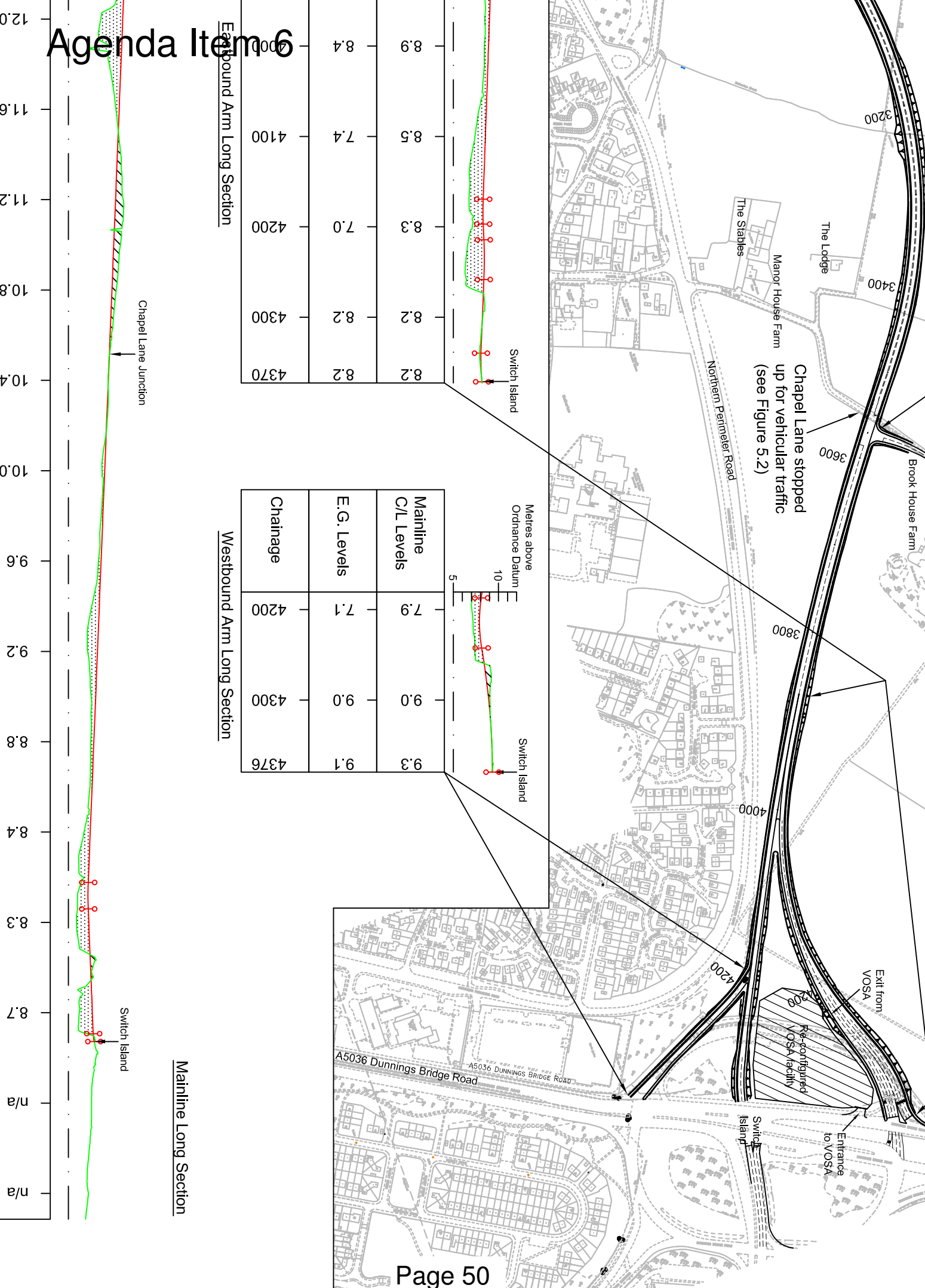
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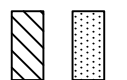
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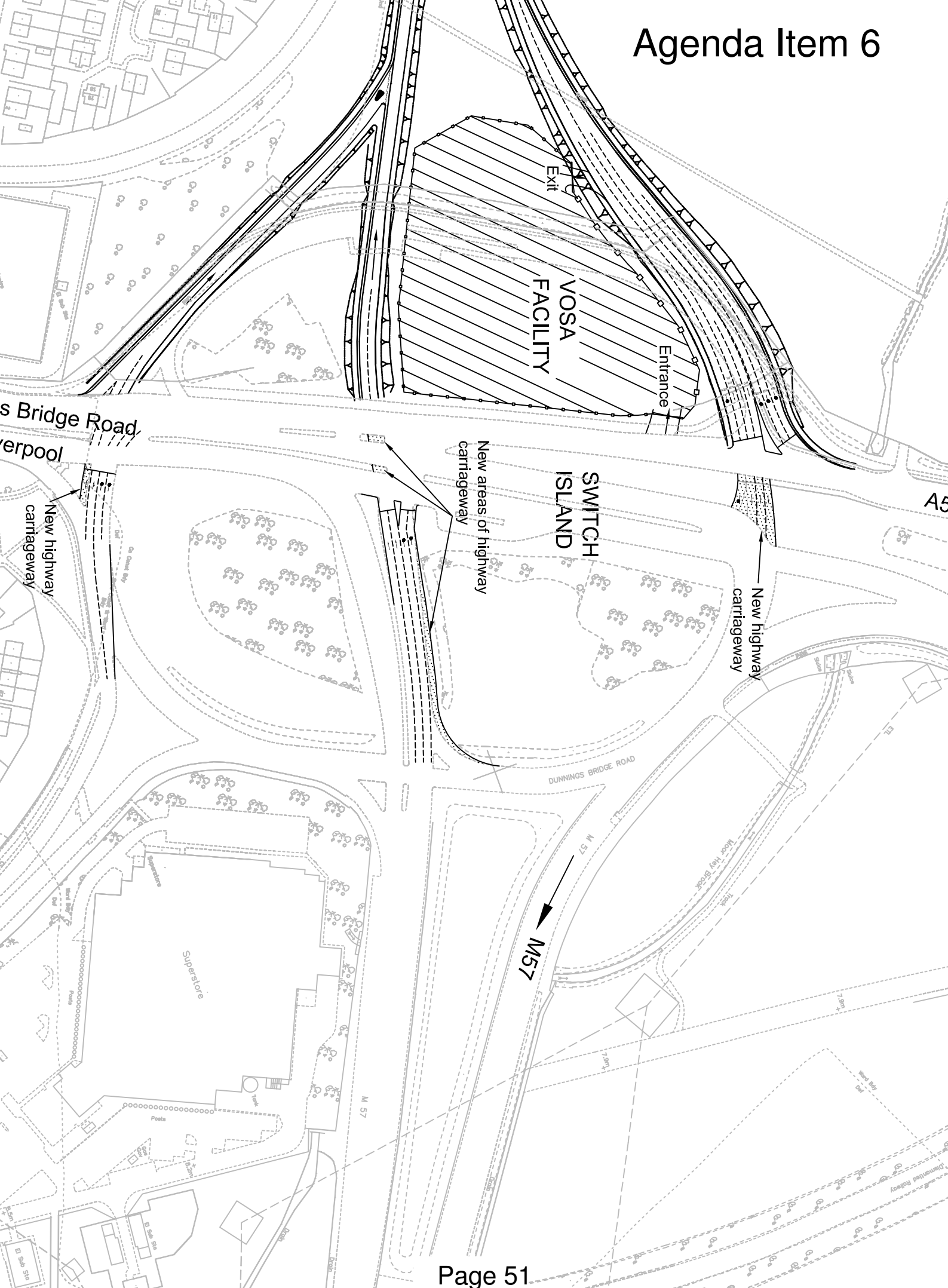
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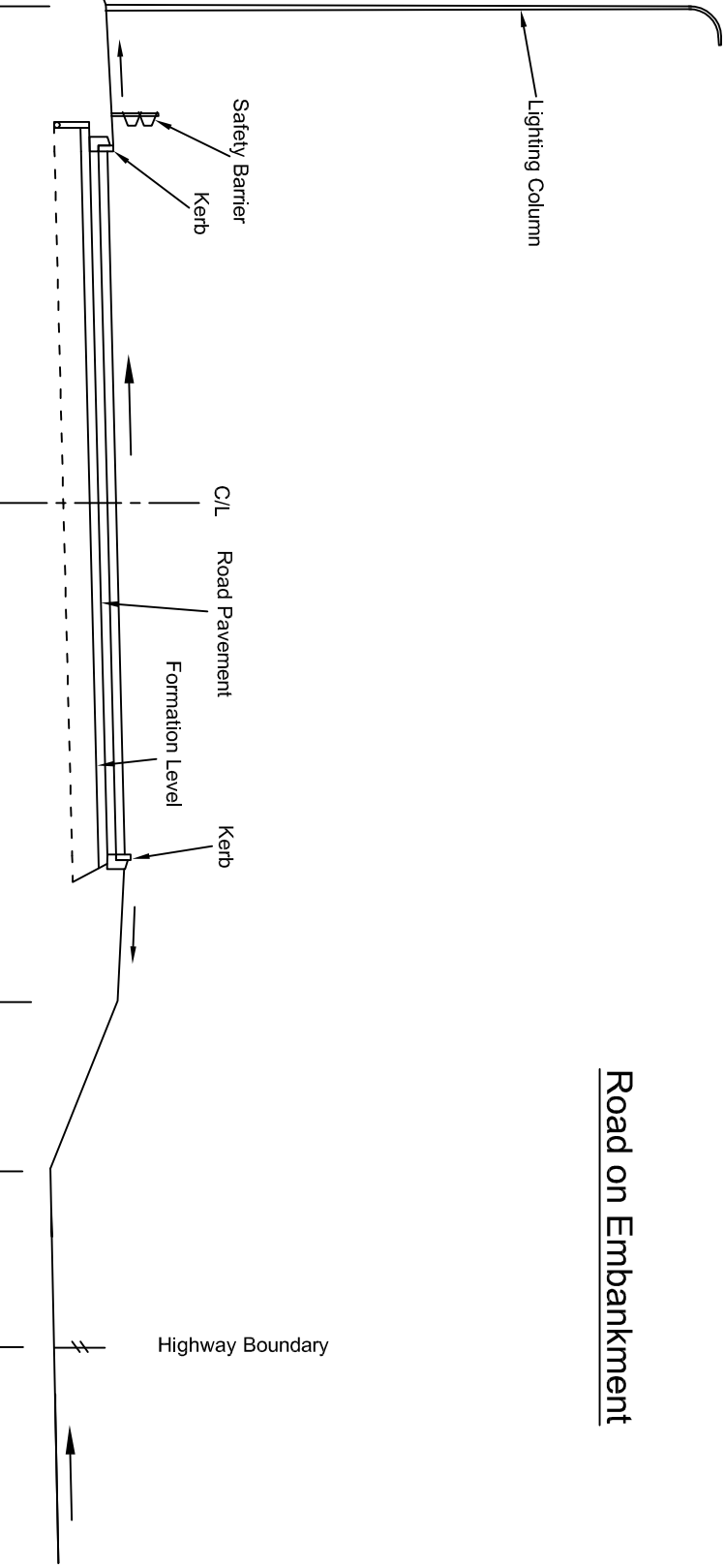
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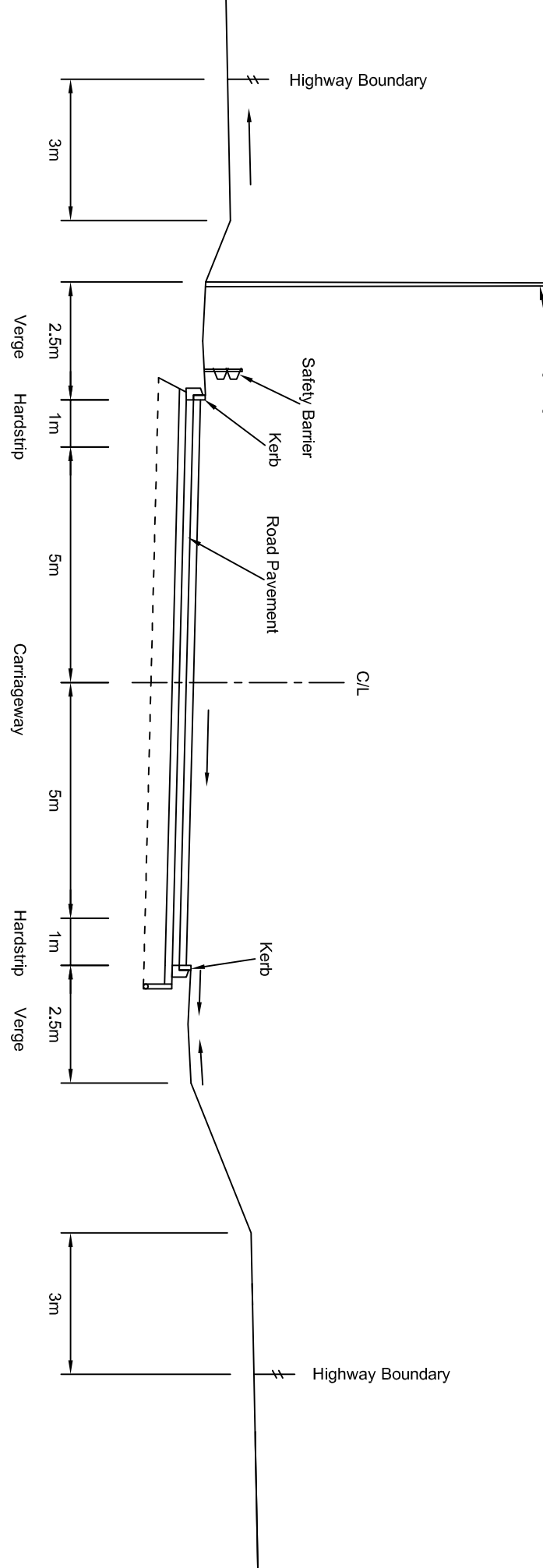
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The abandoned section of Southport Road will be stopped up (treatment to be determined).

Signal controlled crossing for non-vehicular traffic (Pegasus Crossing).

Broom's Cross  
new highway boundary provided where Back Lane is lost under new road

Holgate stopped up to vehicular traffic north of this point. A turning head will be provided.

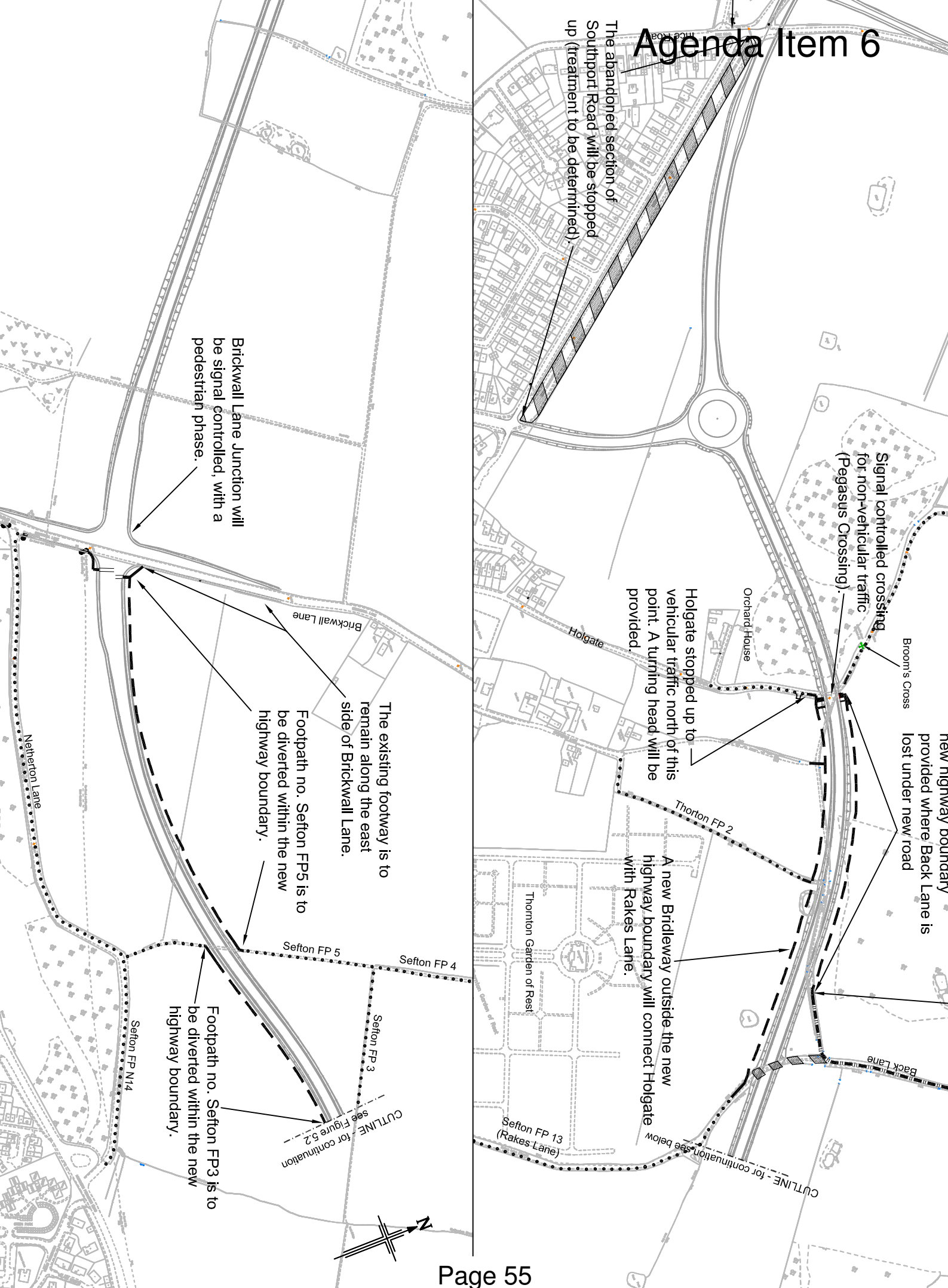
A new Bridleway outside the new highway boundary will connect Holgate with Rakes Lane.

Brickwall Lane Junction will be signal controlled, with a pedestrian phase.

The existing footway is to remain along the east side of Brickwall Lane.

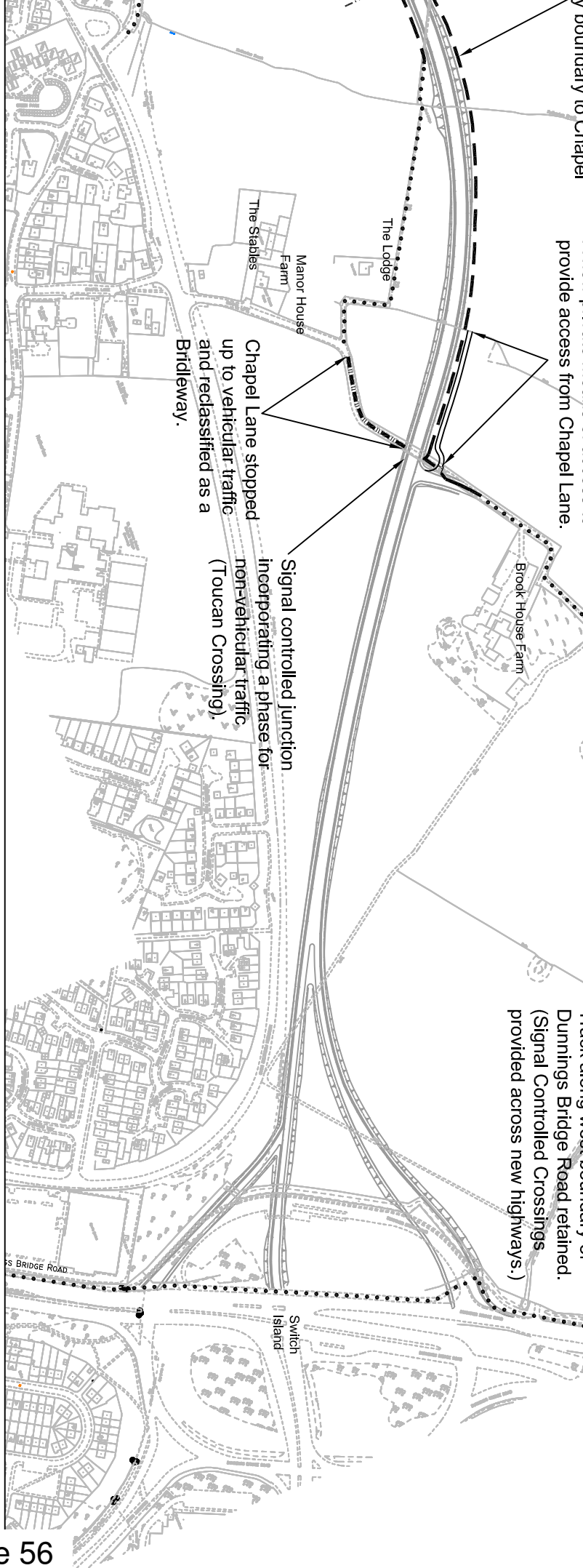
Footpath no. Sefton FP5 is to be diverted within the new highway boundary.

Footpath no. Sefton FP3 is to be diverted within the new highway boundary.



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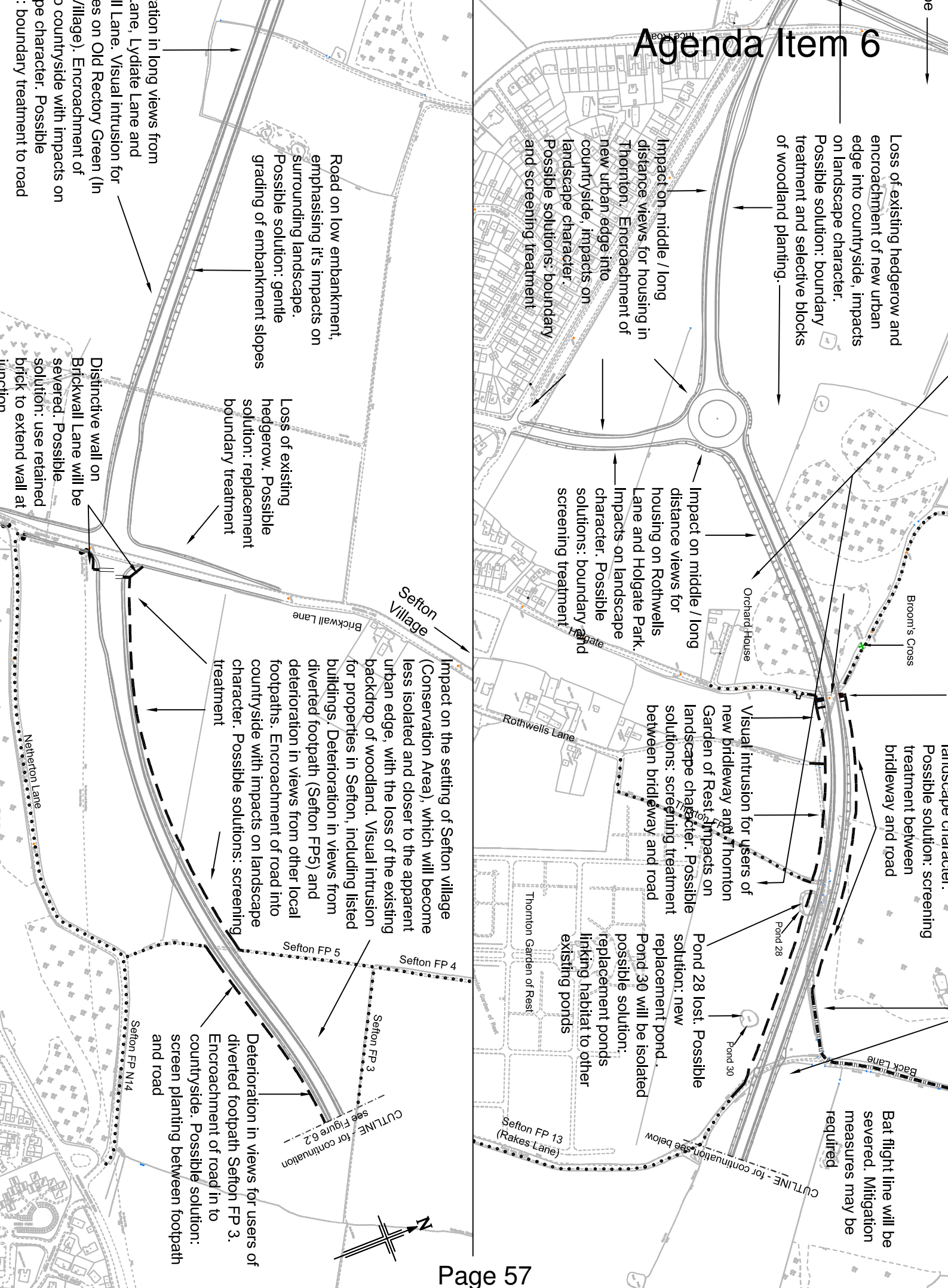
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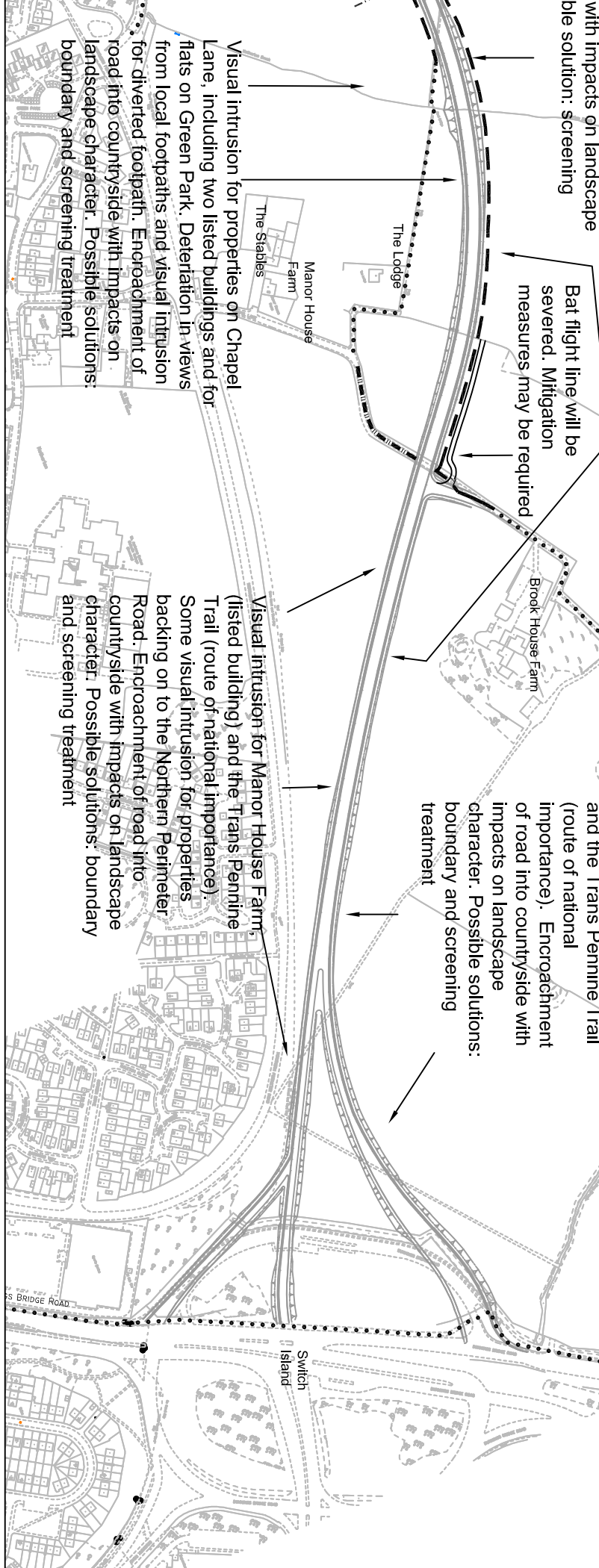


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## **THORNTON TO SWITCH ISLAND LINK – STRATEGIC & POLITICAL RISKS CABINET MEMBER BRIEFING NOTE December 2009**

A report is being presented to Cabinet on 17<sup>th</sup> December 2009 setting out the scheme proposals for the proposed Thornton to Switch Island Link and requesting Cabinet approval of the scheme layout design and approval to present the proposals to the public early in 2010. During the Cabinet Member briefing for the report, Cabinet Member requested a summary note on the main strategic and political risks to the scheme, in anticipation of potential questions at Cabinet. This briefing note provides a short review of the main risks to the scheme and the current understanding of potential mitigating factors.

A full risk register for the project is being maintained by the project team and this is reviewed and updated on a quarterly basis. Any issues that might affect the risk register are also considered as part of the monthly progress meetings and the quarterly Project Board meetings. The risks described below are included on the scheme risk register, which also includes a full range of other risks to the project, for both the planning stage and the construction phase.

### **1. Change in transport legislation or Government policy**

Risk : Government policies and priorities in relation to transport are under review through the DaSTS process and may change further depending on the result of the General Election in 2010. If there are significant changes in approach, this could undermine the strategic case and justification for the scheme, possibly leading to the withdrawal of support from either the Department for Transport or the Secretary of State.

Mitigating factors : The scheme has a strong business case and conforms with the key areas of existing Government policies that are not likely to change significantly in the future. In addition, it is expected that a planning application will have been submitted by the time of any election and that substantial progress on the scheme can be made before any major changes of policy and direction would take effect.

### **2. Change in Government spending policy**

Risk : There is already evidence of increasing restraint on public spending at a national level. All Government spending programmes are under scrutiny and are likely to see significant reductions in the future. The extent to which this will apply to the transport sector and to existing spending commitments is uncertain. However, major reductions in public spending could have implications for the funding of the scheme.

Mitigating factors : The scheme currently offers excellent value for money (measured as the benefit cost ratio (BCR)) and is making good progress within existing budgets. As long as the scheme continues to make progress and does not incur substantial cost increases, it is expected that it would retain the commitment within the Regional Funding Allocation (RFA). Even if the RFA is reduced, those schemes that are experiencing delays and cost increases are likely to be at greater risk of being removed from the RFA programme.

### **3. Failure or delay in Council approval and commitment**

Risk : In common with national spending restrictions, there are also significant funding constraints at a local level and Sefton Council is exploring a wide range of cost saving

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measures. It is possible that major capital schemes, such as the Thornton to Switch Island Link, could come under such scrutiny. Department for Transport approval can only be granted if there is a clearly stated commitment from the local authority to make its contribution to the scheme. Sefton Council has made that commitment for this scheme, but if that commitment were withdrawn, the Government would also withdraw its support.

Mitigating factors : There is very strong public and cross-party political support for the scheme, which is seen as essential for the Borough as a whole, not just the Thornton and Netherton areas. It is anticipated that this level of support would be maintained.

## 4. Failure or delay in Regional approval and commitment

Risk : In addition to the commitment from the local authority to contribute to the scheme, Department for Transport approval can only be granted if there is continuing regional support. At present, the Thornton to Switch Island Link is acknowledged as a regional priority and continues to be included in the RFA. If the Region decides to review and re-allocate the RFA, withdrawal of support for the scheme would mean that the Government would also withdraw its support.

Mitigating factors : The scheme is currently making good progress within existing budgets and is retaining its place in the RFA funding profile. As long as the scheme continues to make progress and does not incur substantial cost increases, it is likely to remain within the RFA. Even if the RFA is reduced, those schemes that are experiencing delays and cost increases are likely to be at greater risk of being removed from the RFA programme.

## 5. Potential for significant objections to the scheme

Risk : There is a potential that a significant objection to the scheme or the compulsory purchase order could arise that would be examined at a public inquiry. Depending on the nature of the objection, it could substantially delay or even prevent the scheme. At the least, it would probably increase the cost of the scheme.

Mitigating factors : At present, there is no indication that any significant objections will arise. There is widespread public support for the scheme and consultation with statutory consultees and other key stakeholders has not identified any major concerns of this nature.

## 6. Cost increases and delays

Risk : There are a variety of factors that could lead to delays in the delivery of the scheme or to increases in costs. Any substantial increase in cost or significant delay could affect the position of the scheme within the RFA (as described above), which would then affect the likelihood of securing the necessary funding for the scheme.

Mitigating factors : The project team is maintaining a risk register which identifies the potential risks to the scheme and includes measures to manage and reduce the risk. In addition, the monthly progress meetings and quarterly Project Board meetings review and report on programme and budgets. Quarterly updates are also submitted to Government Office NW and the DfT.

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**REPORT TO:** CABINET MEMBER -TECHNICAL SERVICES  
CABINET MEMBER -ENVIRONMENTAL  
CABINET MEMBER -REGENERATION

**DATE:** 16 DECEMBER 2009

**SUBJECT:** ENERGY CARBON AND WATER  
PROGRESS REPORT

**WARDS AFFECTED:** All

**REPORT OF:** Mike McSorley  
Head of Regeneration and Technical Services

**CONTACT OFFICER:** Ian Weller  
Energy Manager - Technical Services  
ian.weller@technical.sefton.gov.uk  
Tel: 0151 934 4221

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

The purpose of this report is to update and advise members of the corporate, domestic energy efficiency, eco education, strategic progress and awareness activities undertaken in accordance with the Councils Corporate, Carbon Reduction, Fuel Poverty, Sustainable Schools and Home Energy Conservation Act commitments during 2008/09.

**REASON WHY DECISION REQUIRED:**

No decision required - advice report.

**RECOMMENDATION(S):**

- (i) That Cabinet Members note this report for information
- (ii) Members congratulate the various external cross sector partners in delivery of activities in this report.

**KEY DECISION:** No

**FORWARD PLAN:** Not appropriate.

**IMPLEMENTATION DATE:**

**ALTERNATIVE OPTIONS:**

**IMPLICATIONS:**

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## Budget/Policy Framework:

**FINANCIAL:** There are no financial implications as a direct result of this report.

	2009/10 £	2010/11 £	2011/12 £	2012/13 £
<b><u>CAPITAL EXPENDITURE</u></b>				
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton Funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date?				
How will the service be funded post expiry?				

## Legal:

**Risk Assessment:** Failure to meet Carbon Reduction Commitment, HECA, Affordable Warmth, LAA Stretch Target, NI 185, NI186, NI 187, NI 188, CAA and Use of Resources, Corporate Plan Community Strategy, EU Directive, UK/EU Carbon Savings targets

**Asset Management:** There are no direct implications arising from this report.

## CONSULTATION UNDERTAKEN/VIEWS

FINANCE – FD259 – The Finance and Information Services Director has been consulted and his comments have been incorporated into this report

## CORPORATE OBJECTIVE MONITORING:

<b><u>Corporate Objective</u></b>		<b><u>Positive Impact</u></b>	<b><u>Neutral Impact</u></b>	<b><u>Negative Impact</u></b>
1	Creating a Learning Community	✓		
2	Creating Safe Communities		✓	
3	Jobs and Prosperity	✓		

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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	✓		

**LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT**

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## **INTRODUCTION**

This information report provides members with a overview of progress broken down into three principle areas of:

1. Domestic Energy and Fuel Poverty
2. Corporate Energy
3. Eco Education

The report covers the outcomes key achievements and progress within the 2008/09 financial year. Due to the extent/number of operational services and strategic interventions under the responsibility of the Energy Team, the report has presented information only for a cross section of work, in doing so gives a more concise summary of progress.

In parallel to this, we are awaiting the final outcomes of the Energy Review requested by Full Council in September 2008 and approved through Cabinet on 11 December 2008. This objective review is due to be fed back from the appointed consultants, and by reporting to members in February 2010 will provide a very detailed review and provide proposals on future strategic direction and operational delivery for the Council.

## **1.0 PART ONE - DOMESTIC ENERGY AND FUEL POVERTY**

- 1.0.1 The Home Energy Conservation Act 1995 (HECA) required that local authorities draw up an action plan to reduce the amount of energy used in domestic buildings by 30% in the next 10 to 15 years (across all tenures). In accordance with this Act, the Council prepared its Home Energy Conservation Strategy. The purpose of the Strategy was for the Council to set out the energy conservation measures that it considered practicable, cost effective and likely to result in meeting the set target improvements in the energy efficiency for all sectors of residential accommodation throughout Sefton.
- 1.0.2 The historical performance of Sefton MBC for 2007/8 showed that Sefton should have achieved a 24% improvement in efficiency of its stock, in order to reach its 30% target by 2010. By that time Sefton MBC had achieved 21.09%.
- 1.0.3 The shortfall is down to the period before the establishment of the energy team in 2001. Since the establishment of the Energy Team the Council has consistently recorded a greater than requisite 2% improvement.

## **1.1 2008/09 HECA PROGRESS**

- 1.1.1 Due to a review of the HECA legislation started by DEFRA (Department of the Environment Food and Rural Affairs) in 2008, there has been a hiatus in the call for reports, as the Government considers a proposal for reshaping or repealing the Act. This has been further compounded by the establishment of the new Government Department for Energy and Climate Change (DECC) which the Act has been passed to create. Reviewing the Act for the new department has not been seen as a priority. Therefore this year we have not received a call for data gathering, however we have considered it prudent to undertake a minimal data collection exercise. This is to at least monitor our own progress and be prepared for any future monitoring required by the Secretary of State.



1.1.2 This year's data (for activities undertaken between April 2008 and March 2009) shows a 3.77% improvement on last year, which is a continuing increase in performance towards the Council's total HECA target. The Council has a cumulative progress of 24.07% towards its 30% target, although its programme suggests it should have reached 26%. Due to continuing improvement year on year we are confident that if investment levels are maintained, a 3% per annum improvement can be achieved over the next 2 years to reach the government target for 2010/11.

1.1.3 Furthermore, these figures should be considered pessimistic as not all data is included. This is because the level of collection and pressure applied to external agencies is reduced, as this would probably require legal actions since many have chosen not to supply data this year as they know that there is a hiatus in the report call.

## **1.2 PROGRAMME DELIVERY 2008/09**

1.2.1 To deliver the broad HECA programme a number of key projects are undertaken, below is a brief overview of each key project that has been undertaken. Some of the results have already been reported elsewhere but are included for completeness here.

## **1.3 SEARCH (SEFTON ENERGY ACTION REACHING COLD HOMES)**

1.3.1 Sefton Council with the support of NHS Sefton has been awarded mainstream funding to continue its SEARCH programme funded until 2011, worth approximately £162,000.

1.3.2 SEARCH is a home insulation grant referral scheme to fill the gaps of national grant provision. During 2008/09 SEARCH issued 207 grants to households for loft and cavity wall insulation in homes where a member of the household suffers from a cold related illness.

## **1.4 WARM FRONT GRANTS**

1.4.1 A national government grant scheme to tackle fuel poverty in England providing a package of heating and insulation measures up to £3,500 available to homeowners and private tenants in receipt of certain benefits/allowances.

1.4.2 During the 2008/09 financial year, 2,921 households received a Warm Front grant for heating and energy efficiency measures at a total cost of £3,582,129

## **1.5 HEALTH THROUGH WARMTH**

1.5.1 This scheme was recently extended until 2011 and 37 households received assistance through this crisis fund to provide heating measures, which are not available from national grants in their homes during 2008/09.

## **1.6 HELP (Home Energy Loans Project)**

1.6.1 This project offers interest free loans of up to £1,000 for homeowners to install energy efficiency measures in their homes (subject to acceptance).

## **1.7 SEFTON FUEL POVERTY OUTREACH SERVICE**

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- 1.7.1 With funding from Supporting People, commenced in May 2008 with one Affordable Warmth Worker it provides acute demand for outreach and advocacy support. The scheme enables hard to reach residents to be supported in accessing grants and other support to reduce their risks of suffering from fuel poverty.
- 1.7.2 The main function of the role of Affordable Warmth Worker is to provide a home visiting service to assist people to apply for heating and insulation grants to make their homes warmer and healthier.
- 1.7.3 During home visits the Affordable Warmth Worker frequently identify additional housing and social needs and signpost them accordingly to a wide range of partners. This aspect of the role has worked extremely well helping to enhance the service provided and ultimately assisting the clients to remain living independently in their homes, with physical and fiscal support. After exceeding targets in YR1 by directly assisting 440 vulnerable residents the service was expanded to add a second Support Worker in April 2009 due to demand for service and increasing risks of fuel poverty that exist.

## 1.8 SOUTHPORT HOUSEWARMERS

- 1.8.1 In 2007 DEFRA (the department of the Environment Food and Rural Affairs) ran the Community Energy Efficiency Fund (CEEF) a £6.9 million programme across England to promote the take up of grant schemes for energy efficiency and fuel poverty improvements. As part of that programme Sefton was able to submit a joint bid with Wirral Council to run a scheme in some of the most vulnerable areas. Wirral led the bid and was the accountable body, securing £36,000 from DEFRA.
- 1.8.2 As part of the scheme nearly 3,000 homes in Sefton were targeted in the L21 area. The homes were part of a door-to-door campaign, which were enhanced with a community event. The campaign began with a mailout to each home, followed very soon after by a CEEF funded Community Advisor knocking on the door. If the householder was out, a postcard detailing the local event and giving a freephone number for energy efficiency advice was given. Some homes were re-visited if the residents were out on the first call. The event in Sefton, which joined in with a Community action group Fun Day, had over 60 householders visit the Community Advisors.
- 1.8.3 Given the financial climate and rising fuel costs the energy team at the Council were approached to see if ward area funding could be used to help residents reduce their energy bills. With the benefit of the Community Energy Efficiency Fund programme already undertaken it was proposed that a similar programme be administered in the Birkdale ward.
- 1.8.4 The scheme was extended to Kew, Cambridge, Norwood and a further area of Birkdale by the end of the programme. The total cost to the ward budgets was £3,221 and we estimated a total leverage of investment of circa £96,952 was achieved. We also distributed in excess of 700 low energy light bulbs to households in those areas. The premise was that local Councillors apply their knowledge to direct energy advisors to those streets with a higher proportion of vulnerable groups least able to afford the rising fuel costs.
- 1.8.5 This produced some very successful results, the table below shows the outputs from the schemes and relative investment in each area. Abbreviations used;
  - ◆ **Mailed**- Number of properties that had a letter sent to them and subsequently called at for a Face to face interview.

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- ◆ **Face to face** – Interview with households to determine best form of assistance. Investment based on low energy lightbulbs given.
- ◆ **Survey** – Short series of questions to pinpoint areas of most interest
- ◆ **HECs**- Expanded and detailed survey on households energy issues leading to a tailored report and indicative Energy Performance certificate.
- ◆ **LI** – Households referred for loft insulation.
- ◆ **CWI** - Households referred for cavity wall insulation.
- ◆ **WBC** – Households referred for welfare benefits check.
- ◆ **CFS** - Households referred to community fire service for safety check and smoke alarm fitting.
- ◆ **WF**- Households referred to the Warm front scheme, a grant offering up to £2,700 worth of heating and insulation work for those on certain benefits.

	Birkdale	Kew	Event	Totals	Cambridge	Norwood	Event	Totals	Birkdale (additional)	Totals	Investment expected
<b>Mailed</b>	827	619	0	1,446	268	641	0	909	866	3,221	N/A
<b>Face to face</b>	110	61	46	217	155	189	11	355	201	773	£1,546
<b>Survey</b>	69	43	47	159	66	64	11	141	38	338	£5,746
<b>HECs</b>	8	3	2	13	0	1	2	3		16	£544
<b>LI</b>	19	17	14	50	14	36	6	56	13	119	£23,800
<b>CWI</b>	16	13	15	44	13	28	3	44	17	105	£31,500
<b>WBC</b>	8	7	1	16	2	5	0	7	0	23	£2,070
<b>CFS</b>	6	9	3	18	5	3	0	8	3	29	N/A
<b>WF</b>	7	11	12	30	2	5	0	7	0	37	£31,746.
											<b>£96,952</b>

## 1.9 SOLAR SEFTON INNOVATION PROGRAMME

1.9.1 As part of the Local Area Agreement Stretch target programme a pilot scheme to tackle properties that are hard to treat (ie properties that are older solid wall construction and have limited opportunities for energy improvement) was established. The technical solution employed was based on retrofitting solar water heating technology (the preheating of domestic hot water by daylight). Terraced properties were targeted in the Housing Market Renewal area and the project delivered solar water units at a target price of £3,000. It is estimated that these will provide 40-50% of the properties hot water needs and save them circa £80-£150 per annum in fuel costs.

1.9.2 The scheme offered residents the systems for £200 with additional funding from a variety of sources (where other technical barriers existed, such as combi boilers, additional costs were shared between the scheme and residents). We had 73 expressions of interest with 46 properties proceeding to an initial application. Each household was assessed for its technical (i.e. existing hot water system set-up) and carbon saving (i.e. number of occupants in property) suitability. This was completed issuing a short questionnaire. This gave us a list of properties for a full technical survey by priority scoring.

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- 1.9.3 Results from the scheme highlighted that technical complications were less than expected but we had identified other issues (such as contractor capacity). We learnt a lot about a potential CESP or ERDF schemes see section 1.40.

## 1.10 EASIER BREATHING

1.10.1 As part of the work on SEARCH a pilot programme was identified that improved indoor air quality and sought to improve the quality of life for children suffering from asthma. There is growing evidence that house dust mites can cause trigger asthma symptoms. It is not clear what proportion of asthma in Britain is partly or wholly attributable to dust mites. However even if the proportion is small (eg 5% extra cases), it could represent a substantial burden of disease, because asthma is one of the most common chronic diseases.

1.10.2 The aim of this project is to provide an improved indoor environment for the sufferers and families of asthmatic children living in Neighbourhood Renewal (NRF) areas by providing adaptations to the homes in order to reduce conditions that encourage house dust mite populations. The project funded the installation of measures that reduced humidity levels and raised internal temperatures to control and eradicate some asthma triggers such as house dust mite allergens.

1.10.3 Due to NHS governance and data protection issues, it was not possible (within the one-year timeframe of the project) for health professionals to refer eligible families direct to the project lead. In order to recruit suitable families, 3 local GP's agreed to search their patient records to identify potential families for assistance. A letter was sent to the target patients containing details of the pilot scheme requesting that if they wished to become involved to make contact with the project lead. This resulted in 13 families joining the pilot scheme with a total of 16 asthmatic children.

1.10.4 Each household received a package of energy efficiency and ventilation measures together with a specialist steam clean, new bedding and good practice advice.

1.10.5 From a medical/pharmaceutical perspective, the interventions demonstrated very positive self reported results:

- ◆ 40% reduction in blue inhaler use
- ◆ 92% drop in unplanned attendance at A&E/Walk in centres

Furthermore, from a sleep basis, improvements were also significant:

- ◆ 59% reduction in night time coughing
- ◆ 53% reduction in sleep disturbance
- ◆ 60% reduction in school absences

1.10.6 Following this successful pilot the NHS Sefton agreed to fund this through a Service Level Agreement for the next 3 years starting in 2008/09. Due to limited funds no new marketing was undertaken especially as a report from the pilot was published in order to spread the learning. From this word of mouth the schemes secured 7 families for the second year and is expected to over subscribe for 2009/10 (over 16 families).

## 1.11 ENERGY AND WARM HOMES ADVICE

- 1.11.1 The Energy Team work in partnership with the Energy Savings Trust Advice Centre to provide a referral scheme with a local focus for our residents.
- 1.11.2 The free phone advice line is open Monday to Friday from 9am to 5pm and trained advisors provide free, impartial advice on a wide range of home heating and insulation grants, schemes and offers as well as general energy efficiency advice. Either face to face, over the phone or through tailored reports 9,761 households received advice through this service last financial year.

## **1.12 HOUSE WARMER REFERRAL NETWORK**

- 1.12.1 In order to strengthen and increase the referral network, the Affordable Warmth Co-ordinator has developed an ongoing programme of fuel poverty briefing sessions to front line staff across many partner organisations.
- 1.12.2 These sessions are delivered during existing team meetings to make best use of their available time. Background information on fuel poverty and issues faced in Sefton, together with a summary of the help available to make homes warmer are discussed and staff are fully briefed on how to refer those who need assistance using a range of referral methods including accessing the free phone advice line, email, fax or completing a House Warmer reply paid post card.

## **1.20 FUEL POVERTY**

- 1.20.1 Fuel poverty is defined as the inability to provide sufficient heat and light for a home without spending a disproportionate level of income in doing so. It is broadly accepted that a fuel poor household is one that needs to spend more than 10 per cent of household income to achieve satisfactory heating levels.
- 1.20.2 Lack of sufficient income combined with thermally inefficient properties means certain households cannot afford to heat their homes to an adequate, safe and comfortable healthy level i.e. 'Affordable Warmth'. Furthermore, the same lack of income also prevents those households from undertaking the necessary cost-effective improvements to the energy efficiency of their properties to alleviate the problem.
- 1.20.3 Fuel poverty is an urgent issue because cold homes can kill, harm people's health or damage quality of life. These effects can also impose wider costs on the community. Medical conditions and illnesses such as influenza, heart disease, and strokes are all exacerbated by the cold. Cold homes can also promote the growth of fungi and numbers of house dust mites. The former can damage the fabric of the building, whilst both fungi and dust mite allergens, can lead to respiratory diseases which reduce quality of life by enforced absences from work / school and restrict types of activities and employment.
- 1.20.4 Whilst all individuals may suffer from cold related illnesses older people, young children, householders who are disabled or householders suffering from long-term illnesses are particularly vulnerable. Social circumstances mean that these groups are more likely to spend longer periods of time in the home.

## **1.21 FUEL POVERTY IN SEFTON**

Whilst the definition of fuel poverty is very precise measuring it and assessing it is very subjective. Below is a sample of the various sources and we use to gauge the problem.

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- 1.21.1 The Sefton private sector housing stock condition survey, conducted in 2007 found that the average household energy costs were £750 p.a. - this is before recent high profile rises in costs and ignores costs incurred by using prepayment meters common in low income households. Figures published nationally by the NEA (national fuel poverty campaigning organisation) highlight that average combined fuel bills now stand far higher at £1,288 by 2009.
- 1.21.2 The Sefton private sector housing stock condition survey found that 4,211 dwellings represented a category 1 Hazard under the Housing Health Safety Rating System for Excess Cold. A further 11,016 exhibit Excess Cold as a category 2 hazard. This is supported by the Non Decent Homes statistics on thermal efficiency where 7,753 dwellings failed. The survey estimated 10,909 households were considered to be in fuel poverty, representing 11.1% of private sector households. Whilst this is a significant improvement on 2002 survey results (at 19%) this does not take account of major price rises which have a significant impact on bills.
- 1.21.3 A macro analysis of Sefton Fuel Poverty statistics (March 2003 by CSE/Bristol University) found that 28% of households suffered from fuel poverty (31,893 households) compared to an England average of 23%. This report identified Merseyside as the worst County in England.
- 1.21.4 Department of Energy and Climate Change, which has responsibility for monitoring the Government's Fuel Poverty Strategy has recently published some experimental figures to identify fuel poverty levels at Local Authority Level. The results for Sefton show it at 13.7% of households for 2006 (which is 97<sup>th</sup> worst the league table for England). This compares to Liverpool at 15.8%, Wirral at 15.3%, 13.2% for St Helens, 12.3% for West Lancashire and 11.7% for Knowsley.
- 1.21.5 The high scores reflect the combined influences of high levels of deprivation, older housing and inadequate heating systems that are common problems in parts of Sefton. The scale of the problem is represented by the stark statistics of excess winter mortality experienced here in Sefton at an average of 198 deaths p.a. (based on a 5 year average). We have shown significant improvement from 276 deaths pa in 1999/2000.
- 1.22 **SEFTON AFFORDABLE WARMTH STRATEGY (SAWS)**
  - 1.22.1 Sefton's Affordable Warmth Strategy (SAWS) has been fully developed since publication in February 2007 and 1<sup>st</sup> Review in June 2008, led by Sefton's Energy Team. It involves key partners from across the health, statutory, community and voluntary sectors. It provides the framework for actions and joint working between agencies to address the problems of *Fuel Poverty* faced by Sefton residents.
  - 1.22.2 The Council and partners recently agreed the 2<sup>nd</sup> Annual Review to reflect upon what has been achieved and to refresh the strategy taking into account any changes in legislation and policies in order to ensure aims, activities and targets continue to be focused in the relevant areas. After approval at Cabinet Member - Health and Social Care, to be reported on 23<sup>rd</sup> December 2009, the Sefton Affordable Warmth Strategy Review 2009 will be circulated widely to publicise the updated aims, activities and targets.
  - 1.22.3 The strategy is co-ordinated and led by the Council but is a partnership of many mutual interests and at a recent count involved over 70 organisations. The strategy is informed by a key partner steering group which includes the following;

- ◆ Sefton Primary Care Trust- Steph Griffiths & Val Frampton
- ◆ Sefton CVS - Mike Mainwaring
- ◆ Housing Improvements Section - Steve Terry
- ◆ Age Concern - Dawn Stewart
- ◆ Sefton Pensioners Advocacy Centre - Margaret Lambert
- ◆ Sefton Local Pensions Service - Elaine Waddington
- ◆ Environmental Protection Department - Bob Hannah
- ◆ Anchor Staying Put - John Sandiford
- ◆ Linaker Childrens Centre - Jan Sanders
- ◆ Merseyside Fire & Rescue Service - Maureen Justice
- ◆ Energy Saving Trust Advice Centre (ESTAC) – John Vinson
- ◆ One Vision Housing Association - Geoff McKeating
- ◆ Health & Social Care - Sharon Lees

## **1.30 NATIONAL INDICATORS AND OTHER STATUTORY PRESSURES**

- 1.30.1 Local Area Agreement (LAA): The March 2007 Local Area Agreement for Sefton adopted 11 Headline Priorities, with one these target measures being to “Reduce fuel poverty and associated suffering”. As a core stretch target there is a £800,000 reward element associated with achieving the target within the time period (this is dependent on the other targets being achieved for a sum total of £8 million reward).
- 1.30.2 The indicator is measured by the number of properties below SAP 35. SAP is the Standard Assessment Procedure which measures energy efficiency of homes, using a scale of 0-100, anything below 35 is considered extremely poor, new builds achieve over 80. Sefton’s target was to reduce this to only 10,233 properties by March 2010 (lifting 600 properties above this poor performance level).
- 1.30.3 Our results to March 2009 show we have achieved this already and even exceeded it as we can report that there only remains 9,217 properties of SAP 35 or below and we are working to reduce this number even further.
- 1.30.4 In addition National Indicator 187 measures a fuel poverty proxy, which Sefton will be required to report upon annually. It uses the two standards of SAP 35 or below (considered fuel poor) and SAP 65 (considered safe from fuel poverty concerns). However it only measures the housing of those on means tested benefits. The results for last year are:
- ◆ 7.07% households on means tested benefit with a SAP rating below 35
  - ◆ Actual Value 33.77% households on means tested benefit with a SAP rating of 65 or above
  - ◆ Based on 679 households on income related benefits for which SAP assessment has been carried out

## **1.40 FORWARD PLAN 2010 AND BEYOND**

Through the Home Energy Saving Strategy the Government is consulting on long term plans to change the key drivers for domestic energy saving and the types of action needed to achieve a 60% saving on CO2 emissions for UK Plc activities (statutory and an aspiration for an 80% cut). It is estimated that the housing market will at least have to deliver its 60% if not more of the savings *pro rata*. The actions detailed below are the anticipated models of activity planned for the future.

## **1.41 COMMUNITY ENERGY SAVING PROGRAMME (CESP)**

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- 1.41.1 In September 2008 the Government announced a package of initiatives designed to help people to reduce their fuel bills, whilst also ensuring that the most vulnerable receive help. One element of this package is the Community Energy Saving Programme (CESP). It aims to deliver around £350m of carbon saving packages in homes by 2012. This also helps tackle climate change, and CESP will contribute to the UK ambition of an 80% greenhouse gas reduction by 2050.
- 1.41.2 CESP places an obligation on energy suppliers and electricity generators to meet a CO2 reduction target by providing energy efficiency measures to domestic consumers. These measures must be delivered to households in areas with high indices of multiple deprivation in Lowest Super Output Areas (LSOA).
- 1.41.3 The Government published a list of 4,000 Lower Super Output areas that are eligible nationally, of which 30 are in Sefton. Due to the potential value of funding at stake (up to £3.5M per project) and short timescales involved, the Energy Team have made already made open contacts with utility company's to importantly present Sefton's readiness to participate with some outline ideas and profile statistics on our LSOA's. With assistance from Housing Market Renewal these have been filtered down to the most likely candidate areas.
- 1.41.4 It appears that as programmes evolve utilities will be seeking match funding from local authorities and housing associations probably up to 20-30% of the total costs.

## **1.42 MERSEYSIDE RENEWABLES & ENERGY EFFICIENCY IN COMMUNITY HOUSING (REECH)**

- 1.42.1 In September 2009 the NorthWest Development Agency (NWDA) issued a call for European Regional Development Funding (ERDF) to be allocated to Housing works for Energy Efficiency and Renewable Energy improvements. The NWDA requested bidders to form sub regional expressions of interest.
- 1.42.2 The Liverpool City Region (Merseyside including Halton) submitted an expression of interest for a programme of works totalling £22.8 million, entitled "Merseyside REECH". ERDF were offering up to 50% of the funding with the balance likely to be made up from CESP/utility funding, Housing Associations and Local Authority funds. The expression was led by Sefton and included a programme of 5,000 property improvements.
- 1.42.3 The consortia of partners included all Local authorities, many Registered Social Landlords, Universities and voluntary sector partners. Sefton have since been invited to submit a concept form to work up the proposal by January 2010.

## **1.43 LOW CARBON COMMUNITIES CHALLENGE**

The Council is supporting a bid from Formby Parish Council to access a funding call by DECC to fund community actions up to £500,000 for significant programmes of CO2 emission reduction. This is a competitive call for up to 12 projects to gain funding in England and Wales.

## **1.44 FORWARD PLANNING and FINANCIAL PRESSURES**

- 1.44.1 To date the energy team has achieved these outcomes with no core delivery budgets and limited access to any opportunity funds internally (no annual allocation in the



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Housing Capital Programme). Therefore use of external funding has been paramount to the delivery of programmes and stock improvement.

- 1.44.2 Furthermore the domestic housing part of the energy team has two housing orientated staff funded by the Council, a service level agreement with a local charity (costing £14K) and two externally funded staff by the Supporting People Programme on a fixed term contract (contract ends March 2011).
- 1.44.3 Many of the current funding streams that have allowed much of the activity are due to end this or next financial year (March 2011). So the securing of the above schemes is crucial to maintain the level of service to residents and the council. The energy team will be negotiating with key partners such as NHS Sefton, Supporting People and utilities over the next year to secure future funding

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## 2.0 PART TWO - CORPORATE ENERGY PROGRESS

### BACKGROUND

- 2.01 Since 2004 the Energy Team have been responsible for the management of all Corporate energy matters in terms of Strategy, utility procurement, Carbon (energy) reduction and water conservation.
- 2.02 During the period since the new part of the team was put in place the Council has been extremely successful in reducing energy consumption, effective savings and overall carbon reduction across the Council.
- 2.03 As projected throughout this period new Statutory Obligations have been introduced and/or are now imminent which justify the Councils approach in delivering challenges such as the new National performance framework NI's, Carbon Reduction Commitment and increased carbon targets.
- 2.04 This section of the report briefly summarises the key headline operational and strategic progress during 2008/09 through the Corporate Energy agenda.

### 2.1 SEFTON CARBON MANAGEMENT PLAN

- 2.1.1 Many organisations recognise the essential role of resource efficiency in addressing the multiple challenges of climate change that we now face. Sefton Council therefore, wanted to set an example in this respect, leading to the development of new policies, culture and technologies that can assist the Council and its stakeholders to address many challenges by reducing our own carbon emissions.
- 2.1.2 In 2006 Sefton became one of only 25% of UK Local Authorities and the first on Merseyside to develop a contemporary and relevant approach to Carbon Management.
- 2.1.3 As a Council Sefton wanted to:
- Bind together **all** the existing Council approaches and strategies which were working towards emissions reduction and integrate into the Councils performance systems.
  - Demonstrate current baseline of carbon emissions as a result of Council operations and identify key areas for savings.
  - To achieve a significant level of ownership and employee involvement in the ultimate implementation of Seftons Carbon Management Plan.
  - Secure internal funding streams or protocol to aid investment towards achieving savings.
- 2.1.4 Scope of our Carbon Management Plan (CMP): Many other LA's chose to scope their plans to only include energy. But from the beginning, Sefton had the desire to widen its scope considerably and to bring **all** its operational carbon arisings into the plan over 2 phases:
- Phase 1 (Initial Year 1 scope for CMP)
- Council owned and operated buildings (non-domestic) inc. schools.
  - Street lighting
  - Green Transport/Travel
  - Waste management

- Procurement standards

Phase 2 (after embedding period to be pursued from Year 2 onwards)

- Information Technology (equipment management)
- Fleet management
- Planning

2.1.5 Since the launch of our Carbon Management Plan we have realised added strategic and operational advantage including:

- Attraction of external funding e.g. SALIX loan fund
- Meeting external bid criteria.
- Formal Council policy - carrot and stick (enforcement).
- Assimilation into Council performance measurement.
- Early preparation for forthcoming legislative intervention i.e. Carbon Reduction Commitment and EU Buildings Directive (Display Energy Certificates)
- New National Performance Indicator NI 185 CO<sub>2</sub> LA Operations - the assessment tool is based upon Carbon Mgt Plan methodology.
- New Carbon Reduction Commitment preparedness.

2.1.6 Sefton's headline Carbon Management Plan targets are:

- To reduce our carbon emissions from Council owned and operated buildings by 2,100 tonnes in the period 2006 to 2010.
- To reduce carbon emissions through greener transport use by 12 tonnes
- To reduce our carbon emissions by increased recycling by 33,214 tonnes

Equating to a total 12% reduction in total Carbon Emissions by 2010.

2.1.7 Whilst Sefton's Carbon Management Plan represents a quantifiable strategy to reduce carbon emissions, it means a great deal more by way of outward stewardship to all our stakeholders.

2.1.8 Residents are encouraged to see the positive steps taken by their own Council to be inspired to change their own behaviour and physical environment. We back our residents up at every single step with the advice they need to make a change.

2.1.9 It seems too that Sefton's reputation as a carbon management authority has a wider reach than we expected. At the request of the British Council in October 2007 a delegation of senior government and local government officials visited Sefton to learn much more about how we are tackling our impacts on climate change by an innovative range of methods, with Carbon Management at the hub.

2.1.10 Their visit has had a real bearing on how they develop new approach in the Ukraine and our relationship as mentor has continued with Sefton acting as the EU best practice exemplar to the British Council and Embassy Projects.

2.1.11 The most recent 2007/08 quantitative update has proved that we have already reached the target our achievements for the first 2 years by delivering a progress carbon reduction of 13.26%.

2.1.12 The real intention for Sefton is to raise the bar on itself and seek to set best practice in adoption of practices and technologies to drive down its carbon emissions ever lower aided by increasingly accurate data measurement especially in overcoming data backup issues with Utilities.

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2.1.13 The Council have begun a comprehensive strategic review to take our delivery to the next level. This will include: all elements of Seftons environmental policy and operational responsibilities. The findings of this review will be presented by February 2010.

## **2.2 ENERGY AND WATER CONSUMPTION DATA MANAGMENT**

2.2.1 The key to progressive energy management is based on possession of good data to enable accurate monitoring and targeting of potential savings

2.2.2 Oil, gas and electricity data is received and entered monthly. The supply of data to appropriate personnel also acts as an enormous step towards energy awareness and should be the catalyst to other good housekeeping actions therefore, it proves to be the one of the most effective methods in achieving energy saving. It is generally quoted by The Carbon Trust that good housekeeping can save as much as 10%.

2.2.3 The principle option to enable a comprehensive and constant data supply from our current suppliers is via E-Billing. The Energy Team is currently working closely with the Finance Department and the Council's utility suppliers to assess the feasibility of e-billing for the Councils electricity and gas accounts.

2.2.4 We have been successfully running e-billing for United Utilities Water bills for all Council Civic buildings since 2008 and this has proved to be successful and supported budget monitoring.

2.2.5 A move to wider e-billing would not only enable systematic auditing of invoices to ensure reliable financial control and planning but also free up time for other proactive energy savings work including individual site surveys and advice.

2.2.6 There is also an industry accepted relationship between higher quality of data and tendered prices. To this end, e-billing is allows the incumbent or potential supplier to accept the data for our whole asset portfolio 'as is' because reduced data errors in turn reduces their risk in tendering. E-billing also helps ensure firmer adherence to 28 day payment terms, again giving less cash flow risk to suppliers.

2.2.7 In order to further support the role of e-billing, the energy team are beginning to roll-out a reporting portal. This function allows sites to enter their meter readings through a website portal which automatically checks for anomalies and then uploads the readings onto the energy team database.

2.2.8 This new source of data and the ability to check the information provided against programmable benchmarks, strengthens the data used for remits such as the CRC, DEC's and NI's.

## **2.3 UTILITY BILL MONITORING AND RECONCILLIATION**

2.3.1 Invoice validation had proved very cost effective uncovering errors ranging from incorrect tariffs to incorrect charging of Climate Change Levy. These savings amount to circa £900K to date with several sites still at detailed query stage.

2.3.2 Efforts in resolving queries, frequently several years old, have proved very positive. Working closely with the relevant accounts departments, site managers and visiting sites to obtain accurate meter readings - has made it possible to reconcile invoices.

- 2.3.3 Sefton's Energy Team is addressing the issue of estimated site invoices. In order to further support the role of e-billing, the energy team are beginning to roll-out a reporting portal. This function allows sites to enter their meter readings through a website portal which automatically checks for anomalies and then uploads the readings onto the energy team database.
- 2.3.4 This will ensure sites are paying for what they use, facilitate accurate financial forecasting and enable correct energy monitoring and targeting for each site.
- 2.3.5 The work undertaken to build a reliable energy management database (Systemlink) over the last 12 months has added value to the reporting function in relation to energy consumption and savings targets. Systemlink has the facility to produce various reports, from single site data through league tables and importantly requisite National Indicator and CAA reports including Use of Resource assessment.
- 2.3.6 Work is also being undertaken to review the current banding of Sefton's sites under the new Surface Water charging model introduced by United Utilities. Working with the consultancy firm, Hanover partnerships, the energy team have been able to interrogate and correct boundaries proposed by United Utilities, resulting in refunds for those sites effected. A full report detailing refunded monies to Sefton will be scheduled for Cabinet Member review in the new year.

## 2.4 UTILITY PROCUREMENT

- 2.4.1 A report was submitted to Cabinet on 11 June 2009 detailing the results of the contract price renewal exercise for the supply of gas and electricity to multiple properties and Street Lighting within the boundaries of Sefton Council for the period 1 September 2009 to 31 August 2011.
- 2.4.2 The officers of the Energy Team tracked the trading markets daily during the period up to May 2009 seeking the optimum period to purchase utilising the in-house designed E-Procurement protocol. During this period the general trend of the energy markets was generally, except for small peak fluctuations.
- 2.4.3 The global economic downturn and its subsequent effect on anticipated energy requirements has been a major contributing factor to the continued reduction in energy prices.
- 2.4.4 Due to prudent timing of this procurement round the Council was afforded advantage of lower prices. A summary of the prices/tariff rate offer and percentage decreases are detailed below:

**Gas** (Scottish and Southern): - 32.37% (average price decrease against 08/09 contract)

**Electricity** (ScottishPower): - 28.92% (average price decrease against 08/09 contract)

**Note:** This reduction is spread over financial years as the contract runs from 1 September to 31 August each year. These figures refer to the energy contracts only and do not relate to financial budgets, forecasts or actual payments. It should also be noted that each directorate will have a proportionately different percentage increase due to make up of buildings portfolio.

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- 2.4.5 There will be changes in energy management and procurement with the advent of carbon trading which will require new skill sets for Councils. The new arrangements will run to the expiry of the current supply contracts and during this time the Council will evaluate the impact of new statutory requirements and Government recommendations in procurement of energy through consortia e.g. OGC. Further reports on this will be presented to Members in due course.
- 2.4.6 Going forward there are many factors that are likely to facilitate prices increase in the energy markets such as an up turn in the world economy, tightening on Carbon Trading, issues in nuclear production and weather uncertainty. However, there are very few influences to create a reduction in prices that have not already been factored in. Although energy prices are extremely unpredictable it is felt by many specialists that energy prices have hit the bottom of the trend.

## **2.5 DISPLAY ENERGY CERTIFICATES**

- 2.5.1 From 1<sup>st</sup> October 2008, occupiers of buildings over 1000m<sup>2</sup> with public access will need to display a Display Energy Certificate (DEC). A DEC is an energy efficiency rating from the building on a scale of 'A to G' and must be renewed annually.
- 2.5.2 This obligation was introduced by law and is enforced by Trading Standards Officers in accordance with the EU Energy Performance of Buildings Directive (EPBD) guidelines.
- 2.5.3 The legislation also enforces the requirement to have an accompanying advisory report that informs the occupiers of opportunities to improve on their rating. This report, known as an Energy Performance Certificate (EPC), will be required if a building is for sale, rent or is a new construction. This EPC is currently being used by DCSF in a research project at Freshfield Primary school in an attempt to improve the building's energy consumption.
- 2.5.4 All qualifying sites were issued with their first DEC and advisory report last year and are currently being issued with their report for the next 12 months.
- 2.5.5 The main aim of this EU programme is to reduce the amount of carbon emissions produced by our non-domestic buildings. It is hoped that the scheme will also encourage people to consider the efficiency of equipment and materials when embarking on a new construction or refurbishment of an existing property.
- 2.5.6 A review of the performance of Sefton's portfolio will be carried out once all sites have been issued with their new certificate.

## **2.6 WATER SAVINGS PILOT PROGRAMME**

- 2.6.1 Sefton's Energy Team have embarked upon a pilot research project with United Utilities in an attempt to prove water savings in schools. The project is being delivered by Aqualogic and funding will come from United Utilities.

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- 2.6.2 We have identified 22 sites within Sefton and the aim of the project is to significantly reduce water consumption within a 24 month period within a budget of approximately £ 2 per pupil.
- 2.6.3 The figures so far show a potential average reduction of 40% with most sites presenting a payback of less than 8 months. The monitoring period will begin on installation and continue for a period of 2 months. After this monitoring period is completed a report will be produced identifying the performance of the technologies selected and their suitability for other sites.

## **2.7 SALIX**

- 2.7.1 In April 2007 Salix Finance Ltd provide a grant of £50K to pump prime an energy efficiency programme affecting all components of Sefton Council's buildings, initially in Civic/Admin buildings. The Council matched this grant to make up the total 'invest to save' ring-fenced fund of £100K.
- 2.7.2 Monies to implement energy saving projects have been provided by this new fund through interest free internal 'loans'. Loans are repaid by using a minimum of 75% of annual savings gained by the building/portfolio. Once the project loan has been repaid into the fund, the project recipient will of course continue to benefit from the energy savings in years to come. As these repayments have been recycled back into the fund they have become available for re-investment, in a self-sustaining energy efficiency investment fund.
- 2.7.3 From energy audits carried out on the major buildings occupied and or owned by the we have identified and implemented a number of energy saving projects examples listed below:
- Bootle Town Hall - roof insulation
  - Crown Buildings - boiler
  - Good Shepherd - cavity wall insulation
  - Bootle Town Hall - roof insulation voltage optimisation
  - Pendle - cavity wall
  - Various Sites - water heater controls
- 2.7.4 Since the first tranche of investment in 2007, the schemes have already established £441K of lifetime energy and 2,800 tonnes of carbon savings to the Council.
- 2.7.5 Due to the strength and success in delivery of SALIX in Civic Buildings we hope to expand the scope of the fund to match fund and potentiate other areas such as Street Lighting and Signals to achieve net savings.

## **2.8 CARBON AND WATER SAVINGS STAFF CAMPAIGN**

- 2.8.1 The Energy Team plans to launch its revised Waste Busters energy and water saving campaign in 2010. The Carbon Trust estimates that organisations can save up to 10% by implementing an awareness campaign and this equates to a saving of more than £ 800,000 for Sefton Council each year, if effectively applied.

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- 2.8.2 Support from top down is pivotal and should be visible to all staff in the organisation in order to ensure it successfully embeds into the organisational culture. The Energy Team plans to obtain this top-level support before the campaign is rolled out and will consider providing training materials for the in-house management training scheme and new-starter induction.

## **2.9 SUSTAINABLE SCHOOLS**

- 2.9.1 The Energy Team is supporting Children Schools and Families (CSF) in delivering the Sustainable Schools framework to Sefton's schools. The framework is a Government initiative aimed at embedding sustainable development in school practices and will be subject to OFSTED reporting in the future.
- 2.9.2 Through helping CSF identify ways in which to address energy and water saving on a curriculum, campus and community level, we are ensuring that our schools are exemplars to others. Schools such as Marshside and Ainsdale St Johns have been cited by the CSF and Community groups as examples of best practice and continue to inspire other schools in this area.
- 2.9.3 Our work on this framework has now developed to support Governors, Councillors and Parent Groups in encouraging sustainable behaviour and decisions at school and in the community. This work reflects in the schools budgets also as reducing energy means financial savings.

## **2.10 LEISURE SERVICES DEPARTMENT**

- 2.10.1 The Energy Team have been working closely with Sefton's Leisure centres for several years and have helped them achieve high scores on the Energy and Environmental sections of the QUEST assessments. In the past few months, this support work has been given new direction and an improvement plan has been developed.
- 2.10.2 The Energy Team are in the process of completing energy surveys at all of the leisure centre sites and will produce a report detailing all improvements that can be made and targets to aim for in the future such as renewable energy options.
- 2.10.3 The Energy Team has produced a bespoke energy policy for each site detailing reduction targets and pledging monitoring of consumption.
- 2.10.4 A full bill audit is in the process of being carried out to ensure the utility companies are charging at the correct rate and the readings are accurate.
- 2.10.5 A full training pack was issued to all centres for their induction procedures and staff development. When the new Waste Busters campaign is completed, this will replace the training pack to ensure that the message is renewed and kept interesting.
- 2.10.6 All leisure centre sites will be able to submit their meter readings electronically now through the training given by the Energy Team on how to use the portal.

## **2.11 EU EXEMPLAR: SEFTON - UKRAINE**



- 2.11.1 In October 2007 Sefton originally welcomed an official delegation from Ukraine, whom as part of a British Council programme, were visiting the UK to see how national and local government are addressing the challenges of climate change through energy efficiency and renewables. This was a very positive visit for the Ukrainian delegation and they especially enjoyed their time in Sefton, welcomed by the Mayor, visiting examples of excellent practice including the Eco Visitor Centre, the new Splashworld and St Jeromes School.
- 2.11.2 On the strength of this, Sefton's Energy Team were invited to represent the UK and EU perspective as exemplars and participate in a regional seminar under the project "Regional Campaign on Energy efficiency", a two year public diplomacy project, implemented by the British Embassy and the British Council in Ukraine.
- 2.11.3 The aim of the project was to raise awareness among local authorities and local communities in Ukraine of the benefits of low-carbon, energy-efficient utilities, and to assist them to access EU and British schemes and expertise.
- 2.11.4 This was done through two visits arranged by the British Council, the first was in February 2008. Where a member of the Energy Team attended the first regional seminar in Kharkiv, Ukraine. This brought together Ukrainian city authorities, scientists and media to address issues of communal energy efficiency and urban environment.
- 2.11.5 The programme then progressed to a large conference on 15 and 16 May 2008, hosted in Sudak on the southern Crimean coast. Where we returned to present a paper relating Sefton's experiences in energy, carbon and renewables in light of current and forthcoming EU legislation. This generated a great deal of interest and discussion including for example, strong interest in our Southport Eco Visitor Centre that would be something the regional Crimean Government wish to replicate.
- 2.11.6 Finally in March 2009, the British Embassy and BBC World Service visited Sefton on a follow up media tour, bringing both Ukrainian National TV Channels to produce a documentary on UK/EU best practice, demonstrated by Sefton in energy and renewables.
- 2.11.7 Whilst the EU Exemplar project has now ended, the exchange of ideas has left strong friendships and continued dialogue especially with Kharkiv City Council in the North of Ukraine and new contacts in Sudak and Crimea in the South. Overall, this experience has put Sefton Council as a beacon of good practice at an International level.

## **2.2 FORWARD PLAN 2010 AND BEYOND**

- 2.2.1 There are developing pressures facing the Council which will require even greater response to be made, with the common driver of mitigating climate change through reducing carbon emissions and water consumption.
- 2.2.2 Clearly the impacts and plans in response to the risks and opportunities of these challenges will be brought before members in due course. However, the developing issues include:
- CRC Carbon Reduction Commitment
  - Increasing pressures on water charges
  - More stretching Carbon Savings Targets developing

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- Measurement of progress via NI 185 and NI 188
- Stability of energy supply markets and future increases.
- Council ability to invest to save and achieve available carbon/revenue savings
- Expansion of DEC requirements

## **3.0 PART THREE - ECO EDUCATION SERVICES**

- 3.01 The award winning Southport Eco Visitor Centre provides fun, hands on, environmental education visits for school groups. The classroom at the Centre was been fitted with a range of impressive equipment and has been open for visitors for over 4 years. In this time over 11,000 children and accompanying teachers, have been educated and inspired to do their bit, no matter how small, for the environment.
- 3.02 Whilst the in house educational sessions are the core service of the centre, this expertise on the rapidly growing agenda of environmental education and awareness across all ages and groups has afforded the Team opportunities to develop far broader interventions and types of education work across Sefton. The key highlights in 2008/09 are appraised below:

## **3.1 MENU DEVELOPMENT**

- 3.1.1 The educational visit programmes were developed from scratch to meet the needs of teachers in school, particularly to fit closely with the National Curriculum in Key Stages 2 and 3. Visits are packed with innovative, interactive activities and really have the 'wow factor'.
- 3.1.2 Because of this they are memorable with the visiting children, ensuring the environmental lessons learned stay with them for a long time after their actual day with us. The educational officers ensure, therefore, that all visiting children go away aware of simple things they and their family can do for the environment here in Sefton and how it helps the greater challenges of climate change.
- 3.1.3 There are now a core of 13 menu educational days for schools to choose and enjoy covering a very wide range of environmental topics including:
- Energy Saving, Renewable Energy
  - Climate Change
  - Water Conservation
  - Environmental Issues in the News
  - School Travel Plans, Transport Issues
  - Coastal Management
  - Eco-Schools
  - School Council Seminar
- 3.1.4 All days are National Curriculum and Qualifications and Curriculum Authority linked, allowing teachers to use them to effectively complement work being done in their schools. The days link effectively with a range of subjects including Citizenship, Geography, Science and Information Technology. This is an added advantage with preparedness and up front compliance with the new UK National Curriculum links to Climate Change introduced in 2009.
- 3.1.5 Feedback is always excellent from teachers, children and accompanying adults and return visit rates are high. Some comments made by teachers include:

“Absolutely fantastic – children were engaged, focussed and active learners! Very impressed with differentiation – all abilities able to be involved”

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“The visit to the Eco Centre was exactly what we wanted to help the school council understand how and why we should aim to reduce energy waste and recycle more. We came away with lots of ideas for projects we can work on to make our school more ‘environmentally friendly’. A really worthwhile trip!”

- 3.1.6 Upon return to school it is commonly fed back that children (and teachers) have been full of enthusiasm as a result of their day at the Centre, which has led to positive knock-on effects in school and the wider community.
- 3.1.7 These important initiatives are already planned for expansion in number and variety with a wider selection of educational programmes on offer to schools. The diary is already busy with both regular visitors and new schools for the current academic year, some choosing favourite days which they know fit in perfectly with their curriculum back at school, others keen to try the new days we have on offer.
- 3.1.8 Menus are currently being re-developed to take into account that many schools are currently embracing the new ‘Creative Curriculum’ for 2010. There is also potential to add new themed days, particularly based on the positive evaluations from visiting schools when we have been asked to focus on something not currently noted in the existing menus (Weather & natural disasters, renewable energy pro’s and con’s debate etc). We are currently approaching a variety of schools to get a better understanding of which avenues schools are going down with regard to creative curriculum.

## **3.2 IMCORE (INNOVATIVE MANAGEMENT FOR EUROPE’S CHANGING COASTAL RESOURCE)**

- 3.2.1 IMCORE is funded under the Interreg IVB programme, the €6m IMCORE project will be led by the Coastal & Marine Resources Centre in University College Cork until its end in 2011. Sefton are one of the key Partners in this.
- 3.2.2 There is an urgent need to increase our capacity to respond to the Ecological, Social and Economic impacts of climate on the viability of coastal sectors such as fisheries and aquaculture, ports and shipping, marine recreation, and the defence of coastal communities from flooding and erosion.
- 3.2.3 To date, most attention has been focused on predicting the types and rates of change likely to occur but what is needed now is a method to identify the adaptation measures that need to be applied to coastal use and management.
- 3.2.4 Through IMCORE, Sefton wish to develop an adaptation strategy for the coast and to achieve this we need to be able to have an informed debate with stakeholders. This means that we need to understand the implications of coastal change (including climate change) upon the future evolution of the coast and need to be able to communicate the key issues and processes to stakeholders (including young people) before developing the adaptation plan.
- 3.2.5 The Energy Team's role is to develop understanding and learning of social, environmental and economic aspects of the coast. We are responsible for input into the implementation of on-site interpretation both in the form of guided walks and on-site displays, presentations to local interest groups, Councillor briefings and delivery

of educational materials in partnership with other key local partners. Educational materials would also be presented to local teacher training colleges to encourage use.

3.2.6 Good progress is being made, working closely with the coastal defence team to produce an interactive resource to help local children grasp the concepts of protecting Sefton's coast facing climate change, through both adaptation and mitigation. Study tools are being developed for primary and secondary students, backed up with cross curriculum linked lesson plans/curriculum links to a variety of key stages in the following areas:

- Coastal processes
- Climate Change
- Sea level rise and increased storminess
- Warmer, wetter, winters and hotter, drier summers
- Mitigation
- Adaptation

3.2.7 We have already held a successful IMCORE themed day at the centre, where 5 schools from different wards in Sefton were invited to work together. The resources are targeted for delivery in all Sefton schools in Spring 2010. An adult education resource and the promotion of a new (IMCORE subsidised) Eco Centre IMCORE day will follow

### **3.3 SCHOOL VISITS TO CENTRE**

3.3.1 Excellent progress in developing links with new schools whom have now previously utilised the service of the centre, many from out of the Sefton area and creating repeat bookings/income.

3.3.2 During the period April 08-July 09, due to maternity leave the centre only had 1/2 an officer in place to run classes. However, still achieved a solid level of service:

April 2008 – Dec 2008:	1,175 pupils
Jan 2009 – Nov 2009:	1,443 pupils

3.3.3 A high number of bookings have already been taken for 2010. Many schools have also identified the centre for potential alternative curriculum activities, particularly amongst disaffected pupils.

### **3.4 REVISION OF EDUCATIONAL DISPLAYS**

3.4.1 New designs have been drawn up, with more focus on interactive features, in an attempt to not only expand engagement with visiting pupils, but also the visitors to the centre using the park and ride facility to engage and communicate the developing issues around climate change.

3.4.2 The Energy Team are currently working with a number of partners (Costal Management, STPU, Cycle England) to address needs and to identify secure methods of funding the update work.

### **3.5 SEFTON YOUNG ECO CHAMPION**

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- 3.5.1 Inspired by the many amazing young people who have visited for educational visits, the Eco Centre first set out in 2008 to reward Sefton pupils who were setting an example to others with their environmental ideas, actions and enthusiasm. We particularly sought one Sefton 'champion' who exemplified an ongoing commitment to caring for their local environment.
- 3.5.2 Sefton's Young Eco Champion had to be someone who cared about the environment and takes action to improve theirs. They must be an inspiration to others by demonstrating how we all can 'do our bit' to make a difference.
- 3.5.3 Candidates could be exceptional members of a school eco club or might have set an example to others in the 'green' way they live their lives - basically, they needed to 'go the extra mile' for the environment, setting a good example for others and thinking of innovative ways of playing their part in caring for the planet.
- 3.5.4 When in post, the winner receives support in writing a termly 'diary' of eco tips which are included on Sefton Council's website for their year as Sefton's Young Eco Champion.
- 3.5.5 Following on from the success of last years appointment whom won national awards for his efforts, the 2009 competition was opened up to all schools in the borough whom were invited to nominate pupils who demonstrated a commitment to the environment and an understanding of how their work supports broader green issues.
- 3.5.6 Winners were chosen in 8 categories to tie in with the sustainable schools framework including team of the year, energy and water, and travel and traffic - with John Shaw scooping the overall prize of Sefton Young Eco Champ.
- 3.5.7 The new Champion, John Shaw of Crosby High has been following in his predecessors footsteps and actively promoted his work via a number of channels (presentations, website blog, local press) and is actively engaged with the centre. Furthermore, Energy Team staff are currently engaged with all those shortlisted for the award to create avenues for good eco promotion.
- 3.5.8 A Champions Reunion Event for all the category winners is planned for January 2010, where all councillors from the schools wards will be invited to participate and learn more about what the children are doing.

## **3.6 USE OF CYCLE TOWN/CYCLE PARK FOR VISITING SCHOOLS**

- 3.6.1 Visitors to education sessions are now being encouraged to use the new cycle storage provision at the centre. We are currently working with the Cycling Touring Club and Greenbank High School, where the pupils will all travel to the school via cycle and take part in a transport alternatives/school travel plan workshop.

## **3.7 OUT-REACH TO SCHOOLS AND OTHERS**

- 3.7.1 Outreach work in a number of schools, in support of sustainable schools and even some requests from out of the borough, creating potential future bookings and allowing better networking to increase the educational profile of the centre. In some cases this includes setting up and supporting Eco Teams within Sefton schools.

## **3.8 NON SCHOOL/COMMUNITIES WORK**

- 3.8.1 In recent months we have built on non-school/community use of the centre, including Youth Clubs and Young Carers. We have also been actively involved with Merseyfire (a charitable extension of the fire brigade) and the Bright Sparks campaign working with volunteers aged 16-25 who are neither employed nor involved in education and training to develop an innovative session based on energy awareness. The first session was a great success, and has led to future bookings in early 2010.
- 3.8.2 We are also currently in liaison with Energy Projects Plus, to deliver a variety of education sessions to community groups, with an initial 'stall' set up on the public concourse in an attempt to consult and understand what areas people are interested in and where current gaps in knowledge/delivery exist. We also plan to hold a session with chairs of governors to enable better understanding of their role in the sustainable schools framework.

## **3.9 FORWARD PLAN 2010 AND BEYOND**

- 3.9.1 The new Sustainable School framework and Creative Curriculum creates a great deal of opportunity to build on the existing menu and look at developing it further. However, there are a number of issues to be overcome at this stage:

- Outdated classroom equipment, in urgent need of refresh and is impeding development/quality of services
- Need to identify a key figure in CSF to enable the Councils approach to the sustainable school framework within schools at a curriculum level
- Eco centre currently has separate website, which attracts new schools and could be used to more potential, to be supported by ICT.

### 3.9.2 Potential Plan/Ideas

- Production of termly Eco Magazine, working with schools/youth groups
- Podcasting via website to communicate all issues for schools and communities on climate change.
- Better links with local business to promote centre and to enable them to address their own carbon footprint
- Events to invite pupils who have visited prior to come in with parents so they can take the role of 'educators'
- Expanded use of the Eco Classroom outside core school hours.

## **4.0 RECOMMENDATION(S):**

- (i) That Cabinet Members note this report for information
- (ii) Members congratulate the various external cross sector partners in delivery of activities in this report.

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# Agenda Item 8

**REPORT TO:** CABINET MEMBER - TECHNICAL SERVICES  
CABINET

**DATE:** 16 December 2009  
17 December 2009

**SUBJECT:** Funding for Transport Asset Management

**WARDS AFFECTED:** All Wards

**REPORT OF:** A. Wallis – Planning and Economic Regeneration  
Director

**CONTACT OFFICER:** R S Waldron, Assistant Director – Transport and  
Spatial Planning  
0151 934 4235  
K. Davies, Principal Officer LTP Co-ordination  
0151 934 4260

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To seek approval to include the Capital funding received from the Department for Transport into the 2009/10 Transportation Capital Programme and to identify revenue spending associated with a revenue element of the Department for Transport funding.

**REASON WHY DECISION REQUIRED:**

Approval of the grant funding into the identified programme will assist Sefton Council in developing its asset management capacity for its highway assets.

**RECOMMENDATION(S):**

It is recommended that:

- i) Cabinet Member – Technical Services notes the content of this report
- ii) Cabinet approve the inclusion of the Capital funding from the Department for Transport into the 2009/10 Transportation Capital Programme

**KEY DECISION:** No

**FORWARD PLAN:** Published

**IMPLEMENTATION DATE:** None

**ALTERNATIVE OPTIONS:**

There are no alternative options available.

**IMPLICATIONS:**

**Budget/Policy Framework:** None

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**Financial:** The funding from the Department for Transport is set out below, split between Capital (£69.1k) and Revenue (£50k).

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>
Gross Increase in Capital Expenditure		£69.10k		
Funded by:				
Sefton Capital Resources				
Specific Capital Resources		£69.10k		
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure	£10k	£40k		
Funded by:				
Sefton funded Resources				
Funded from External Resources	£10k	£40k		
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:** None.

**Risk Assessment:** N/A

**Asset Management:** N/A

## **CONSULTATION UNDERTAKEN/VIEWS**

**FD - 249** The Finance and Information Services Director has been consulted and his comments have been incorporated into this report.

- Officers of the Planning and Finance Departments.

**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		√	
<b>LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT</b>				

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## **1.0 Background**

- 1.1 For some time, the Department for Transport has encouraged local authorities to develop an asset management approach to managing their highway networks and to draw up and implement Transport Asset Management Plans (TAMPs).
- 1.2 Good asset management requires a thorough understanding of the assets under management with the collection of inventory and condition data being an essential element of this. These highway assets include carriageways, footways, bridges and other highway structures, street lighting and signage.
- 1.3 In July 2008, the Department for Transport invited all local authorities to apply for funding to assist them in gathering important inventory information in respect to the condition of their highway assets.

## **2.0 Transport Asset Management Funding**

- 2.1 In February 2009, the Department for Transport informed Sefton Council that it had been granted capital funding of £69,100 and revenue funding of £50,000 to assist in the development of its asset management capability for its highway assets. The funding is specifically intended to assist Sefton Council with the building of its highway asset inventory and analysis capability. This work will be crucial in enabling Sefton Council to comply with changes in local authority accounting for highway assets which are due to come into force in 2012 and in the development of a Transport Asset Management Plan for Sefton Council's transport assets.
- 2.2 It is proposed that Cabinet approve the inclusion of the £69.10k capital funding into the 2009/10 Transportation Capital Programme. The report to Cabinet Member –Technical Services on 2 December 2009 recommended approval of work being carried out to develop Sefton Council's asset management capability for its highway assets subject to the approval of this funding into the 2009/10 Transportation Capital Programme. Given the start date for the project, it is probable that this capital funding will not be required to be spent until 2010/11.
- 2.3 The work has not yet begun but it is intended to commission Capita Symonds to undertake this work in the near future. The work is not covered by the partnership contract, and as a result, the revenue element of the Department for Transport grant will be required to fund the fees paid to Capita Symonds to carry out the work. The work is scheduled to commence in January 2010 with a planned revenue spend of £10k in 2009/10 and £40k in 2010/11.
- 2.4 The actions proposed for developing the Sefton Council's asset management capability in line with the DfT funding application are as follows:
  1. Review of existing data - availability, extent, coverage, where the data are held and in what format

2. Consolidation of the existing data where possible - i.e. combine systems where data are held in compatible formats
3. Development and review options for a fully integrated system to contain/hold all the data - assess feasibility of delivering and operating such a system
4. Identification of existing gaps in the data - i.e. where data is not available or is held in incompatible format
5. Prioritisation of the areas where there are gaps in the data to identify those that are most important to collect/resolve
6. Preparation and implementation of a programme for collecting/modifying data to plug the gaps identified in 4 and based on the priorities agreed in 5.

2.5 The inclusion of the capital funding into the Transportation Capital Programme and the carry over of an estimated £40k of the revenue funding into 2010/11 will enable this important work to be carried out and so assist Sefton Council in the development of its Transport Asset Management Plan. All spend will be contained within the programmes concerned and progress in respect to the project will be reported to future Cabinet Member – Technical Services meetings.

### **3.0 Recommendations**

It is recommended that:

- i) Cabinet Member – Technical Services notes the content of this report
- ii) Cabinet approve the inclusion of the Capital funding from the Department for Transport into the 2009/10 Transportation Capital Programme

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# Agenda Item 9

**REPORT TO:** Cabinet Member Technical Services  
Cabinet Member Performance & Governance

**DATE:** 16<sup>th</sup> December 2009  
20<sup>th</sup> January 2010

**SUBJECT:** Regeneration & Technical Services Departmental Service  
Plan Monitoring – 2009/10 Quarter 2 review

**WARDS AFFECTED:** All

**REPORT OF:** Mike McSorley, Head of Regeneration and Technical  
Services

**CONTACT OFFICER:** Michelle Knox  
Tele: 0151 934 4247  
e-mail: michelle.knox@technical.sefton.co.uk

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To update the Cabinet Member on the performance for the Regeneration & Technical Services Department for 2009/10, with particular regard to the Service Delivery Plan.

**REASON WHY DECISION REQUIRED:**

Cabinet resolved that reports on performance would be made to each Portfolio on a 6 monthly basis and subsequently considered by the Cabinet Member of Performance.

**RECOMMENDATION(S):**

It is recommended that the performance against the targets in the Service Delivery Plan is noted.

**KEY DECISION:** No

**FORWARD PLAN:** No

**IMPLEMENTATION DATE:** Following the expiry of the call in period for the minutes of this meeting

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**ALTERNATIVE OPTIONS:**

No alternative options have been considered, as it is a corporate requirement to report performance as per this report.

**IMPLICATIONS:**

- Budget/Policy Framework:** None
- Financial:** There are no direct financial implications to this report.
- Legal:** Legal implications are considered in setting performance targets and during service delivery.
- Risk Assessment:** Not monitoring performance is considered to be a high risk and therefore performance reporting is carried out on a monthly basis within Teams, quarterly at Management Team and bi-annually to Cabinet Member with ad-hoc reports to address performance issues as required.
- Asset Management:** Asset Management implications are considered in setting performance targets and during service delivery.

**CONSULTATION UNDERTAKEN/VIEWS**

Discussion has taken place with each division in the department during the compilation of this report and their views incorporated.

**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	✓		

**LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT**

Technical Services Department Service Plan 2009/10



## **1.0 INTRODUCTION:**

- 1.1 The Council's performance management framework requires Cabinet Members to receive performance reports on their portfolio for consideration and comment.
- 1.2 This report is a six-monthly update report for the Regeneration & Technical Services Department, for the period April to September 2009. The report encompasses the full range of technical services as delivered by both the department and under the Sefton/Capita Symonds partnership. The report also updates on services provided by the transportation section of Planning & Economic Regeneration, for which work undertaken by the Sefton/Capita Symonds partnership is a major contributory factor in successful delivery
- 1.3 This report makes reference to the performance reports of the Corporate and Departmental Plans, as obtained from the Council's SPRINT system (see Appendix A)

## **2.0 PROGRESS**

Details in relation to progress against specific Corporate and Departmental Service Plan actions can be found in the attached SPRINT report, with further details provided as follows. However, the following additional details in relation to progress of specific activities should be noted

### **Regeneration Projects**

- £10k of pre-development funding expended on the Dunnings Bridge Rd Public Realm Project; future progress is subject to outcome of ERDF application
- Some landscaping work to be completed at the Water Centre, prior to actual opening.
- Report from Scottish Power complete on proposed new Primary Sub Station on Southport Business Park; design works are also complete, and planning aspirations approved.

### **Southport Eco Centre**

The overdue refresh of IT equipment at the Eco-centre has been raised at the ICT Operational User Group, with the impact of negative feedback from customers highlighted. An urgent request for a new multi-function device has also been raised.

### **Display Energy Certificates (DEC)**

The Project Instruction Document is complete, and Capita Symonds have provided additional service to mitigate delays in programme; now back on course to ensure all qualifying buildings have a valid DEC by March 2010.

### **Road Safety**

The road safety data for Jan to Sept 09 have now been published, with the reported number of people killed or seriously injured (KSI) at 69; the resulting outturn for the year therefore can be estimated at 92, which is above the target figure of 85. However, it should be noted that the reported figure is subject to change; it can only be confirmed once police records have been fully reviewed, and revised if necessary (and the fully verified outturn for 2009 will be formally published by DfT in Sept 2010).

An upward trend in KSI has been previously recognised by Merseyside Police, and robust enforcement procedures have now been put in place, but it will take several

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more months of casualty figures before it is established whether this is having the anticipated effect.

## **SMBC/Capita Symonds Partnership**

- 1<sup>st</sup> of October marked the first anniversary of delivery of Technical Services by Capita Symonds, including Architectural, Building Maintenance, Engineering Design, Property management, Highway Management, Drainage and Street Lighting services.
- All services are monitored regularly, and progress, workload, issues etc discussed at monthly Working Group meetings, involving the relevant Capita Symonds and Client Team officers.
- In addition, performance against specific indicators is monitored on a monthly basis, with reporting of actual performance delivered against agreed service levels presented to the Technical Services Operational Board (TSOB).
- A workshop took place on 2<sup>nd</sup> November to review progress of the partnership over the first year, identify concerns, and future aspirations. The workshop was well attended by all members of the Client Team, Capita Service Leads, a wide variety of Stakeholder Clients, and the Technical Services Cabinet Member. There was a high level of interaction and contribution from all, and action plans are now being formed as a result of the information from the workshop.

### 3.0 NATIONAL INDICATORS (NIs)

The following are the NIs whose annual outturn results are influenced by the work delivered through Technical Services, either directly or through partnership working with members of PERD, EPD and Capita Symonds. The following list updates on the most recent confirmed outturn information available. All of the NIs are formally reported on an annual basis, and, for the majority, data is only calculated annually.

NATIONAL INDICATORS UPDATE						
The Controlling Department for the following NIs is PERD; however they are reported here as they are indicators with an outturn that is directly affected by the delivery of work undertaken by the SMBC/Capita Symonds partnership.						
NI No. & Details	Reporting Org.	Preferred Outcome	Recent Annual Outturns:			Notes
			2006/07	2007/08	2008/09	
47 (LAA) People killed or seriously injured in road traffic accidents	DfT	↑↑	1.8% <i>(Jan 04 – Dec 06)</i>	10.2% <i>(Jan 05 – Dec 07)</i>	-2.1% <i>(Jan 06 – Dec 08)</i>	DfT published the confirmed 2008 calendar year data in September 2009, actual number of people KSI in 2008 = 100. Current estimated 2009/10 outturn @ 2.8%*, against a target of 5.2%. (*Estimate based on actual KSI numbers for Jan-Sept 09, which are still subject to verification)
48 Children killed or seriously injured in road traffic accidents	DfT	↑↑	2.1% <i>(Jan 04 – Dec 06)</i>	8.5% <i>(Jan 05 – Dec 07)</i>	0.0% <i>(Jan 06 – Dec 08)</i>	DfT published the confirmed 2008 calendar year data in September 2009, actual number of children KSI in 2008 = 17. Current estimated 2009/10 outturn @ -4.7%*, against a target of -4.7%. (*Estimate based on actual KSI numbers for Jan-Sept 09, which are still subject to verification)
167 (LAA) Congestion – average journey time per mile during the morning peak	DfT	↓↓	4 mins, 14 sec. <i>(Sept 06 – Aug 07)</i>	4 mins, 2 sec. <i>(Sept 07 – Aug 08)</i>	Not yet available <i>(Sept 08 – Aug 09)</i>	DfT published the confirmed data for academic year Sept 07-Aug 08 in August 2009. NB – The latest outturn figure relates to Merseyside as a whole.
175 Access to service and facilities by public transport, walking & cycling - This indicator can be disaggregated into a number of different areas of impact; 2 specific areas of impact have been selected for assessment of this indicator						
175a Economic impact: Workless residents within 30min of major employment location by public transport	DfT	↑↑	No info available	78% <i>(Apr 07 – Mar 08)</i>	77% <i>(Apr 08 – Mar 09)</i>	DfT published the confirmed data for the financial year April 08-March 09 in August 2009. NB – The latest outturn figure is reported as part of the joint local transport plan, and relates to Merseyside as a whole.

175b	Economic impact Education: NEET 16 - 18 year olds within 30min of post 16 educational establishment	DfT	↑↑	No info available	82% <i>(Apr 07 – Mar 08)</i>	84% <i>(Apr 08 – Mar 09)</i>	DfT published the confirmed data for the financial year April 08-March 09 in August 2009. NB – The latest outturn figure is reported as part of the joint local transport plan, and relates to Merseyside as a whole.
176	Working age people with access to employment by public transport	DfT	↑↑	88% <i>(Jan-Dec 2006)</i>	83% <i>(Jan-Dec 2007)</i>	82% <i>(Jan-Dec 2008)</i>	This indicator has no input from the LA, it is, calculated and input directly by the DfT via information received from local transport authorities. DfT published the confirmed 2008 calendar year data in August 09.
177	Local bus passenger journeys originating in the authority area	ITA (through LA)	↑↑	153.8 million  <i>(Apr 06 – Mar 07)</i>	147.7 million  <i>(Apr 07 – Mar 08)</i>	148.7 million  <i>(Apr 08 – Mar 09)</i>	This indicator has no direct input from the LA, outturn is for the Merseyside region as a whole, with data confirmed and produced in July '09 for the latest financial year (April '08 to March '09) by the Integrated Transport Authority (Merseytravel)
178	Bus services running on time - This indicator is measured in two different ways: the percentage of non-frequent buses on time; and the average excess waiting time for frequent services.						
178a	Proportion of services running on time	ITA (through LA)	↑↑	75.2%  <i>(Apr 06 – Mar 07)</i>	77.1%  <i>(Apr 07 – Mar 08)</i>	80.6%  <i>(Apr 08 – Mar 09)</i>	This indicator has no direct input from the LA, outturn is for the Merseyside region as a whole, with data confirmed and produced in July '09 for the latest financial year (April '08 to March '09) by the Integrated Transport Authority (Merseytravel)
178b	Average waiting time	ITA (through LA)	↓↓	2 mins 11secs  <i>(Apr 06 – Mar 07)</i>	1 min 58 secs  <i>(Apr 07 – Mar 08)</i>	2 mins 34 secs  <i>(Apr 08 – Mar 09)</i>	This indicator has no direct input from the LA, outturn is for the Merseyside region as a whole, with data confirmed and produced in July '09 for the latest financial year (April '08 to March '09) by the Integrated Transport Authority (Merseytravel)
198	Children travelling to school – mode of transport usually used	DfT	↓↓	29.9%*  <i>(Sept 06 – Aug 07)</i>	Not yet available	Not yet available	This indicator is disaggregated into groups, based on the mode of travel used by children aged 5-16 (using car, car-share, public transport, walking, cycling or “other”), and good performance is typified by achieving a reduction in the % of children who travel to school by car. The indicator also provides information that can help LAs monitor and manage road traffic. The outturn is for the Merseyside region as a whole, with data produced on an academic year basis, collated from the results of a census conducted throughout schools on one specific given day. Merseytravel have published the latest available data for Merseyside as part of the LTP 2008/9 Annual Progress Report.
		<p>*NB – Outturn of 29.9% relates to travelling to school by car/car-share. For information, the % relating to other modes of transport for the given period is as follows:</p> <ul style="list-style-type: none"> <li>▪ Public transport @ 18.8%</li> <li>▪ Walking @ 47%</li> <li>▪ Cycling @ 1.1%</li> <li>▪ Other @ 0.3%</li> </ul>					

The Controlling Department for the following NIs is Technical Services and/or Capita Symonds							
NI No. & Details	Reporting Organisation	Preferred Outcome	Recent Annual Outturns:			Notes	
			2006/07	2007/08	2008/09		
168	Principal roads where maintenance should be considered	SMBC/ Capita Symonds Highway Maintenance	⇓	23% <i>(Apr 06 – Mar 07)</i>	5% <i>(Apr 07 – Mar 08)</i>	8% <i>(Apr 08 – Mar 09)</i>	The 2008/09 outturn figure was confirmed and submitted following completion of all relevant surveys and analysis of results. It is understood the increase from previous year may be due to the reductions in highway maintenance budget allocation.
169	Non-principal roads where maintenance should be considered	SMBC/ Capita Symonds Highway Maintenance	⇓	15% <i>(Apr 06 – Mar 07)</i>	5% <i>(Apr 07 – Mar 08)</i>	7% <i>(Apr 08 – Mar 09)</i>	The 2008/09 outturn figure was confirmed and submitted following completion of all relevant surveys and analysis of results. It is understood the increase from previous year may be due to the reductions in highway maintenance budget allocation.
185	CO <sub>2</sub> reduction from Local Authority operations	DECC (formerly Defra)	⇓	NEW in 2008	NEW in 2008	Not yet available  <i>(Apr 08 – Mar 09)</i>	We have provided information on energy consumption and capacity of corporate buildings, (including offices, schools, community centres, libraries etc), streetlights and transport to DECC by the July '09 deadline. The annual outturn figure will be calculated and produced by DECC, based on this data.
186	Per capita reduction in CO <sub>2</sub> emissions in the LA area	DECC (formerly Defra)	⇓	NEW in 2008	NEW in 2008	Not yet available  <i>(Jan–Dec 2008)</i>	This data is captured and analysed directly by DECC's agents (AEA Energy) to identify and produce produce area by area carbon emissions per capita. The percentage reduction in CO <sub>2</sub> per capita in each LA will be reported annually.

NI No. & Details	Reporting Organisation	Preferred Outcome	Recent Annual Outturns:			Notes	
			2006/07	2007/08	2008/09		
187	Tackling fuel poverty – This indicator measures the % of people receiving income based benefits, and then disaggregates into 2 groups: a) the % of people receiving benefits and living in a house with a <i>low</i> energy efficiency rating, and b) the % of people receiving benefits and living in a house with a <i>high</i> energy efficiency rating						
187a	% living in a home with a <i>LOW</i> energy efficiency rating	SMBC – TSD Energy Management Team	⇓	NEW in 2008	NEW in 2008	7% <i>(Apr 08 – Mar 09)</i>	NI187 measures progress in tackling fuel poverty through the improved energy efficiency of households inhabited by people claiming income related benefits, with the Government aim to ensure that, as far as reasonably practicable, people in England do not live in fuel poverty after 2016. The data is measured via an annual postal survey, compiled using examples and guidelines from DECC
187b	% living in a home with a <i>HIGH</i> energy efficiency rating	SMBC – TSD Energy Management Team	⇓	NEW in 2008	NEW in 2008	34% <i>(Apr 08 – Mar 09)</i>	
189	Flood and coastal erosion risk management	Environment Agency	⇓	NEW in 2008	NEW in 2008	100%	Measurement is made by recording the percentage of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily. Agreed actions are those activities identified in the *CFMP/*SMP Action Plan signed off by the Environment Agency's Regional Director that are attributed to the relevant Local Authority. The EA will record progress against all actions within CFMPs and second round SMPs – these will be attributed to relevant local authorities and a report produced on an annual basis identifying the proportion of actions attributed to a particular local authority that are being undertaken satisfactorily.  <i>(*CFMP = Catchment Flood Management Plans; SMP = Shoreline Management Plans)</i>

## 4.0 **ACHIEVEMENTS**

- The Energy Team's "Waste Busters" scheme, an ongoing initiative helping staff to take steps which will reduce energy consumption, was highly commended at the National Energy Efficiency Awards
- The scheme to pedestrianise Chapel Street in Southport was shortlisted in the Walking & Public Realm category at the National Transport Awards
- A pupil from Crosby High School was appointed as this year's "Young Eco Champion" at a ceremony at Bootle Town hall to celebrate World Environment Day, attended by teachers, families, key partners and the Mayor and Mayoress of Sefton.

## 5.0 **CORPORATE & CROSS CUTTING ISSUES**

### 5.1 **Equalities**

The department continues to work toward the organisational achievement of Level 4 of the Equality Standard for Local Government, through training, incorporation of specific equalities targets into service plans and participation in monitoring exercises.

### 5.2 **Absence Information**

The overall sickness rate for the re-organised Regeneration & Technical Services section is well below the organisational target of 4%. The short-term absence figure for April – September '09 is at 1.51%, below the organisational target of 2.2%; the long-term absence figure for the same period is 0%, against an organisational target of 1.8%.

### 5.3 **Sustainability**

Sustainability continues to be a key element of delivery within all service areas of Technical Services, from development and planning stages, through to delivery.

Mitigation elements of the Carbon Management Plan continue to prove effective across waste reduction, energy, travel and procurement - quantitative measure not due until November 2009 of Yr 3 progress The Energy Team have instructed Capita Symonds to carry out a Strategic Energy Review, including a detailed appraisal of the Carbon Management Plan, revision of overall aims/objectives, new action plans and operational delivery options.

## 6.0 **RISK MANAGEMENT**

Risk Management is an integral part of Technical Services' delivery and the Department are:

- Aiming to address HSE concerns regarding Legionella Management, by development of water hygiene management plans, following the completion of water hygiene risk assessments for approximately 500 buildings, including Social Services and Leisure Services;
- Developing the Asbestos Management Plan for Council buildings in conjunction with Service Departments;
- Developing Partnering arrangements with Contractors to reduce adversarial contractual situations and disputes;

# Agenda Item 9

## 7.0 FUTURE ISSUES

- Continuing budget pressures will become a feature of future years target setting on highway conditions. For the first year in a considerable length of time, the annual indicators which assess road condition (NI 168 & 169) have increased (where good performance for these indicators typified by a year-on-year decrease). It is believed this is as a direct result of reduced funding and subsequent reduced maintenance regimes.
- The budget freeze for the last two financial years and previous reductions in revenue budgets is having a detrimental effect on the services that can be provided. The main impact has been in the area of planned maintenance, however, this is increasing the pressure on reactive maintenance budgets to keep highways in a safe condition. This in turn means further reductions to planned maintenance budgets in order to keep within the overall budget for the portfolio. This is not a sustainable approach to highway maintenance.





SEFTON METROPOLITAN BOROUGH COUNCIL



Sefton's *Performance Reporting and Information NeTwork (SPRINT)*

**Departmental Service Plan Monitoring  
Regeneration & Technical Services**

**Quarter 2 2009/10**

Author: Performance and Partnerships

Print Date: 07/10/2009

# Agenda Item 9

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
COR-TSD-AP-022 Encourage the use of alternatives to the private car for journeys to, from and around the Borough	Alan Moore	Mike McSorley	31-Mar-2009	On Target

**Progress Summary**

<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>
Quarter 2	On Target	50

**Progress**

The development of both school and workplace travel plans is progressing, with the annual target completion of 10 and 5 respectively expected to be achieved. The priority of the Sefton Cycle Action Plan (SCAP) continues to be delivery of the Southport Cycling Town programme, which is on target with year 1 spend achieved. Cycle Hire Scheme commenced in May operating from Eco Centre and a number of larger hotels, and that usage is steadily building. Also consultation has commenced on the delivery of the East West Cycle Route

**Issues affecting current/future progress & corrective actions**

<p><b>Action</b> COR-TSD-AP-056 Improve the safety of people as they use the transport network including the development of closer links with key bodies such as Merseytravel and British Transport Police</p>	<p><b>Authorising Officer</b> Alan Moore</p>	<p><b>Lead Officer</b> Alan Moore</p>	<p><b>Deadline</b> 31-Mar-2009</p>	<p><b>Status</b> On Target</p>						
<p><b>Progress Summary</b></p> <table border="1"> <thead> <tr> <th>Period</th> <th>Action Plan Status</th> <th>% Complete</th> </tr> </thead> <tbody> <tr> <td>Quarter 2</td> <td>On Target</td> <td>45</td> </tr> </tbody> </table>					Period	Action Plan Status	% Complete	Quarter 2	On Target	45
Period	Action Plan Status	% Complete								
Quarter 2	On Target	45								
<p><b>Progress</b></p> <p>As at end of Aug 09, 95% of non-emergency street lighting works were completed within 3 working, exceeding the current service level of 80%. Estimated outturn of KSI Casualties for Jan-Dec 09 is above the target of 85, based on 40 reported KSIs for Jan-May 09. However, this is an unconfirmed figure, and will be subject to change once verification exercises complete. Merseyside Police had previously identified an upward trend in KSIs caused by a reduction in Police enforcement during 2008 and the beginning of 2009. Robust enforcement procedures have now been put in place, but it will take several months of casualty figures before it is established whether this is having the anticipated effect. School crossing patrols continue to be provided at 100% of eligible sites, with 99.00% sites covered during Q2 period.</p>										
<p><b>Issues affecting current/future progress &amp; corrective actions</b></p>										

# Agenda Item 9

**Action** **COR-TSD-AP-057 Improve the condition of local roads** **Authorising Officer** Alan Moore **Lead Officer** Alan Moore **Deadline** 31-Mar-2009 **Status** On Target

**Progress Summary**

Period	Action Plan Status	% Complete
Quarter 2	On Target	50

**Progress**

Delivery of highway maintenance and drainage, street lighting and bridge inspection services are delivered under the SMBC/Capita Symonds partnership contract. Workplans monitored on a monthly basis; all currently on target an all emergency inspections are completed within the given timescales. Progress continues to reduce congestion on the highway network, with consultation on key issues of the Route Management strategy now complete. The Winter Service plan has been reviewed, and pre-season arrangements in on to winter maintenance are underway.

**Issues affecting current/future progress & corrective actions**

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>						
COR-TSD-AP-061 Improve accessibility to services for marginalised communities and work with partners to ensure that transport provision is available to all, with particular emphasis on those with special mobility needs	Alan Moore	Alan Moore	31-Mar-2009	On Target						
<p><b><u>Progress Summary</u></b></p> <table border="1"> <thead> <tr> <th data-bbox="343 71 391 436"><u>Period</u></th> <th data-bbox="343 436 391 772"><u>Action Plan Status</u></th> <th data-bbox="343 772 391 2163"><u>% Complete</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="391 71 438 436">Quarter 2</td> <td data-bbox="391 436 438 772">On Target</td> <td data-bbox="391 772 438 2163">60</td> </tr> </tbody> </table>					<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>	Quarter 2	On Target	60
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>								
Quarter 2	On Target	60								
<p><b><u>Progress</u></b></p> <p>Delivery of LTP priorities for safety, accessibility, the environment and quality of life, through development of integrated and sustainable transport programmes, continues, with an update report on progress on the approved 2009/10 programme submitted to Cabinet in July 09.</p> <p>Work on LTP delivery for 08/09 financial year presented to Cabinet Member in September, and Sefton is maintaining its contribution to the Merseyside LTP development monitoring programme.</p> <p>Current level of pedestrian crossings with access for disabled people (local BVPI) remains at approx. 62%.</p> <p><b><u>Issues affecting current/future progress &amp; corrective actions</u></b></p>										

# Agenda Item 9

<b>Action</b>	<b>Authorising Officer</b>	<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>
COR-TSD-AP-062 Utilise the completed access audits of the street environment to inform delivery of local accessibility plans	Alan Moore	Alan Moore	31-Mar-2009	On Target

**Progress Summary**

<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>
Quarter 2	On Target	25

**Progress**

The access audit database, used in the design of new street environment schemes, is regularly maintained and updated, with information provided on request. An audit of sample locations is carried out on an annual basis to ensure information is up to date, relevant and of high quality. The audit is planned, but has not yet been initiated.

**Issues affecting current/future progress & corrective actions**

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>									
COR-TSD-AP-063 To review and update the buildings accessibility audit data, and continue to implement the recommendations	Alan Moore	Alan Moore	31-Mar-2009	On Target									
<p><b><u>Progress Summary</u></b></p> <table border="1"> <thead> <tr> <th data-bbox="271 71 343 380"><u>Period</u></th> <th data-bbox="271 380 343 761"><u>Action Plan Status</u></th> <th data-bbox="271 761 343 2161"><u>% Complete</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="343 71 391 380">Quarter 2</td> <td data-bbox="343 380 391 761">On Target</td> <td data-bbox="343 761 391 2161">50</td> </tr> <tr> <td data-bbox="391 71 438 380">Quarter 2</td> <td data-bbox="391 380 438 761">On Target</td> <td data-bbox="391 761 438 2161">50</td> </tr> </tbody> </table>					<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>	Quarter 2	On Target	50	Quarter 2	On Target	50
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>											
Quarter 2	On Target	50											
Quarter 2	On Target	50											
<p><b><u>Progress</u></b></p> <p>The requirement to regularly review and reprioritise outstanding works is an ongoing continuous task. Any specific changes in circumstances are accommodated and addressed as and when they arise (for example, changes required at a school should a new pupil require wheelchair access).</p> <p>Accessibility issues are addressed as a fundamental part of all new developments, incorporated into upgrades of existing buildings as far as is reasonably possible</p> <p><b><u>Issues affecting current/future progress &amp; corrective actions</u></b></p>													

# Agenda Item 9

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
DSP-TSD-AP-001: To provide an appropriate level of Coastal Protection against erosion in vulnerable areas; and an appropriate level of Flood Defence to protect low lying areas of the Borough during high tides and storm events	Mike McSorley	Graham Lymbery	31-Mar-2010	On Target
<b><u>Progress Summary</u></b>				
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>		
Quarter 2	On Target	60		
Quarter 1	On Target	25		
<b><u>Progress</u></b>				
Strategic Environmental Assessment is now complete; other activities progressing and on target				
<b><u>Issues affecting current/future progress &amp; corrective actions</u></b>				
<b><u>Activities</u></b>				
ditional analysis of the Sefton Coast database to port evidence based policy making		Graham Lymbery	31-Mar-2010	On Target
ire inspection, management and repair of existing coastal defence structures	Ongoing	Graham Lymbery	31-Mar-2010	On Target
Progress the review of Shoreline Management Plans	Sept 09: Just preparing for consultation on draft policies. On programme for adoption in April.	Graham Lymbery	31-Mar-2010	On Target
Undertake Strategic Environment Assessment of the coastal defence strategy study for Crosby to Formby Point		Graham Lymbery	31-Dec-2009	Activities



<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>									
<p>DSP-TSD-AP-002: Provide advice and information to improve the energy efficiency of buildings in Sefton</p>	Mike McSorley	Ian Weller	31-Mar-2010	On Target									
<p><b><u>Progress Summary</u></b></p> <table border="1"> <thead> <tr> <th data-bbox="279 71 343 257"><u>Period</u></th> <th data-bbox="279 257 343 548"><u>Action Plan Status</u></th> <th data-bbox="279 548 343 840"><u>% Complete</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="279 71 343 257">Quarter 2</td> <td data-bbox="279 257 343 548">On Target</td> <td data-bbox="279 548 343 840">42</td> </tr> <tr> <td data-bbox="279 71 343 257">Quarter 1</td> <td data-bbox="279 257 343 548">On Target</td> <td data-bbox="279 548 343 840">25</td> </tr> </tbody> </table>					<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>	Quarter 2	On Target	42	Quarter 1	On Target	25
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>											
Quarter 2	On Target	42											
Quarter 1	On Target	25											
<p><b><u>Progress</u></b></p> <p>Free energy advice continues to be provided, (estimated annual saving of £45,628 on resident bills, 3,210,064 kWh of energy and 580 tonnes of CO2 avoided). Annual review of SAWS commenced via partners workshop; outcomes will inform the new aims/objectives and targets of SAWS in 2009/10, for Cabinet approval in November 2009.</p> <p>12 school groups and 1 community group were educated at Sefton Community Centre. The community group was educated at Sefton Community Centre. The community group was educated at Sefton Community Centre. The community group was educated at Sefton Community Centre.</p>													
<p><b><u>Issues affecting current/future progress &amp; corrective actions</u></b></p> <p>Seeking political process to re-appoint Fuel Poverty Champion. Urgently await the update of Eco Centre classroom ICT - on refresh schedule with Avarto, but overdue since they scheduled this in June/July. Failure to update ICT will impact classroom throughput.</p>													
<p><b><u>Activities</u></b></p>													
<p><b><u>Comments</u></b></p>													
<p><b><u>Lead Officer</u></b></p>													
<p><b><u>Deadline</u></b></p>													
<p><b><u>Status</u></b></p>													

# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Continue to provide advice which will help reduce energy consumption in all tenures of housing stock	<p>Q2: 238 households have received tailored advice via Home Energy Reports and in addition 1104 received information on individual requests. Based on figures from the Jigsaw north-west Energy Efficiency Advice Centres Report, each enquiry dealt with, will, on average, result in £34, 2,392 kWh and 432 Kg CO2 annual savings to the customer. Therefore, the estimated annual savings resulting from enquires dealt with in Sefton in QTR 2 are £45,628 on resident bills, 3,210,064 kWh of energy and 580 tonnes of CO2 avoided.</p> <p>Q1: Free, comprehensive energy advice is available to every resident of Sefton via the MEEAC's Freephone Service. In QTR 1 through a proactive approach approx. 488 households have received tailored advice via Home Energy Reports and in addition approx. 399 received information on individual requests on a variety of topics (some individuals received both services). Based on figures from the Jigsaw Northwest Energy Efficiency Advice Centres Report, each enquiry dealt with, will, on average, result in £34, 2,392 kWh and 432 Kg CO2 annual savings to the customer.</p> <p>Therefore, the estimated annual savings resulting from enquires dealt with in Sefton this QTR are £30,158 on resident bills, 2,121,704 kWh of energy and 383 tonnes of CO2 avoided.</p>	Ian Weller	31-Mar-2010	On Target

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Implementation of local affordable warmth strategy (SAWS) to reduce the people living in fuel poverty across Sefton by 2010	<p>Q2: The annual review of SAWS commenced via partners workshop; outcomes will inform the new aims/objectives and targets of SAWS in 2009/10 (to be published following Cabinet Member approval in November 2009).</p> <p>Fuel Poverty Outreach service directly assisted 305 residents with warm homes grants and/or support. There were 642 Warm Front Grant referrals generated in Sefton in Q2 and £2.1M grant spend achieved.</p> <p>Referrals to 'other' grants schemes including HTW, SEARCH and HRA = £25,979.73 of grant funding raised.</p> <p>Q1: New supporting people fuel poverty outreach worker commenced in April. SAWS review, put back to July/August due to workload pressures. Supporting People service assisted 110 residents with warm homes grants and support this Qtr. 704 Warm Front Grant referrals generated in Sefton this quarter and £1.3M grant spend achieved.</p>	Ian Weller	31-Mar-2010	On Target
Improvement in energy/resource efficiency of buildings through implementation of the Carbon Management Plan	<p>Mitigation elements of the carbon management plan continued this quarter across waste reduction, energy, travel and procurement - quantitative measure not due until November 2009 of Yr. 3 progress.</p>	Ian Weller	31-Mar-2010	Delayed
Provide advice on planning applications to implement 10% green energy on all relevant developments	<p>Q2: The renewable planning support service has had slight increased demand in Q2, but remains lower due to economic downturn and therefore, reduced amount of developments. 3 new build, 1 new build schemes advised this quarter</p> <p>Q1: The renewable planning support service has had less demand this quarter, due to economic downturn and therefore reduced amount of developments. 2 New build schemes advised this quarter to adhere to planning rules for renewables on site within 14 day agreed timescales</p>	Ian Weller	31-Mar-2010	On Target

# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Review and update environmental education product available to school and community & adult groups	<p>In Q2 July to September 2009 inclusive - 12 school groups and 1 community group were educated at the Eco Centre. Currently working on producing resources for use in schools as part of EU IMCORE project including new visit option added to menu to support this. Outreach work to support the development of Sustainable Schools. Also planning Sustainable Schools events. Community education product moving forward with Eco Focus delivery by eplus. Display renewal in progress. Currently involved with engaging schools with Forestry Commission on Town Lane Development.</p> <p>Q1: Via the partnership with our local energy advice centre, we jointly deliver talks and presentations to a truly diverse cross section of community groups every year. Alongside we provide energy advice road show's (with other environmental and community partners) at an equally broad range of public events. This is an important way in which we can constantly gauge public perception of the issues in relation to climate change and energy. Quantitative figures for Eco Centre and Community Events due for QTR 2. Curricula based menus and displays for Eco Centre under review to Sept 2009.</p>	Ian Weller	31-Mar-2010	On Target
Review Display Energy Certificates for corporate buildings	<p>Q2: PID delayed with Capita, as of 03 October this was urgently instructed via client to undertake DEC service with immediate effect.</p> <p>Q1: Project Implementation process initiate with Capita in June 2009, to provide new DECS for qualifying Sefton buildings in 2009/2010. Deadline of 01 November 2009.</p>	Ian Weller	31-Mar-2010	Delayed

<b>Action</b>	<b>Authorising Officer</b>	<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>
DSP-TSD-AP-003: Delivery of a reactive and planned highway, street lighting and structures maintenance programme	Mike McSorley	Capita Symonds	31-Mar-2010	On Target

<b>Progress Summary</b>		
Period	Action Plan Status	% Complete
Quarter 2	On Target	50
Quarter 1	On Target	25

**Progress**

The individual activities are monitored on a monthly basis as part of the annually agreed work plans for the Highway Maintenance, Street Lighting and Engineering Design services, delivered under the SMBC/Capita Symonds partnership contract. As at end of August 09, the outturns for the individual workplans can be reported as follows:

Highway Maintenance - All activities encompassed within the annual workplan are on target or exceeding target

Street Lighting - 98% of activities encompassed within the annual workplan are on target or exceeding target

Engineering Design - 83.3% of activities encompassed within the annual workplan are on target or exceeding target

**Issues affecting current/future progress & corrective actions**

<b>Activities</b>	<b>Comments</b>	<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>
Effective management of the planned highway maintenance programme using a strategic and balanced approach to treatment and replacement of the highway network in accordance with resources available	All activities related to Highway Maintenance are contained within the Highways Annual Workplan, which is monitored on a monthly basis, and actual completion compared to agree monthly target completion value. As at end of Aug 09, 80% of activities are on target, and 20% are exceeding target.	Capita Symonds	31-Mar-2010	On Target

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<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Ensure completion of the planned principal bridge and general bridge inspection programmes	Activity is encompassed within the Engineering Design Bridges Workplan, which is monitored on a monthly basis, and actual completion compared to target completion. As at end of Aug 09, 70.8% of activities are on target, 12.5% are exceeding target, and 16.67 are below target. The cumulative performance level for the service plan therefore is at 83.3%, exceeding the service level value of 80%	Capita Symonds	31-Mar-2010	On Target
Identify requirements for the development and implementation of a 2-year programme for the assessment of condition of retaining walls	Activity is encompassed within the Engineering Design Bridges Annual Workplan, which is monitored on a monthly basis, and actual completion compared to agreed monthly target completion value. As at end of Aug 09, 70.8% of activities are on target, 12.5% are exceeding target, and 16.67 are below target. The cumulative performance level for the service plan therefore is at 83.3%, exceeding the service level value of 80%	Capita Symonds	31-Mar-2010	On Target
at lighting outages fixed within 3 days of being reported	Percentage of non-emergency works completed within 3 working days are monitored on a monthly basis. As at end of Aug 09, 95% of non-emergency works have been completed within 3 days, exceeding the service level of 80%	Capita Symonds	31-Mar-2010	On Target
Targeted programme for the replacement of structurally defective street lighting columns	Activity is encompassed within the Street Lighting and Street Lighting Operations Annual Workplans, which are monitored on a monthly basis, and actual completion compared to agreed monthly target completion value. As at end of Aug 09, 92% of activities are on target, 6% are exceeding target, and 2% below target. The cumulative performance level for the service plan therefore is at 98%, exceeding the service level value of 80%	Capita Symonds	31-Mar-2010	On Target
Undertake highway safety inspections on a risk based approach	Delivery of emergency inspections are measured as a percentage of safety/priority inspections carried out within given timescales on a monthly basis. As at end of Aug 09, 99% of inspections have been completed within the given timescale, exceeding the service level of 90%	Capita Symonds	31-Mar-2010	On Target

<b>Action</b>	<b>Authorising Officer</b>	<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>									
<b>DSP-TSD-AP-004: Deliver effective and efficient Technical Services through the Council's strategic partnership with Capita Symonds</b>	Mike McSorley	Capita Symonds	30-Sep-2010	On Target									
<p><b><u>Progress Summary</u></b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Period</th> <th style="text-align: left; padding: 5px;">Action Plan Status</th> <th style="text-align: left; padding: 5px;">% Complete</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Quarter 2</td> <td style="padding: 5px; background-color: yellow;">On Target</td> <td style="text-align: center; padding: 5px;">50</td> </tr> <tr> <td style="padding: 5px;">Quarter 1</td> <td style="padding: 5px; background-color: yellow;">On Target</td> <td style="text-align: center; padding: 5px;">25</td> </tr> </tbody> </table>					Period	Action Plan Status	% Complete	Quarter 2	On Target	50	Quarter 1	On Target	25
Period	Action Plan Status	% Complete											
Quarter 2	On Target	50											
Quarter 1	On Target	25											
<p><b><u>Progress</u></b></p> <p>The progress against all activities is reported in detail to the monthly Technical Services Operational Board.</p> <p>Details summarised as follows:</p> <ul style="list-style-type: none"> <li>~ Total saving for Oct 08-Aug 09 reported as £346,500, well on target to achieve the</li> </ul> <p><b>Page 11 of 14</b></p> <p>"MORD" (Protect replacement system) has successfully been developed, training completed, and "go live" will be October 09</p> <p>tailored IT strategy has been completed and investments identified and are being implemented to improve service performance</p> <p>negotiations ongoing with landlords to ensure that Magdalen House is vacated by end of August, 13 new appointments have been made across the business</p> <ul style="list-style-type: none"> <li>~ Capita's business planning process for 2010 is underway, identifying new markets and resources required to deliver the growth aspirations</li> </ul>													
<p><b><u>Issues affecting current/future progress &amp; corrective actions</u></b></p>													
<p><b><u>Activities</u></b></p> <p>Business plans developed for each of the 6 business streams and to identify the growth areas and sales plans</p> <p>Capita Symonds is actively engaged in discussions with developers and landlords to finalise the location looking for new accommodation, to ensure that Magdalen House is vacated by year 2. in Bootle</p>													
<p><b><u>Comments</u></b></p> <p>Capita's business planning process for 2010 is underway, identifying new markets and the resources required to deliver the growth aspirations</p> <p>Negotiations ongoing with landlords to ensure that Magdalen House is vacated by year 2</p>													
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<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>											
Capita Symonds	31-Mar-2010	On Target											
Capita Symonds	30-Sep-2010	On Target											

# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Detailed recruitment plans developed to identify staff required for service improvement/continuity and growth	As at end of August, 13 new appointments have been made across the business	Capita Symonds	31-Mar-2010	On Target
Development of a detailed IT Strategy to cover the short, medium and long term requirements of the partnership	A detailed IT strategy has been completed and investments identified and are being implemented to improve service performance	Capita Symonds	31-Mar-2010	On Target
Introduction of 'Protect' replacement system	"SWORD" (the Protect replacement system) has successfully been developed, training implemented, and "go live" will be October 09	Capita Symonds	31-Mar-2010	On Target
Reduce service costs by 5.5% which is approximately £400,000 per year	Total saving for Oct 08 to Aug 09 reported as £346,500, well on target to achieve the 5.5%	Capita Symonds	31-Mar-2010	On Target
Senior Capita staff to be assigned to assist the Service Managers to deliver improved services, innovation and growth in Sefton		Capita Symonds	31-Mar-2010	On Target
quartile for all services by the end of year 2		Capita Symonds	30-Sep-2010	On Target



<b><u>Action</u></b>	<b><u>Authorising Officer</u></b>	<b><u>Lead Officer</u></b>	<b><u>Deadline</u></b>	<b><u>Status</u></b>									
<p>DSP-TSD-AP-005: Inspect and advise on the maintenance requirements of Council buildings to ensure they are fit for purpose and safe for users</p>	Mike McSorley	Capita Symonds	31-Mar-2010	On Target									
<p><b><u>Progress Summary</u></b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;"><u>Period</u></th> <th style="text-align: left; padding: 5px;"><u>Action Plan Status</u></th> <th style="text-align: left; padding: 5px;"><u>% Complete</u></th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Quarter 2</td> <td style="padding: 5px; background-color: yellow;">On Target</td> <td style="padding: 5px;">50</td> </tr> <tr> <td style="padding: 5px;">Quarter 1</td> <td style="padding: 5px; background-color: yellow;">On Target</td> <td style="padding: 5px;">15</td> </tr> </tbody> </table>					<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>	Quarter 2	On Target	50	Quarter 1	On Target	15
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>											
Quarter 2	On Target	50											
Quarter 1	On Target	15											
<p><b><u>Progress</u></b></p> <p>All aspects of the Building Maintenance Service are delivered under the SMBC/Capita Symonds partnership contract, and monitored closely by the Client Team.</p> <p>Completion of outstanding Type 2 asbestos surveys, and condition survey works are currently on program for completion by end of Mar 2010.</p> <p>It Officers have surveyed managers in respect of compliance with statutory actions for buildings which they are responsible for, with any obvious efficiencies noted to Capita for immediate response. Capita have identified a cost to ensure completion of biennial programme of risk assessments for water hygiene on public buildings by end of March 2010</p>													
<p><b><u>Issues affecting current/future progress &amp; corrective actions</u></b></p> <p>Latest revision to the Asbestos Management Plan will mean that, following completion of all outstanding Type 2 surveys, the only ongoing requirement of Capita will be the management of information (to ensure asbestos register is maintained) and the management of removal works when required.</p> <p>Following completion of water hygiene risk assessments, the responsibility to undertake on a biannual basis will be borne by individual property management budgets.</p>													
<p><b><u>Activities</u></b></p> <p>Advise Client Departments on building maintenance issues</p>													
<p><b><u>Comments</u></b></p> <p>Q2: Capita Symonds have maintenance officers with specific designated responsibility for each property in the Authorities portfolio. These officers are available to address day to day enquiries and provide advice as necessary. Capita Symonds have adequate resources to ensure they are in a position to respond to provide advice on more significant bespoke projects.</p>													
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Capita Symonds	31-Mar-2010	On Target											

# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Complete the biennial programme of all required risk assessments for water hygiene on all public buildings	Q2: Capita Symonds have identified a cost to allow the statutory requirements to be fully complied with by the end of the current financial year. Thereafter the responsibility to undertake biannual water hygiene risk assessments will be borne by the individual property management budgets. Capita Symonds will retain the responsibility to manage the information received and to assess and implement any remedial works necessary.	Capita Symonds	31-Mar-2010	On Target
Completion of annual programme of Type 2 asbestos surveys	Q2: Capita Symonds have identified the cost for undertaking Type 2 surveys to all properties not currently surveyed to this level. A PID has been signed and works have commenced. Capita Symonds remain broadly on program to complete these works by the end of the current financial year. The latest revision to the Asbestos Management Plan will mean that following completion of these surveys the only ongoing requirement of Capita Symonds will be the management of information to ensure that the asbestos register is maintained and the management of removal works when required.	Capita Symonds	31-Mar-2010	On Target
Schedule of statutory inspections for each building	Q2: All managers responsible for all properties have been surveyed in order to populate the asset management data base in respect of compliance with statutory obligations. Details of any deficiencies which are immediately obvious have been passed to Capita Symonds for them to address. Capita Symonds will also make investigations into situations where the property manager was unsure about compliance or where there was no response. Ultimately all data supplied by property managers will be checked by Capita Symonds.	Mike McSorley	31-Mar-2010	On Target
Undertake condition survey works	Q2: Capita Symonds remain on program for completion of the agreed schedule of property condition surveys within the current financial year.	Capita Symonds	31-Mar-2010	On Target

<b>Action</b>	<b>Authorising Officer</b>	<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>
DSP-TSD-AP-006: Deliver LTP Priorities for Safety, Accessibility, the Environment and Quality of Life through development of integrated and sustainable transport programmes	Stuart Waldron	Dave Marrin	31-Mar-2010	On Target

**Progress Summary**

Period	Action Plan Status	% Complete
Quarter 2	On Target	48
Quarter 1	On Target	25

**Progress**

The majority of activities in relation to this action are on target at this point in time. Target for production of travel-plans is expected to be achieved, although some are currently delayed due to economic conditions.

Southport Cycling Town programme is commencing well, with year 1 spend saved. One of the main infrastructure schemes of the project is due for public consultation shortly, which may influence the overall delivery programme.

**Issues affecting current/future progress & corrective actions**

**Activities**

Act as Project Sponsor to successfully deliver LTP Integrated Transport, Highway Maintenance, Bridges, Drainage and Urban Traffic Control programmes

Check quality of information in database by undertaking audit of sample locations

Contribute to the delivery of the Council's Core Strategy and Local Development Framework

**Comments**

Sep 09: Programme delivery is in progress and is reviewed on a monthly basis.

Sep 09: Audits of sample locations have not been initiated yet.

Sep 09: Transport planning officers participate regularly in the LDF update meetings and took an active part in the LDF consultation process. Involvement in the next quarter will continue to be in relation to the development and consideration of options for the core strategy.

**Lead Officer**

Stephen Birch

Stephen Birch

Stephen Birch

**Deadline**

31-Mar-2010

31-Mar-2010

31-Mar-2010

**Status**

On Target

Not Started

On Target

# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Deliver the Southport and Ainsdale Cycling Town Project	Project is on target with year 1 spend achieved. Cycle Hire Scheme commenced in May operating from Eco Centre and a number of the larger Hotels and that usage is steadily building. Also consultation has commenced on the delivery of the East West Cycle Route.	Dave Marrin	31-Mar-2010	On Target
Develop, implement and promote identified schemes in accordance with Sefton Cycle Action Plan (SCAP)	Sep 09: Priority of the action plan continues to be delivery of the Southport Cycling Town programme. One of the main infrastructure schemes is due for public consultation which may influence the overall delivery programme	Peter Hillisdon	31-Mar-2010	On Target
Maintain and update the access audit database for use in the design of new street environment schemes	Sep 09: Information continues to be provided on request. Lack of availability of staff resources has so far prevented a full review and update of the database.	Stephen Birch	31-Mar-2010	On Target
Manage and monitor the transportation programme to comply with LTP 5 year programme	Sep 09: Programme for 2009/10 was approved by Cabinet Member in March 2009. Update report was submitted July 2009.	Stephen Birch	31-Mar-2010	On Target
Progress delivery of the Sefton Rights of Way Improvement Plan (ROWIP) and improve accessibility of active public rights of way – 85% compliant with standard	Sep 09: Works progressing subject to resources, and surveys for 2009/10 BVPI 178 result are ongoing	Brian Mason	31-Mar-2010	On Target
Support the preparation of LTP Progress Reports, and the development of future plans within the Merseyside Partnership, and manage and monitor delivery against LTP Targets	Sep 09: Report on LTP delivery for 08/09 financial year presented to Cabinet Member in Sept 2009. Sefton is maintaining its contribution to the Merseyside LTP development and monitoring programme.	Stephen Birch	31-Mar-2010	Completed
Travel plans created and adopted by schools within the Borough – 10 more for March 2010	Sep 09: Currently working with 18 schools, two of which have already produced travel plans.	Stephen Birch	31-Mar-2010	On Target
Workplace travel plans to be created and adopted within Sefton – 5 more in place by March 2010	Sep 09: Some expected travel plans are currently delayed due to the economic conditions, but target still expected to be achieved. Delivery may be affected by the numbers of new developments emerging from the planning process, which is significantly affected by the current economic conditions	Stephen Birch	31-Mar-2010	On Target

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>																				
<p><b>DSP-TSD-AP-007: Promote the Council's Network Management duty to ensure a reduction in danger to road users and minimise delay and disruption of the highway network within the Borough</b></p>	Stuart Waldron	Jerry McConkey	31-Mar-2010	On Target																				
<p><b><u>Progress Summary</u></b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Period</u></th> <th style="text-align: left;"><u>Action Plan Status</u></th> <th style="text-align: left;"><u>% Complete</u></th> </tr> </thead> <tbody> <tr> <td>Quarter 2</td> <td style="background-color: yellow;">On Target</td> <td style="text-align: center;">50</td> </tr> <tr> <td>Quarter 1</td> <td style="background-color: yellow;">On Target</td> <td style="text-align: center;">25</td> </tr> </tbody> </table>					<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>	Quarter 2	On Target	50	Quarter 1	On Target	25											
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Quarter 2	On Target	50																						
Quarter 1	On Target	25																						
<p><b><u>Progress</u></b></p> <p>All inspection works are on target at this point in time. Development of performance monitoring in relation to accuracy of road opening notices and consideration of planning applications within given timescales is ongoing Consultation on key issues, some options and feasibility in relation to Route Management Strategy are complete, and works progressing.</p>																								
<p style="text-align: center;"><b><u>Issues affecting current/future progress &amp; corrective actions</u></b></p>																								
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# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Exceed minimum 30% requirement of proactive inspection programme of works by statutory undertakers	Sep 09: All inspections programmed currently on target	Jerry McConkey	31-Mar-2010	On Target
Maintain accuracy and manage timescales for all PCNs issued by aiming for 95% of notices accepted without appeal		Martyn Townsend	31-Mar-2010	On Target
Maintain progress to reduce congestion on the Borough Highway Network and particularly the Merseyside Congestion Target Route – A565 in Crosby	Consultation on key issues of Route Management Strategy are complete, as are scheme options and feasibility. Installation of extra cameras due for completion by end of year. Further elements will be developed once the options modelling exercise is complete	Stephen Birch	31-Mar-2010	On Target

<b><u>Action</u></b>	<b><u>Authorising Officer</u></b> Stuart Waldron	<b><u>Lead Officer</u></b> Dave Marrin	<b><u>Deadline</u></b> 31-Mar-2010	<b><u>Status</u></b> <span style="background-color: red; color: white; padding: 2px;">Overdue</span>
<p>DSP-TSD-AP-008: Deliver LTP priorities for road safety and create a safe highway environment for vulnerable pedestrians by providing safe crossing points at all staffed crossings, accompanied by the development of programmes to reduce the number of road traffic accidents occurring within the Borough.</p>				
<b><u>Progress Summary</u></b>				
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>		
Quarter 2	<span style="background-color: red; color: white; padding: 2px;">Overdue</span>	40		
Quarter 1	<span style="background-color: yellow; padding: 2px;">On Target</span>	25		
<b><u>Progress</u></b>				
<p>A revised target for 2009 of 85 KSI has been agreed with GONW/DfT; however, based on the actual number of 40* KSIs reported for Jan-May 09, the outturn is stated above the target figure.</p> <p>First enforcement procedures have been put in place by Merseyside Police, in anticipation of the upward trend, but it will take several more months of casualty data before it is established whether this is having the anticipated effect</p> <p>-The outturn figure is subject to change though, and cannot be confirmed as yet until publication of full year 2009 data by DfT, expected in Sept 2010</p>				
<b><u>Issues affecting current/future progress &amp; corrective actions</u></b>				
<p>None</p>				
<b><u>Activities</u></b>				
<p>Continue to provide school crossing patrols at 100% of eligible sites (104 in 2008/09)</p>				
		<b><u>Comments</u></b>	<b><u>Lead Officer</u></b>	<b><u>Status</u></b>
		Q2: Patrols provided at 100% of eligible sites. 99.00% sites covered during Q2 period Q1: Patrols provided at 100% of eligible sites. 98.00% sites covered during period.	Steve Johnston	<span style="background-color: yellow; padding: 2px;">On Target</span>
			31-Mar-2010	

# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Targeted road safety programmes developed with the public	<p>Q2: An amendment to the target outturn for 2009 has now been agreed with GONW and DfT, the revised outturn for 2009 is 85 KSI. At present, casualty figures are only available up to 31 May 2009, although updates for June/July expected by mid-Oct. For the period Jan-May 09, 40* KSIs were recorded, which means that the current casualty figures appear to be in excess of the 2009 target.</p> <p>(*NB - The figure provided for Jan-May 09 is subject to change; it will only be confirmed once police records have been fully reviewed, and revised if necessary. The full confirmed outturn for 2009 will not be available until formal publication by DfT, expected in Sept 2010)</p> <p>Q1: Casualty figures are only available up to 31 May 2009. Within the first five months of 2009, there were 40 recorded KSIs. The NI47 target for the full calendar year of 2009 is 75, which means that the current casualty figures appear to be in excess of the 2009 target.</p>	Steve Johnston	31-Mar-2010	On Target



<b>Action</b>	<b>Authorising Officer</b>	<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>
<b>DSP-TSD-AP-009: Manage the highway network to maximise its availability for highway users</b>	Stuart Waldron	Jerry McConkey	31-Mar-2010	On Target
<b><u>Progress Summary</u></b>				
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>		
Quarter 2	On Target	40		
Quarter 1	On Target	25		
<b><u>Progress</u></b>				
<b><u>Issues affecting current/future progress &amp; corrective actions</u></b>				
All works ongoing and completed within given timescales. Preparatory pre-season winter gritting arrangements also progressing				
<b><u>Issues</u></b>				
<b><u>Issues</u></b>	<b><u>Comments</u></b>	<b><u>Lead Officer</u></b>	<b><u>Deadline</u></b>	<b><u>Status</u></b>
Force reported contravention's on Highways Act	Sep 09: Work ongoing	Jerry McConkey	31-Mar-2010	On Target
Agreement agreed Winter Service Plan as required	Sep 09: Pre-season arrangements underway, including vehicle preparation, salt ordered and duty officer rotas agreed.	Jerry McConkey	31-Mar-2010	On Target
Provide service for licensing pavement cafes, skips and scaffolds	Sep 09: Licensing requirements completed within given timescales	Jerry McConkey	31-Mar-2010	On Target
Review and update Winter Service Plan	Sep 09: Annual review of plan has been progressed by discussion at all Area C'tees, and enhancements suggested, although not subsequently agreed by Cabinet Member (due in part to costs, and in part to gritting criteria not met). Proposal for schools requesting grit bins has been addressed, and their response awaited	Jerry McConkey	31-Mar-2010	On Target

# Agenda Item 9

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
DSP-TSD-AP-010: Provide material testing and site investigation to ensure materials used in schemes are compliant with specifications	Stuart Waldron	Bill Larner	31-Mar-2010	On Target
<b><u>Progress Summary</u></b>				
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>		
Quarter 2	On Target	60		
Quarter 1	On Target	25		
<b><u>Progress</u></b>				
All actions currently delivered to programme. Successful UKAS accreditation received following annual inspection in June 09				
<b><u>Issues affecting current/future progress &amp; corrective actions</u></b>				
<b><u>Activities</u></b>	<b><u>Lead Officer</u></b>	<b><u>Deadline</u></b>	<b><u>Status</u></b>	
Customer care satisfaction surveys presented to all sites from previous year	Bill Larner	31-May-2009	On Target	
Maintenance of quality management and testing systems <AS requirements	Bill Larner	31-Mar-2010	Activities	
Monitor results of customer care satisfaction surveys to inform team plan and improvements in service as required	Bill Larner	31-Mar-2010	On Target	
Monitor timescales of turnaround of Geotechnical and materials testing reports against agreed timescales	Bill Larner	31-Mar-2010	On Target	
Provide effective advisory and consultancy services to Highways subgroup as required	Bill Larner	31-Mar-2010	On Target	

<b>Action</b>	<b>Authorising Officer</b>	<b>Lead Officer</b>	<b>Deadline</b>	<b>Status</b>
DSP-TSD-AP-011: Work with developers and grant agencies to facilitate development in Sefton	Mike McSorley	Andrew Dunsmore	31-Mar-2010	On Target

<b>Progress Summary</b>		
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>
Quarter 2	On Target	46
Quarter 1	On Target	25

**Progress**

All projects are progressing well, all generally on target. In addition to comments listed, progress on the following projects can be reported:

Water Centre - Final account agreed, handover completed;

Crosby Marine Lake Water Quality Improvement - Works progressing on site, with sea booms fixed in lake, seeding is now planned;

any Sub-station Southport Business Park - design works complete;

ic Realm, Dunnings Bridge Rd - 25% pre-development funding spent.

<b>Issues affecting current/future progress &amp; corrective actions</b>			
<b>Activities</b>	<b>Comments</b>	<b>Lead Officer</b>	<b>Deadline</b>
Implement the Step Clever programme	Q2: 2 projects within programme completed; 6 additional projects given outline approval	Nick Yates	31-Mar-2010
Progress the Cultural Centre project	Q2: Managed the design process through RIBA stage C & early part of stage D. Completed assessment of fit out costs, make progress on acquisition, agreed design price plan with EH. NWDA application submitted. Business Plan completed.	Andrew Dunsmore	31-Mar-2010
Progress the Southport Market Project	Q2: Design progressed to RIB stage C and Planning Application submitted. Decision on future location of the Library will determine timeframe for delivery.	Andrew Dunsmore	31-Mar-2010
Work with Barretts to progress the Town Lane housing development	Q2: Negotiations regarding legal agreements ongoing. Barretts likely to start Site Investigations in Oct 09, lasting 12 months	Nick Yates	31-Mar-2010

# Agenda Item 9

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Work with Blythe Developments to progress the Business Park	Q2: Blythe is established. Legal agreement with new developer needs to be completed and appraisal progressed.	Andrew Dunsmore	31-Mar-2010	Delayed

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
DSP-TSD-AP-012: Manage assets to ensure they are supporting the delivery of services and the Council's corporate objectives	Mike McSorley	David Street	31-Mar-2010	On Target
<b><u>Progress Summary</u></b>				
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>		
Quarter 2	On Target	60		
Quarter 1	On Target	25		
<b><u>Progress</u></b>				
<p>All aspects of the Property Management service are delivered under the SMBC/Capita Symonds partnership contract. The annual Asset Management report for 2008/9 is complete; work ongoing in preparation of next year's report</p> <p>review of the processes within the Asset Management procedure is complete, draft report prepared</p>				
<b><u>Issues affecting current/future progress &amp; corrective actions</u></b>				
<b><u>Activities</u></b>				
<u>Activities</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>	
Implementation of current strategy ongoing	David Street	31-Mar-2010	On Target	
Annual report for 2008/9 complete; work ongoing in preparation of next year's report	David Street	31-Mar-2010	Activities	
Ongoing operation	David Street	31-Mar-2010	On Target	
Processes reviewed and draft report prepared	David Street	31-Mar-2010	On Target	

# Agenda Item 9

<u>Action</u>	<u>Authorising Officer</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
DSP-TSD-AP-013: Ensure regular and effective maintenance of critical watercourses and ditches in Formby, and gully cleansing throughout the Borough	Mike McSorley	Dave Richardson	31-Mar-2010	On Target
<b><u>Progress Summary</u></b>				
<u>Period</u>	<u>Action Plan Status</u>	<u>% Complete</u>		
Quarter 2	On Target	50		
Quarter 1	On Target	25		
<b><u>Progress</u></b>				
The individual activities are monitored on a monthly basis as part of the annually agreed work plan for the Drainage Services section, delivered under the SMBC/Capita Symonds partnership contract.				
As at end of August 09, the outturn for the workplan can be reported as all activities imposed within the annual workplan are on target (97%) or exceeding agreed monthly target (3%)				
<b><u>Issues affecting current/future progress &amp; corrective actions</u></b>				
<b><u>Activities</u></b>				
Monthly review procedure to prioritise highway flooding incidents	Capita Symonds		31-Mar-2010	On Target
Continue to monitor system to demonstrate a reduction in the number of non-gully emptying/blocked gully complaints	Capita Symonds		31-Mar-2010	On Target
Identify potential for flooding of critical watercourses, and prioritise for inspection	Capita Symonds		31-Mar-2010	On Target
Implementation of the recommendations of the Pitt Review	Capita Symonds		31-Mar-2010	On Target
Produce annual land drainage priority list, based on previous year flooding complaints	Capita Symonds		31-Mar-2010	On Target
Review annual maintenance programme of ditches in Formby	Capita Symonds		31-Mar-2010	On Target
<b><u>Comments</u></b>				

<u>Activities</u>	<u>Comments</u>	<u>Lead Officer</u>	<u>Deadline</u>	<u>Status</u>
Update annual ditch maintenance programme and complete maintenance on all required ditches on annual basis		Capita Symonds	31-Mar-2010	On Target

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